



March 8, 2024

Elizabeth Workman
Principal Planner
Lee County Department of Community Development, Zoning Section
1500 Monroe Street
Fort Myer, FL 33908

**Re: RE: Pine Island Road CPD
DCI2023-00015**

Dear Ms. Workman:

Enclosed please find responses to your insufficiency letter dated *November 30, 2023*. Since the last submittal Deviation 1 requesting relief from LDC 34-1353 access way buffers for vehicular oriented uses, Deviation 2 has been revised to request a reduction of 50% of the required parking for, Warehouse, Public and mini-storage development of a minimum of 600 units. To provide more compatibility with adjacent residential uses and address staff comments Master Concept Plan has been revised limiting access to the site along Herron Road to one access point. The following information has been provided to assist with the approval process:

1. Insufficiency Comment Response Letter;
2. Revised Boundary Survey;
3. Revised Title Certification;
4. Request Statement & Lee Plan Compliance Narrative;
5. Revised Master Concept Plan;
6. Open Space Exhibit;
7. Revised Transportation Impact Statement;
8. Supplemental Parking Demand Study;
9. Revised Schedule of Deviations; and
10. Preserve Management Plan & Exhibits.

The following is a list of staff comments with our responses in **bold**:

Legal Review:

1. Sec. 34-202(a). Submittal requirements for applications requiring public hearing.
(6) Please provide a boundary survey of the subject property in accordance with the requirements of Lee County LDC §34-202(a)(6).

The survey must be tied to the state plane coordinate system for the Florida West Zone (the most current adjustment is required) with two coordinates, one coordinate being the point of beginning (POB) and the other an opposing corner. There is no state plane coordinate at the POB of the perimeter boundary description (the southwest corner of parcel 102). The state plane coordinate for the opposing corner should be the end point of one of the 8 calls of the perimeter description.

RESPONSE: Please see revised Boundary Survey

2. Please provide a title certification for the property subject to zoning approval in accordance with the requirements of Lee County LDC §34-202(a)(7).

RESPONSE: Please see revised Title Certification**Zoning Review:**

1. Deviation 1 does not meet the variance criteria per LDC Section 34-145(b)(3). The type of uses is driving the need to request a variance. Right-of-way buffers within the Mixed-Use Overlay are five-feet-wide per LDC Section 10-425(f)(1). Because the applicant is proposing uses that require supplementary buffering per LDC Section 34-1353, the applicant cannot meet the requirement. This is self-imposed due to the use and the intensity of the proposed uses. Staff cannot support Deviation 1.

RESPONSE: See revised Schedule of Deviations and Justification and MCP. Deviation 1 has been withdrawn and buffers requirements per LDC Section 34-1353 will be met.

Environmental Sciences Review:

1. Revise the MCP and Open Space exhibits to provide 20-foot right-of-way buffers associated with the self-storage use located outside of the Mixed Use Overlay in accordance with LDC Section 33-1581.

RESPONSE: As discussed with staff the subject property contains an internal accessway not a platted ROW. See revised MCP and Project narrative which identifies a 10-foot type D buffer proposed adjacent to the internal accessway for the uses that are not subject to supplemental buffer requirements identified in Section 34-1353.

2. Revise the MCP and Open Space exhibits to state required open space as 2.56 acres keeping the public accessible open space and indigenous credits separate.

RESPONSE: See revised MCP and Open Space Exhibits that identify 2.56 acres

3. As previously stated, indigenous credits per LDC Section 10-415(b)(3) apply to native upland plant communities. The soils map provided by the environmental consultant indicates that the southwest corner of the project consists of a pond. This area must be removed from the indigenous credit acreage as it does not meet the qualifications for indigenous credits. The acreage and width must be revised for the upland preserve which will affect the indigenous credits. Revise all documents that include open space information.

RESPONSE: See revised MCP which identifies the 1.0 acre of preserve to be located outside of the southwest corner.

4. The indigenous restoration plan must be submitted with the zoning to demonstrate compliance with the indigenous definition and the credits being allocated toward the open space. Include a monitoring schedule and irrigation information for all restoration.

RESPONSE: See attached indigenous restoration plan.

5. Revise the Narrative Request to include correct upland and wetland preserve acreages and the width of the upland preserve to qualify for indigenous credits.

RESPONSE: See revised Narrative request with upland preserve acreages and minimum width of 110' for the 1-acre upland preserve qualifying for indigenous credits.

TIS:

1. The parking demand study provided with the latest submittal appears to specifically apply to a project in Fort Myers. Please review and revise the study such that it specifically applies to the North Fort Myers project under staff review. (11/16/2023 ME)

RESPONSE: The proposed mini-warehouse is of similar size to Fort Myers Project proposing 500+ storage units.

2. The study does not appear to describe the rationale that was used to determine the days and times that the survey was conducted, and what data was used in this determination. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The study was conducted during various weekdays and at various times throughout those days to determine if there is any fluctuation in parking demand for these facilities. Discussion with the operators of these facilities prior to conducting the studies determined that Fridays were typically the lightest days, therefore no Fridays were surveyed. Each site was surveyed over 36 times and the data showed very little parking demand, no matter the time of day. Once the property is established and leased out, there is very little activity and parking demand experienced at these facilities as evidenced by the data collected and provided in this study (there were 184 data points collected).

3. The study does not appear to describe if all vehicles, including those not parked in marked stalls were included in the counts. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The study surveyed all parked vehicles, either in a stall or not, that were accessible to the public at each facility. If the parking was behind a secured gate, that vehicle was not included in the survey.

4. The study does not appear indicate whether or not historic use of the facilities may have in any way been affected by recovery work associated with Hurricane Ian. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The facilities surveyed were not impacted by the recovery or work associated with Hurricane Ian. Staff at each facility were asked a series of questions about the impacts on their specific facility regarding the Hurricane before the surveys were conducted.

5. Staff has concern with the applicant's approach in the study of not parking vehicles parked behind existing facility gates. Due to this concern, please consider re-counting at least one of the City of Fort Myers sites or another similar site without gates, and revise the parking study such that only sites that consider total parking demand of the entire site are included. Vehicles parked in front of overhead doors for loading/unloading purposes should be included in the counts but should be accounted for separately. (11/16/2023 ME)

RESPONSE: The Lee County parking code does not require parking behind the security gate, only public parking in front of the gate. Parking behind a security gate was not relevant to the study.

6. Since no adjustments for seasonal fluctuations in facility use were considered in the study, please consider providing annual gate use data that validates that no seasonal adjustments are necessary. If annual gate use data is unavailable, please consider applying adjustment factors to the data to account for potential higher peak season facility use. Please revise the study to address this potential concern. (11/16/2023 ME)

RESPONSE: This is not a seasonal adjusted use. There are no seasonal factors to apply.

7. In staff's review of the latest architectural plan for the SR 82 site, it appears that the building houses 878 units with a total building gross floor area of 119,952-SF, which differs from that described in the study. Please verify this, and review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: Architectural plans are not utilized in the calculations of trip generation or parking. The site plans are utilized. The preparation of this did not utilize architectural plans, as they typically do not match site development plans in total floor area (architectural plans measure floor areas differently and include more detail on the buildings interior). The Lee County Property Appraiser (Lee PA) website was referenced and the floor areas from the

appraisals found on the Lee PA property data page were referenced to determine the floor areas for each of the sites in the study. If it was found that the actual floor area differed from the Lee PA website, the floor area was updated in the study. It should be noted that the floor areas are irrelevant to the overall discussion as the parking calculation for this use is not based on the overall floor area of the building. The floor areas were only reported, and the parking ratio identified on a space per square foot basis in order to provide a comparison to other jurisdictions. The total number of storage units at the SR 82 site was verified onsite by staff to be 897 units. The parking calculations were updated to reflect the increase in the number of storage units. A copy of the revised summary tables is included with this submittal for reference.

8. In staff's review of the latest architectural plan for the Colonial Boulevard site, it appears that the main building houses 654 units with a total building gross floor area of 96,077-SF, which differs from that described in the study. The study also appears to indicate that no parking spaces are provided behind the gated area, whereas an aerial photo of the site appears to show 2 delineated spaces. In addition, the study does not appear to include the RV storage building located on the site. Please verify this, and review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The floor area from the Lee PA website was utilized and is reflected in the revised tables provided with this submittal. The number of total storage units was verified by on-site staff to be 650 total units, as stated in the original report.

9. In staff's review the Colonial Boulevard site, it appears that some parking associated the site may be in an area shared with an adjacent use immediately west of the site. Please clearly describe how the counts took into consideration this shared parking area and how the surveyor was able to clearly identify parking demand solely associated with the mini-storage use. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The adjacent parking is not utilized by adjacent users and is far away from adjacent uses. Any vehicle parking in the immediate area of the self-storage facility was assumed to be utilizing the self-storage use unless the surveyors visually noted the occupant walking to adjacent buildings, which they did not.

10. In staff's review of the latest architectural plan for Champion Ring Road site, it appears that the main building houses 657 units with a total building gross floor area of 92,535-SF, which differs from that described in the study. The study also appears to indicate that there are 12 marked parking spaces on site, whereas the aerial photo appears to show 11 spaces. In addition, the study does not appear to include three other mini-storage buildings located on the site. Please verify this, and review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The total number of storage units was verified with on-site staff to be 666 total units. The parking calculation sheet was updated along with the floor areas from the Lee PA property data page to reflect this information. The number of total marked spaces on the site is irrelevant.

11. In staff's review of the latest permit for the building located at the Estero Oaks Boulevard site, it appears that the building's total gross floor area is 85,898-SF, which differs from that described in the study. The study also appears to indicate that there are 33 marked parking spaces on site, whereas the latest site plan appears to describe 30 spaces. Please verify this, and review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: This is the floor area that was utilized in the study and the floor area that is reported on the Lee PA property data page. There are a total of 30 marked parking spaces on the site which is irrelevant to the overall outcome of the study.

12. The building gross floor area of the building located at the Champion Ring Road site as referenced in some places within the report do not appear to correlate with that described in other places within the report. Specifically see references on pages 3 and 5, and the count summaries. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The overall floor area of the Champion Ring Road site is 103,801 square feet. Again, this was provided for informational purposes only as the parking requirement in Lee County is based on the total number of storage units, not the floor area of the building.

13. One of the mid-afternoon 11/28 count times for the Tiburon Way site as referenced in the summary sheet appears different that that described on the raw count sheet. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The time should be 2:20 PM instead of 3:20 PM as reported on the summary sheet. The number of occupied spaces is correct. The sheet has been corrected and included with this submittal.

14. The building gross floor area of the building located at the Estero Oaks Drive site as referenced in some places within the report do not appear to correlate with that described in other places within the report. Specifically see references on pages 4 and 5, and the count summaries. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The building floor area is reported for informational purposes only and is irrelevant to the overall objective of the study, which is to show the number of parking spaces based on the total number of storage units is less than required by current code requirements.

15. The 1 p.m. count on 11/15 at the Estero Oaks Drive site as described in the count summary does not appear to correlate with that described in the raw count sheet. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: Correct, the 1:00 PM count should be 6 instead of 9 as reported in the summary sheet. The highest number of 9 recorded at 11:15 AM that day and still does not change the conclusions of the report.

16. The study does not appear to indicate why daily counts weren't consistently taken when ITE indicates 80% or more of peak parking demand is expected for the proposed use. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: The data collection points are all within the time period where ITE indicated that 100% of the parking occurs for this use. Included with this submittal is the hour distribution of the Percent of Peak Parking Demand from the ITE Parking Generation Report for the miniwarehouse use. Indoor self-storage uses were not available when the surveys were submitted for the data that is within the ITE report. Multi-story indoor self-storage buildings have been developing over the past 10 years and are primarily used by residential and business customers that desire a climate-controlled storage environment. The min-ware use that was primarily surveyed in the ITE Parking Generation Manual was the traditional, single-story structure typically accessed from the exterior with an overhead door. Many of the tenants of these types of storage facilities are contractors or a business that would visit on a daily basis to access equipment and materials. The multi-story indoor self-storage buildings that were surveyed as part of this study are not that type of operation. Daily activity is limited, as evident by the lack of activity shown in the parking survey submitted.

17. Since many parking observations were not made at a time when ITE indicates 80% or more of peak parking demand is expected for the proposed use, the study does not appear to indicate if any adjustments to the data may be needed. Please review and revise the study accordingly. (11/16/2023 ME)

RESPONSE: Please refer to the response above. No adjustments to the data are necessary.

Informational: After discussion with Staff, a supplemental parking study was conducted at the Extra Space Self Storage located at 4500 Sommerset Drive in the City of Fort Myers. This site was discussed with Lee County staff prior to the surveys being conducted. The Extra Space facility is open to customers between 6:00 AM and 10:00 PM and is a three-story enclosed facility with no outdoor storage units. The building contains a total of 780 storage units (verified by on-site staff) and has a total of 102,993 square feet of floor area based on

the architectural plans (attached). It has two exterior doors accessible from the parking area.

A total of seven (7) parking spaces are striped on-site and the employee typically parks in the site that is the future cross access connection to the future lot to the south (not a striped parking space). This parking survey was done completely by video survey. Two video cameras were placed on the site and recordings were completed between 6:00 AM and 10:00 PM between Wednesday, October 25th and Monday, October 30th, 2023. Data was then reviewed from the cameras in the office and the maximum number of vehicles parked on-site was recorded for each hour. Generally, the hours between 8:00 AM and 9:00 PM were observed. Very little to no activity was observed between 6:00 AM and 8:00 AM and between 9:00 PM and 10:00 PM.

The data was then entered into the spreadsheet and combined with the additional data previously collected at the other facilities previously presented as part of this report. The summary of the data is presented in the attachments of this response.

It should be noted that of the seven marked spaces on the property, there was never a time when all seven spaces were fully occupied. Only once were there observed a total of six (6) vehicles parked in the spaces at one time, and this was for a very short period (less than two minutes), over the six-day time period. The changes made because of these comments results in an average demand of one space for every 100 storage units.

Development Services:

1. INFORMATIONAL: At time of development order Herron Road must meet the design standards in LDC 10-296 in accordance with the LDC 10-291 or an approved deviation.

RESPONSE: Acknowledged.

Thank you in advance for your consideration of this additional information. If you have questions, please contact me directly at (239) 908-3421 or jmedina@rviplanning.com.

Thank you,

RVi Planning + Landscape Architecture



Josephine Medina, AICP
Project Manager



**Pine Island Road CPD
Planned Development Rezone
Public Information Session Meeting Summary**

**Tuesday, February 6, 6:00 p.m.
North Fort Myers Recreation Center
2000 N. Recreation Park Way
North Fort Myers, FL 33903**

Pheonix Associates of Florida, Inc. (Applicant) and their consultant team hosted their public informational session in accordance with Section 33-1532 of the Land Development Code on Tuesday, February 6, 2024. The meeting was held at 2000 N. Recreational Parkway during the North Fort Myers Community Planning Panel meeting at 6:00 p.m.

The meeting was held for the Pine Island Road CPD PD rezone. The meeting notice was published in the News-Press on January 11, 2024. The Affidavit of Publication is attached as Exhibit "A".

The list of participants is attached in Exhibit "B" and demonstrates approximately 8 persons in attendance including the consultant team.

Josephine Medina (Agent) introduced the application, the Master Concept Plan and together with the Applicant and consultant team, presented the PowerPoint Presentation attached as Exhibit "C". Ms. Medina identified the request to rezone a 9.7+/- acre property from Agriculture (AG-2), Commercial (C-1) and (C-1A) to Commercial Planned Development (CPD) to develop up to 115,000 SF of commercial uses including a gas station. After the presentation Ms. Medina offered to address any question or comments from the Community Planning Panel and/or attendees.

Comments raised by attendees included: Whether the auto service use would be a quick lube establishment, the surrounding heights, the distance of the mini-warehouse and the residential areas to the west, the proposed buffer to the commercial property to the east and the traffic anticipated along Herron Road from this development.

Following the discussion by the Panel and public comment, the Applicant thanked the attendees. The meeting concluded at approximately 6:45 P.M.



PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

Josephine Medina
RVI Planning, Inc
28100 Bonita Grande DR # 305
Bonita Springs FL 34135-6221

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the News-Press, a daily newspaper published at Fort Myers in Lee County, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of Public Notices, was published on the publicly accessible website of Lee County, Florida, or in a newspaper by print in the issues of, on:

01/11/2024

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 01/11/2024

Legal Clerk

Notary, State of WI, County of Brown

My commission expires

Publication Cost:	\$252.12	
Order No:	9724586	# of Copies:
Customer No:	1126761	1
PO #:	2/6 Mtg	

THIS IS NOT AN INVOICE!*Please do not use this form for payment remittance.***NOTICE OF PUBLIC INFORMATION MEETING**

DATE: Tuesday, February 6, 2024

TIME: 6:00 PM

ADDRESS: North Fort Myers Recreation Center
2000 N. Recreation Park Way
North Fort Myers, FL 33903

In accordance with the North Fort Myers Planning Community requirements of the Lee County Land Development Code, the Applicant, Phoenix Associates of Florida, Inc. will be presenting information to the public on the following request:

A rezone of a 9.7+/- acre property from Agriculture (AG-2), Commercial (C-1) and (C-1a) to Commercial Planned Development (CPD) to develop up to 115,000 SF of commercial uses including a gas station.

The subject property is located at the southwest corner of the N. Cleveland Avenue/Pine Island Road intersection.

The meeting will be held at 6:00 p.m. on Tuesday, February 6th during the North Fort Myers Community Planning Panel Meeting at the North Fort Myers Recreation Center. The purpose of the meeting is to educate community members and nearby landowners about the proposed development and to address any questions.

For questions please contact:

RVI Planning + Landscape Architecture
c/o Josephine Medina
28100 Bonita Grande Dr., Suite 305,
Bonita Springs, FL 34135
239-908-3421 OR Jmedina@RVIPanning.com

January 11, 2024

KATHLEEN ALLEN
Notary Public
State of Wisconsin

PINE ISLAND ROAD - CPD REZONE

FEBRUARY 6TH 2024

<u>NAME</u>	<u>ADDRESS</u>	<u>EMAIL</u>
JOSEPHINE MEDINA	28100 BONITA GRADE DRIVE	JOSEDINA@RVPlanning.com
Dario Thirion	7468 Dana Lin Circle M.F.M FL 33917	Davethirion@gmail.com
Carl Barraco, Jr.	2271 McGregor Blvd Ft. Myers FL 33901	carljr@barraco.net
William Hutter	500 N. Westshore Blvd Suite 600 Tempe, FL 33609	williamhutter@aol.com
Jenna Buzacco-Foerster	12474 Brantley Commons Cir Fort Myers FL 33907	jenna@gsma.pro
Debra Coveau	7981 Deni Dr.	bobdebdan@msn.com
Karen Orlando	7991 Deni Dr.	Koretired@yahoo.com
Chris Lascaris	1853 Tricardial Ln	clascaris@Phoenix- Associates.com



PINE ISLAND ROAD CPD

PUBLIC INFORMATION MEETING

FEBRUARY 6, 2024

PROPERTY OVERVIEW

- ❑ 9.7+/-acres
- ❑ Access from Pine Island Road
- ❑ Vacant
- ❑ Zoning: C-1, C1-A and AG-2
- ❑ FLU: Intensive Development and Sub-Outlying Suburban
- ❑ Portion located within Mixed Use Overlay



REZONE REQUEST

- ❑ Rezone from C-1, C1-A and AG-2 to the Pine Island Road Commercial Planned Development (CPD)
- ❑ This will allow for up to 115,000 SF of commercial space (to include a maximum 100,000 SF of mini-warehouse, Carwash, Auto Repair Services, convenience food and beverage store with up to 16 self-service fuel pumps or a SF fast-food restaurant, and other commercial retail uses).



SITE LOCATION:	SWC OF N CLEVELAND AVE & NE PINE ISLAND R LEE COUNTY, FL 33903
PROJECT AREA:	9.71 ACRES
STRAP NUMBER:	036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008 036424010000000008
ZONING/REZONING	C-1, C-1A & AQ-2 TO CPD

Legend:

- CIPB BOUNDARY
- BUILDING
- PEDESTRIAN OVERPASS
- VEHICULAR FLOW
- LOADING ZONE
- PAVEMENT EDGE LINE
- NORMAL
- North Arrow

[illegible]

**INFINITY ENGINEERING
GROUP, LLC**
1206 East Kennedy Boulevard
Suite 250
Tampa, Florida 33602
Tel 813.434.4770
Fax 813.445.4211
www.igengr.com
FL Cert. of Auth. No. 27085



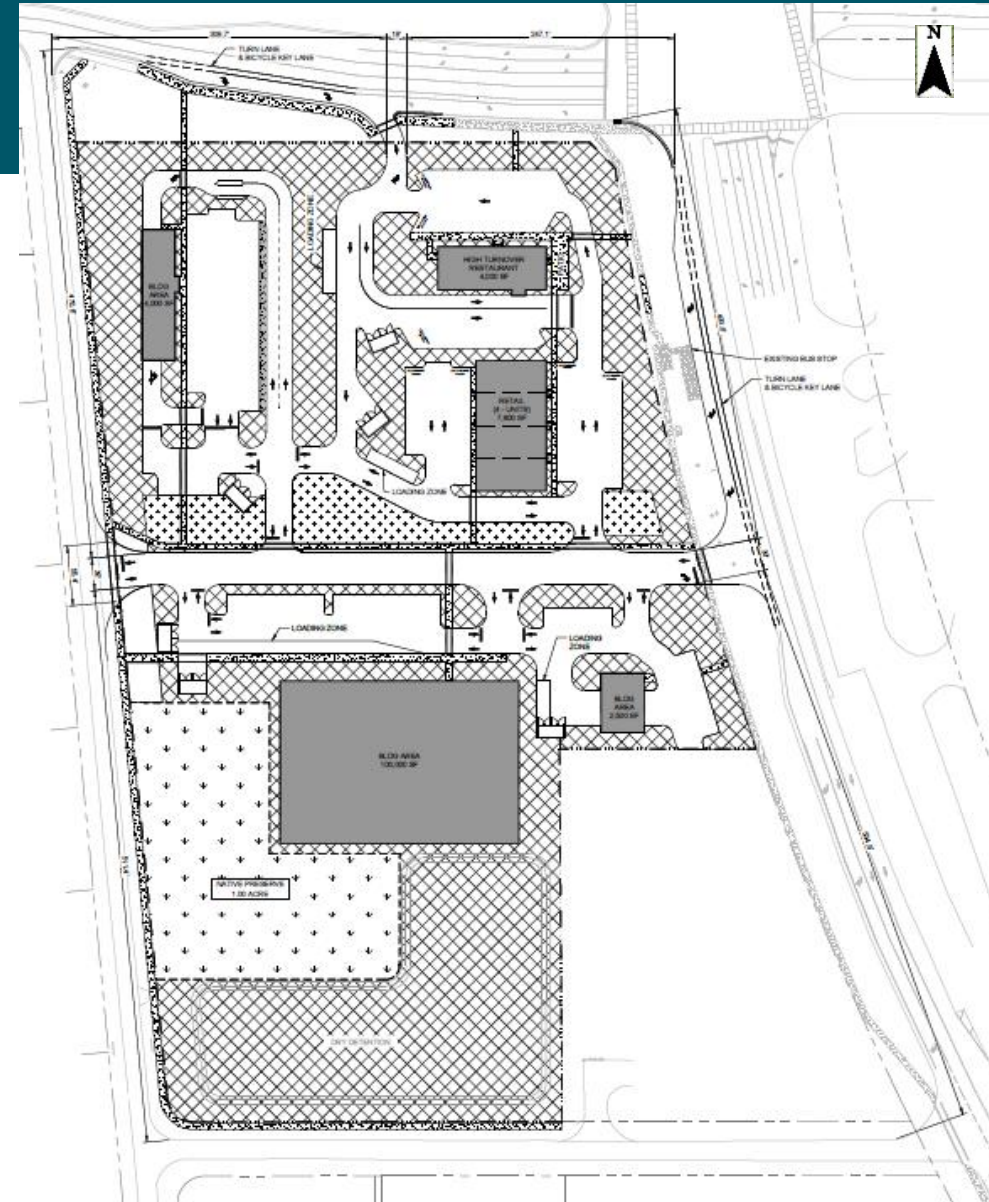
NEPT BARRINGTON, P.E.
FL REG. NO. 64085

PINE ISLAND ROAD CPD
S.W.C. OF N. CLEVELAND AVE. & N.E. PINE ISLAND RD
LEE COUNTY, FLORIDA 33903

Project No. 300-21-00	
Date 01-23-23	
Scale AS NOTED	

MASTER CONCEPT PLAN DESIGN

- ❑ 2.57 Acres of Open Space
- ❑ 0.35 Acres (additional) dedicated Publicly Accessible Open Space
- ❑ 1.0 Acre of Native Preserve located along Herron Road
- ❑ Buffers
 - ❑ 30' Type "F" Buffer Along Herron Road
 - ❑ 25' Type "D" Buffers Along Cleveland Avenue and Pine Island Road
- ❑ Three (3) Access Points
 - ❑ Pine Island Road
 - ❑ Cleveland Avenue
 - ❑ Herron Road



NEXT STEPS:

- ✓ Filed PD Rezone application
- ✓ Conduct Required Neighborhood Information Meeting
- ❑ Found Sufficient by County Planning Staff
- ❑ Hearing Examiner Hearing
- ❑ Board of Lee County Commissioners Hearing

Lee County Community Development

APPLICATION FOR PLANNED DEVELOPMENT PUBLIC HEARING UNINCORPORATED AREAS ONLY

Project Name: Pine Island Road CPD

Request: Rezone from: AG-2, C-1, C-1A To: Commercial Planned Development (CPD)

Type: ☒ Major PD ☐ Minor PD ☐ DRI w/Rezoning ☐ PRFPD
☐ Major PD Amendment ☐ Minor PD Amendment

Bonus Density included? ☒ NO ☐ YES¹ for: _____ Bonus Units
¹ If YES, submit additional fee required by LDC 2-147(A)(3)

Summary of Project:
Request to rezone a 9.7 +/- acre property from Agriculture (AG-2), Commercial (C-1) and (C-1A) to Commercial Planned Development (CPD)

.....

**PART 1
APPLICANT/AGENT INFORMATION**

A. Name of Applicant: Phoenix Associates of Florida, Inc.
Address: 13180 Livingston Road, Suite 204
City, State, Zip: Naples, FL 34109
Phone Number: 239-596-9111 ext.203
E-mail Address: CLascano@phoenix-associates.com

B. Relationship of Applicant to owner (check one) and provide [Affidavit of Authorization](#) form:
☐ Applicant is the sole owner of the property. [34-201(a)(1)a.1.]
☒ Applicant has been authorized by the owner(s) to represent them for this action. [34-202(a)(3)]
☐ Application is County initiated. Attach BOCC authorization.

C. Authorized Agent: (If different than applicant) Name of the person who is to receive all County-initiated correspondence regarding this application. [34-202(a)(4)]
1. Company Name: RVI Planning and Landscape Architecture
Contact Person: Josephine Medina, AICP
Address: 28100 Bonita Grande Drive, Suite 305
City, State, Zip: Bonita Springs, FL 34135
Phone Number: 239-908-3421 Email: jmedina@rviplanning.com

2. **Additional Agent(s):** Provide the names of other agents that the County may contact concerning this application. [34-202(a)(4)]

LEE COUNTY COMMUNITY DEVELOPMENT
PO BOX 398 (1500 MONROE STREET), FORT MYERS, FL 33902
PHONE (239) 533-8585

Web/PD (05/2021) Page 1

THANK YOU

QUESTIONS?

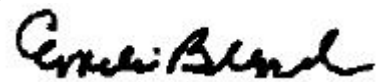
JOSEPHINE MEDINA
JMEDINA@RVIPLANNING.COM
239-908-3421

TITLE CERTIFICATION**Showing Information Required by Lee County Land Development Code 34-202(a)(7)****Issuer: Attorneys' Title Fund Services, LLC****Recipient: Lindsay & Allen, P.L.L.C. and Lee County Board of County Commissioners****Fund File Number:** 1366511 A1**Provided For:** Lindsay & Allen, P.L.L.C. and Lee County Board of County Commissioners**Agent's File Reference:** 2023-**Effective Date of Search:** February 10, 2023 at 11:00 PM**Description of Real Property Situated in Lee County, Florida:**

See Exhibit A

Record Title Vested in:

41 Pine RRV, LLC, a Florida limited liability company, as to Parcels 1, 2, 3, 4 and 5; and Pine Island Express Car Wash, LLC, a Florida limited liability company, as to Parcel 6 by Warranty Deed and Special Warranty Deed recorded under Instrument Number [2022000034024](#) and Instrument Number [2021000397847](#), Public Records of Lee County, Florida.

Prepared Date: December 7, 2023**Attorneys' Title Fund Services, LLC****Prepared by:** Susan Lowman, Senior Examiner, revised by Jo Young**Phone Number:** (800) 526-3855 x6707**Email Address:** SLowman@thefund.com

Cyndi Bolyard
Branch Manager

TITLE CERTIFICATION

Fund File Number: 1366511 A1

The following mortgages are all the mortgages of record that have not been satisfied or released of record nor otherwise terminated by law:

1. Mortgage to 41 Pine, LLC, a Florida limited liability company, mortgagee(s), recorded under Instrument Number [2022000034025](#), Public Records of Lee County, Florida. (as to Parcels 1 thru 5)
2. Mortgage to First Bank, mortgagee(s), recorded under Instrument Number [2021000397848](#), Public Records of Lee County, Florida. (as to Parcel 6)
3. Assignment of Rents recorded under Instrument Number [2021000297849](#), Public Records of Lee County, Florida.

Other encumbrances affecting the title:

1. Any lien or claim of lien for services, labor or materials which may take priority over the estate or interest insured by reason of that certain Notice of Commencement recorded January 3, 2023, under Instrument Number [2023000001024](#), Public Records of Lee County, Florida.
2. Any lien or claim of lien for services, labor or materials which may take priority over the estate or interest insured by reason of that certain Notice of Commencement recorded December 9, 2022, under Instrument Number [2022000274574](#), Public Records of Lee County, Florida.
3. All matters contained on the Plat of Mariana Park 3rd Addition, as recorded in Plat Book [12](#), [Page 61](#), Public Records of Lee County, Florida. Parcels 1, 2, and 3
4. All matters contained on the Plat of Mariana Park Addition No. 1, as recorded in Plat Book [10](#), [Page 36](#), Public Records of Lee County, Florida. Parcel 4
5. All matters contained on the Plat of Little Groves Unit "B", as recorded in Plat Book [9](#), [Page 11](#), Public Records of Lee County, Florida. Parcels 5 and 6
6. Covenants, conditions, and restrictions recorded in Miscellaneous Book [60](#), [Page 282](#), Public Records of Lee County, Florida, which contain provisions creating easements and/or assessments. Parcels 1, 2 and 3
7. Order of taking recorded in O.R. Book [2614](#), [Page 3177](#), Public Records of Lee County, Florida. Parcels 1 and 6
8. Right-of-Way Easement recorded in O.R. Book [1131](#), [Page 1438](#), Public Records of Lee County, Florida. Parcel 4
9. Resolution of the Board of County Commissioners of Lee County, Florida recorded in O.R. Book [1903](#), [Page 442](#), Public Records of Lee County, Florida. Parcel 4
10. Notice of Lot Split Approval recorded in O.R. Book [2666](#), [Page 984](#), Public Records of Lee County, Florida. Parcels 5 and 6
11. Lee County Ordinance No. 86-14 recorded November 30, 1990, in O.R. Book [2189](#), [Page 3281](#); and amended by Ordinance No. 86-38 in O.R. Book [2189](#), [Page 3334](#), Public Records of Lee County, Florida. All Parcels
12. Notice of Development Order Approval recorded in Official Records Book [2734](#), [Page 342](#), Public Records of Lee County, Florida. as to Parcel 6
13. (Revised A1) Covenants and conditions in that certain Stipulated Final Judgment recorded in Official Records Book [3130](#), [Page 817](#) as affected by Amended Stipulated Final Judgment recorded in Official Records Book [3136](#), [Page 1198](#), Public Records of Lee County, Florida. as to Parcel 6

TITLE CERTIFICATION

Fund File Number: 1366511 A1

14. Cross Access Easement by and between Mobil Oil Corporation and Lee County as set forth in Stipulated Final Judgment recorded in Official Records Book [3130, Page 817](#) as affected by Amended Stipulated Final Judgment recorded in Official Records Book [3136, Page 1198](#), Public Records of Lee County, Florida. as to Parcel 6
15. Restrictions and Covenants Running with the Land and Reservation of Access Rights as set forth in that certain Special Warranty Deed recorded as Instrument No. 2011000101327, Public Records of Lee County, Florida. as to Parcel 6

This search is provided pursuant to the requirements of Lee County Land Development Code 34-202(a)(7) for the uses and purposes specifically stated therein and is not to be used as the basis for issuance of an insurance commitment and/or policy.

The information contained herein is furnished for information only.

This report is not title insurance. Pursuant to s. 627.7843, Florida Statutes, the maximum liability of the issuer of this property information report for errors or omissions in this property information report is limited to the amount paid for this property information report, and is further limited to the person(s) expressly identified by name in the property information report as the recipient(s) of the property information report.

TITLE CERTIFICATION

Exhibit A

Fund File Number: 1366511 A1

Parcel 1

Lots 10, 11, 12, 13 and 14, Mariana Park 3rd Addition, according to the plat thereof as recorded in Plat Book [12, Page 61](#), Public Records of Lee County, Florida, less parts taken in the Order of Taking recorded in O.R. Book [2614, Page 3177](#), Public Records of Lee County, Florida.

Parcel 2

Lot 8, Mariana Park 3rd Addition, according to the plat thereof as recorded in Plat Book [12, Page 61](#), Public Records of Lee County, Florida.

Parcel 3

Lot 9, Mariana Park 3rd Addition, according to the plat thereof as recorded in Plat Book [12, Page 61](#), Public Records of Lee County, Florida.

Parcel 4

Lot 4, Mariana Park Addition No. 1, according to the plat thereof as recorded in Plat Book [10, Page 36](#), Public Records of Lee County, Florida.

Parcel 5

A tract or parcel of land situated in the State of Florida, County of Lee, lying in Section 3, Township 44 South, Range 24 East, being a part of Lot 8, LITTLE GROVES UNIT "B", as recorded in Plat Book [9, Page 11](#), of the Public Records of said Lee County and further described as follows:

Commencing at the Northwest corner of said Lot 8; thence South 89°51'00" East along said North line of Lot 8 for 203.97 feet to a point on the Westerly right-of-way line of Tamiami Trail (U.S. 41); thence Southerly along said right-of-way line along a curve concave to the East having a radius of 2964.79 feet for 400.33 feet through a central angle of 7°44'12" to the Point of Beginning of the herein described parcel; thence South 90°00'00" West for 271.27 feet; thence South 00°00'00" East for 260.25 feet; thence South 89°52'00" East for 347.03 feet to a point on a curve concave to the East having a radius of 2964.79 feet and to which a radial line bears South 71°11'26" West; thence Northerly along said curve and the Westerly right-of-way line of said U.S. 41 through a central angle of 05°15'18" for 271.92 feet to the Point of Beginning.

AND

Parcel 6:

The Land referred to herein below is situated in the County of Lee, State of Florida, and is described as follows:

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF LEE, LYING IN SECTION 3, TOWNSHIP 44 SOUTH, RANGE 24 EAST, BEING A PART OF LOT 8, LITTLE GROVES UNIT "B" AS RECORDED IN PLAT BOOK [9, AT PAGE 11](#), OF THE PUBLIC RECORDS OF SAID LEE COUNTY AND FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 89°51'00" EAST ALONG SAID NORTH LINE OF LOT 8 FOR 203.97 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF TAMIAMIT TRAIL (U.S. 41); THENCE SOUTHERLY ALONG SAID RIGHT-OF-WAY LINE ALONG A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 2964.79 FEET FOR 119.77 THROUGH A CENTRAL ANGLE OF 2°18'53" TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE NORTH 44°49'48" WEST ALONG THE SOUTHERLY LINE OF FLORIDA STATE DEPARTMENT OF TRANSPORTATION TAKING PARCEL NO. 102 FOR 33.81 FEET; THENCE NORTH 89°49'49" WEST ALONG THE SOUTHERLY LINE OF SAID TAKING PARCEL FOR 194.68 FEET; THENCE SOUTH 00°00'00" EAST FOR 300.00 FEET; THENCE NORTH 90°00'00" EAST FOR 271.27 FEET TO A POINT ON A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 2964.79 FEET AND TO WHICH A RADIAL LINE BEARS SOUTH 76°26'44" WEST; THENCE NORTHERLY ALONG SAID CURVE AND THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. 41 THROUGH A CENTRAL ANGLE OF 05°25'19" FOR 280.55 FEET TO THE POINT OF BEGINNING.

BEARINGS BASED ON THE RECORD PLAT OF LITTLE GROVES UNIT "B"
SURVEYOR'S DESCRIPTION

A PARCEL OF LAND LYING IN SECTION 3, TOWNSHIP 44 SOUTH, RANGE 24 EAST, BEING A PART OF LOT 8, LITTLE GROVES UNIT "B", AS RECORDED IN PLAT BOOK [9, PAGE 11](#) OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT A POINT MARKING THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY BOUNDARY OF NORTHEAST PINE ISLAND ROAD AND THE WEST RIGHT-OF-WAY BOUNDARY OF NORTH CLEVELAND AVENUE (U.S. HIGHWAY NO. 41); SAID POINT BEING COINCIDENT WITH A CURVE

TITLE CERTIFICATION

Exhibit A

Fund File Number: 1366511 A1

CONCAVE TO THE EAST, SAID CURVE HAVING A RADIUS 2964.79 FEET, A DELTA ANGLE OF 5°25'16" AND BEING SUBTENDED BY A CHORD BEARING SOUTH 10°48'44" EAST FOR A DISTANCE OF 280.42 FEET; THENCE COINCIDENT WITH SAID WEST RIGHT-OF-WAY BOUNDARY AND THE ARC OF SAID CURVE A DISTANCE OF 280.52 FEET; THENCE DEPARTING SAID WEST RIGHT-OF-WAY BOUNDARY, NORTH 89°57'36" WEST A DISTANCE OF 271.40 FEET; THENCE NORTH 00°00'55" EAST A DISTANCE OF 299.78 FEET TO A POINT COINCIDENT WITH THE SOUTH RIGHT-OF-WAY BOUNDARY OF NORTHEAST PINE ISLAND ROAD; THENCE COINCIDENT WITH SAID SOUTH RIGHT-OF-WAY BOUNDARY FOR THE FOLLOWING TWO (2) COURSES: 1.) SOUTH 89°53'09" EAST A DISTANCE OF 194.08 FEET; THENCE SOUTH 45°34'50" EAST A DISTANCE OF 34.50 FEET TO THE POINT OF BEGINNING.



Pine Island Road CPD Request Statement and Lee Plan Consistency Narrative

I. Summary

RVi Planning + Landscape Architecture (“Agent”) on behalf of Phoenix Associates of Florida (“Applicant”) is requesting approval to rezone 9.7+/- acre subject property (“Property”) from Commercial C-1, C-1A, and Agriculture AG-2 to Commercial Planned Development (CPD) to allow for development of a maximum of 121,800 SF of commercial space (to include a maximum 100,000 SF of mini-warehouse, 4,000 SF of carwash, 2,500 SF Auto Repair Services, 7,500 SF convenience food and beverage store with 16 self-service fuel pumps, or 5,000 SF fast-food restaurant, and 7,800 square feet of commercial retail uses).

The Property is located at the southwest corner of N. Cleveland Avenue and Pine Island Road in the North Fort Myers Community Planning Area. The site is designated within the Commercial Corridor per the North Fort Myers community-specific regulations and approximately 3.5 acres of the site are within the Mixed Use Overlay. In terms of future land use, approximately 5.1 acres have a Future Land Use designation of Intensive Development and approximately 4.6 acres have a Future Land Use Designation of Sub-Outlying Suburban.

II. Request

The proposed planned development will consist of a maximum of 121,800 sq. ft. of commercial space (to include a maximum 100,000 SF of mini-warehouse, 4,000 SF of carwash, 2,500 SF Auto Repair Services, 7,500 SF convenience food and beverage store with 16 self-service fuel pumps, or 4,000 SF or fast-food restaurant, and 7,800 SF of other commercial retail uses). Vehicular oriented uses have been proposed along the portion of the Property that is adjacent to Pine Island Road and Cleveland Avenue, two major arterials roadways, and these uses have been moved as far north and northeast of the subject property as possible from future and existing residential areas.

The site will have three (3) points of access, one access point through NE Pine Island Road (SR 78), which is a FDOT maintained 4-lane divided arterial roadway, a second access point through North Cleveland Avenue (US-41) which is a state-maintained 4-lane divided arterial roadway, and one additional access points through Herron Road, which is a county maintained 2- lane undivided local roadway. The access points further along Herron Road predominantly provide access to the mini-warehouse which is a commercial use which generally provides a low number of trips. As indicated by the Traffic Impact Statement (TIS) by TR Transportation Consultants the proposed mini-warehouse use is anticipated to have a maximum of 15 weekday P.M. peak hour trips limiting the amount of glare and noise impacting adjacent uses that is usually associated with the amount of vehicular traffic that commercial uses usually attract.

Uses have been sited within the development to allow for a transition of intensive uses from the arterial roadway frontage to the less intensive uses such as mini-warehouse, stormwater detention and preserve area towards the south and west of the development adjacent to existing and future residential uses.

The development will meet all external perimeter buffer requirements. As Identified in the MCP the property will have a 25-foot type D Landscape buffer per LDC Sec. 34-1353 along Pine Island Road and North Cleveland Avenue. Along Herron Road the Property will have a 30-foot

type F Landscape buffer per LDC Sec. 10-416(d)(6) and contain 1 –acre preserve with a minimum width of 110 feet. Along Pineapple Lane the development will have a 15-foot type D buffer per LDC Sec. 10-416(d)(3) followed by a large dry detention area. The Property will provide a 5-foot type landscape buffer to the east and no buffer to the south when adjacent to the southeast commercial parcel at the intersection of Pineapple Lane and Cleveland Avenue which contains an existing auto service repair business.

Internal accessways within the development shall provide 10-foot type D buffers to provide better walkability within the site through the addition of trees and also to shield site users from headlight shine, wayward vehicles, and to better defining parking boundaries. When adjacent to convenience food and beverage stores with or without gas pumps, automobile service stations with or without gas pumps, fast food restaurants, and car washes use the buffer consist of a 15-foot type D buffer per LDC Section 34-1353(e)(1).

The Property itself as previously mentioned has an approximately 3.49 acres within the Mixed-Use Overlay requiring 0.70 acres or 20% of open space and approximately 6.22 acres are outside of the Mixed-Use Overlay and the project is considered a large development therefore requiring 1.87 acres or 30% of open space. The project will therefore provide a minimum total open space of 2.56 acres. In addition, publicly accessible open space equaling 0.35 acres or 10% of the 3.49 acres of the property located within the Mixed-Use Overlay will be provided within the development. This publicly-accessible open space has been centered in proximity to the eastern property line which has frontage to an arterial roadway and provides sidewalk connection to a nearby bus stop. In compliance with the LDC a minimum of 50% of the open space requirement of the development or 1.29 acres is provided as part of this development. The site consists of 1.00 acre of on-site native preserve plus up to 135% credit per LDC Section 10-415(B)(3)(a) for preservation of indigenous upland plant communities & 10-415(B)(3)(b)(4) for preservation adjacent to a roadway equaling 1.35 acres meeting the minimum 1.29 acres of native preserve required. The Applicant has proposed native vegetation restoration in areas within the 1 acre preserve where this is not met. This preserve area has been located along a portion of the western and southern property line and the adry water detention area is proposed along a portion of the southern property line assuring any impacts from commercial uses of the proposed development are located more towards the intensive arterial frontage roads to the north of the development.

The development will also adhere to outdoor lighting standards outlined in LDC Section 34-625 addressing reduction of light pollution and glare to adjacent properties.

The Applicant is requesting two (2) deviations from LDC requirements as part of this application. Deviations relate to parking lot access width, and mini-warehouse parking requirements. Please refer to the Deviation & Justification Narrative enclosed in this application.

III. Existing Conditions & Property History

The Property is located at the southwest intersection of NE Pine Island Road and NE Cleveland Avenue within the North Fort Myers Planning Community in Lee County. The property consists of 11 parcels in total with varying degree of development. The parcel located along the northeast corner of the development consists abandoned gas station and the parcels along the south and southwest use to be single-family homes site and currently consist of cement house pads and driveways. Approximately 3.49 +/- acres of the northwestern portion of the Property are located within the Mixed-Use Overlay and approximately 5 +/- acres are already zoned commercial under the C-1 or C1-A zoning districts. The northeast corner of the Property is currently owned by Pine Island Express Car Wash, LLC, with the remaining property being owned by 41 Pine RRV, LLC both LLC's contain the same officers.

IV. Surrounding Land Use Pattern

The Property is within an urban area, at the intersection of two major arterial roadways and in close proximity to the Cape Coral City Boundary to the west of the property. A portion of the property is within the Mixed-Use Overlay which surrounds the property to the east, north and south along Pine Island Road and Cleveland Avenue. The predominant uses and zoning surrounding the Property are commercial and are located to the east, west, north and south of the Property along Cleveland Avenue and Pine Island. Some vacant agriculturally zoned properties and existing residential exists to the west and south of the Property along Herron Road and Pineapple Lane

The Property and surrounding areas are designated for future growth under the Intensive Development, Sub-Outlying Suburban Future Land Use and ley within the Mixed-Use Overlay (Map 1- C of Lee Plan).

Table 1 below further defines the abutting Future Land Use designations, zoning districts and existing land uses.

Table 1: Inventory of Surrounding Lands

	FUTURE LAND USE	ZONING DISTRICT	EXISTING LAND USE
NORTH	Intensive Development	CPD (Commercial Planned Development)	Pine Island Road ROW/Vacant/Bank
SOUTH	Sub-Outlying Suburban	AG-2 (Agricultural)	Pineapple Lane ROW/Vacant
EAST	Intensive Development	C-1 (Commercial)/CC (Community Commercial)	N. Cleveland ROW/ Retail
WEST	Intensive Development/Sub-Outlying Suburban/Multiple Family Residential (City of Cape Coral)	C1-A(Commercial) /AG-2 (Agricultural)/Residential Multi-family-low (City of Cape Coral)	Pineapple Lane ROW/Residential/Vacant

The proposed commercial development will be an extension of what is already a commercial corridor along Pine Island Road and Cleveland Avenue.

V. Public Infrastructure

The commercial uses will be serviced by Florida Governmental Utility Authority for wastewater treatment and Lee County Utilities for potable water. Letters from both of these entities have been provided to identify availability of sewer and potable water for the proposed development program. The surrounding roadway network has adequate capacity and mitigation of the project will be the payment of road impact fees as set forth in the accompanying Traffic Impact Statement prepared by TR Transportation Consultants, Inc. There are adequate community facilities and services in the immediate vicinity of the project, including Law Enforcement, Fire and EMS as identified in submitted Public Infrastructure Map which identifies Law Enforcement, EMS and Fire Stations within a 3 Mile Radius of the subject development.

VI. Lee Plan Compliance

The following is an analysis of the CPD's consistency with the goals, objectives, and policies of the Lee County Comprehensive Plan (Lee Plan).

POLICY 1.1.2: The Intensive Development future land use category is located along major arterial roads. By virtue of their location, the County's current development patterns, and the available and potential levels of public services, areas with this designation are suited to accommodate high densities and intensities. Mixed use developments of high-density residential, commercial, limited light industrial, and office uses are encouraged to be developed as described in Objective 11.1, where appropriate. The standard density range is from eight dwelling units per acre (8 du/acre) to fourteen dwelling units per acre (14 du/acre), with a maximum total density of twenty-two dwelling units per acre (22 du/acre). The maximum total density may be increased to thirty dwelling units per acre (30 du/acre) utilizing Greater Pine Island Transfer of Development Units.

In compliance with this policy, the Property has 5.1 +/- acres within this future land use category and are located in an area predominately comprised of a mixture of residential and commercial uses. The subject property is located at the intersection of two major arterial roads, Cleveland Avenue and Pine Island Road. The available public services in the area are suited to accommodate the proposed commercial intensities. As outlined in this application, the rezone will be consistent with and uphold the intent of the Intensive Development future land use category by allowing the Property to be developed with commercial uses typically found in this land use category such as convenience food and beverage and self-service fuel pumps which provide needs and services to users of high-volume major arterials like Pine Island Road and Cleveland Avenue. The development has been sited to assure more auto-oriented intense uses are located adjacent to these major arterials providing a transition to more concentrated residential uses to the south west of the site. No industrial uses are being proposed within this development.

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). 1 Bonus densities are not allowed.

In compliance with this policy, the Property's 4.6 +/- acres within this future land use designation are located adjacent to low residential density area to the west and south. This low density residential development is known as the Mariana Park Subdivision which generally consists of 1-acre single family lots. No industrial uses are proposed. The type of commercial intensity being proposed by the application within this land use category are compatible with low-density community characteristics. Type of uses proposed in these Sub Outlying designated areas of the site are limited to preserve, stormwater management and mini-warehouse, which is a low-traffic generator and known to be a generally inconspicuous commercial use.

POLICY 1.6.5: The Planning Districts Map and Acreage Allocation Table (Map 1-B and Table1(b)) depict the proposed distribution, extent, and location of generalized land uses through the Plan's horizon. Acreage totals are provided for land in each Planning District in unincorporated Lee County. No development orders or extensions to development orders will be issued or approved by Lee County that would allow the

acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded.

The CPD Rezone is consistent with the above policy and do not exceed acreage allocations provided for in Table 1(b) Year 2045 Allocation of the Lee County Comprehensive Plan which provides for 1,121 remaining acres for commercial uses within North Fort Myers. The remaining allocated acreage within Southeast Lee County after the 10 +/- acre development are removed would be 1,111 acres.

GOAL 2: GROWTH MANAGEMENT. To provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources.

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 by-passed in favor of development more distant from services and existing communities.

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 Property is located within the designation of future urban areas having a future land use designation of Intensive Development and Outlying Suburban indicative of the expected commercial growth in this areas as proposed by this rezoning application.

POLICY 2.1.2: New land uses will be permitted only if they are consistent with the Future Land Use Map and the goals, objectives, policies, and standards of this plan.

The proposed land uses in this PD are consistent within the Intensive Development and Outlying Suburban land use categories and all other applicable goals, objectives, policies, and standards of the Lee Plan.

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.

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 identified by the public infrastructure map which identifies public services up to 3 miles away from the property there is adequate EMS, fire and police protection to service the proposed development. A potable water availability letter from Lee County Utilities and sewer availability letter from Florida Governmental Utility Authority identify services are available for the proposed development.

POLICY 2.2.2: The Future Land Use Map indicates the uses and density ranges that will ultimately be permitted on a given parcel. However, it is not a guarantee that such densities or uses are immediately appropriate, as the map provides for the County's growth beyond the 2045 planning horizon. During the rezoning process the Board of County Commissioners will balance the overall standards and policies of this plan with three additional factors:

- 1. Whether a given proposal would further burden already overwhelmed existing and committed public facilities such that the approval should be delayed until the facilities can be constructed; and***

The proposal will not further burden already overwhelmed existing and committed public facilities; the proposed development will be adequately serviced by public facilities such as Solid Waste, Fire, EMS, Law Enforcement and potable and sanitary sewer.

- 2. Whether a given proposal is for land so far beyond existing development or adequate public facilities that approval should be delayed in an effort to encourage compact and efficient growth patterns; and***

The proposal is to redevelop and develop an infill site with commercial development to the north, northeast and east of the property already encouraging compact and efficient growth patterns.

- 3. Whether a given proposal would result in unreasonable development expectations that may not be achievable because of acreage limitations contained in the Acreage Allocation Table (see Table 1(b)). In all cases where rezoning is approved, such approval does not constitute a determination that the minimum acceptable levels of service (see Policy 95.1.3) will be available concurrent with the impacts of the proposed development. Such a determination must be made prior to the issuance of additional development permits, based on conditions which exist at that time, as required by Lee County's concurrency management system.***

As previously mentioned in relation to consistency with Policy 1.6.5 the CPD Rezone will not result in an unreasonable development and is achievable by the acreage allocations provided for in Table 1(b) Year 2045 Allocation of the Lee County Comprehensive Plan which provides for 1,121 remaining acres for commercial uses within North Fort Myers. The remaining allocated acreage within Southeast Lee County after the 10 +/- acre development are removed would be 1,111 acres.

STANDARD 4.1.1: WATER.

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

The proposed development will connect to a public water system serviced by Lee County Utilities (LCU).

STANDARD 4.1.2: SEWER.

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

The proposed development will connect to the sanitary sewer system serviced by Florida Government Utility Authority (FGUA).

GOAL 6: COMMERCIAL LAND USES. To permit orderly and well-planned commercial development at appropriate locations within the county.

The Commercial Planned Development (CPD) is located at the intersection of two major arterial roadways, serviced by potable water and sanitary sewer and will have adequate community facilities and services in the immediate vicinity of the development. The development itself is proposing to have uses that complement one another allowing for users of the site to have multiple vehicular/commercial needs met within one development. The proposed CPD meets the objectives and policies of the North Fort Myers Community Plan.

POLICY 6.1.1: All applications for commercial development will be reviewed and evaluated a to:

- 1. Traffic and access impacts (rezoning and development orders);**
- 2. Landscaping and detailed site planning (development orders);**
- 3. Screening and buffering (planned development rezoning and development orders);**
- 4. Availability and adequacy of services and facilities (rezoning and development orders);**
- 5. Impact on adjacent land uses and surrounding neighborhoods (rezoning);**
- 6. Proximity to other similar centers (rezoning); and**
- 7. Environmental considerations (rezoning and development orders).**

As previously identified the CPD will have direct access through NE Pine Island Road (SR 78) and North Cleveland Avenue (US-41) arterial level roadways intended for commercial land uses. Per the TIS by TR Transportation Consultants, Inc., there will not be a detrimental impact on the surrounding roadway system as a result of this development. The document goes on to state that US-41 and Pine Island Road east of US-41 is shown as operating above the minimum adopted Level of Service (LOS) "C" with or without the addition of the proposed development. Pine Island Road west of US-41 is shown as operating below the minimum adopted Level of Service LOS "F" before any of the project trips are added to the roadway, which is a pre-existing roadway deficiency. An internal accessway within the development will also allow for the ability to access uses from within the development without the need to exit to an external roadway, which is furthered by the proposed interconnection to the existing commercial development southwest of the Property. Any required off-site traffic improvements will be evaluated and determined at the time of local development order review in full compliance with the LDC.

The CPD will comply with the LDC standards for buffering and the project will be permitted through the Lee County development order process. As Identified in the MCP the property will have a 25-foot type D Landscape buffer per LDC Sec. 34-1353 along Pine Island Road and North Cleveland Avenue. Along Herron Road the development will provide a 30-foot type F landscape buffer per LDC Sec. 34-1353 and a 1-acre preserve. The Property will provide a 5-foot type landscape

buffer to the east and no buffer to the south when adjacent to the southeast commercial parcel at the intersection of Pineapple Lane and Cleveland Avenue which contains an existing auto service repair business. Along Pineapple Lane adjacent to the dry retention area and where no preserve is located a 15-foot type D buffer will be provided per LDC Sec. 10-416(d)(3).

The Property will be serviced FGUA for central sewer and LDC for central water. The application demonstrates adequate capacity in terms of traffic, law enforcement, fire and EMS.

The development will not negatively impact adjacent land uses, and will be well buffered, and integrated into the commercial frontage along Cleveland Avenue and Pine Island Road. Except for the commercial property to the southeast of the site the Property is adjacent to multiple right of ways which provides addition distance from adjacent uses. Commercial developments are located to the north, and east of the subject property across from Pine Island Road and Cleveland Avenue rights-of-way. The closest residential uses/zoning is separated by Herron Road to the west and Pineapple Lane to the south which are 50 foot wide right of ways. Additional separation and reduction of any impacts from commercial uses to surrounding existing and future proposed residential will be provided by the development via a 1 acre preserve and stormwater detention area along the southern edge of the property as well as buffering in the form of a 30-foot F-type buffer along Herron Road and a 15-foot type D buffer along Pineapple Lane. Vehicular oriented commercial uses have been sites to assure the greatest protection to the residential zoned properties from impacts by placing them abutting the arterial roadways. Furthermore, development regulations such as setbacks and landscape buffers as already discussed above will be placed along Herron Road and the adjacent ROWs to provide protection to surrounding neighborhoods.

The internal access way of the development running from the Herron Road to the Cleveland Road access point will provide a 10-foot type D buffer, except when the uses are convenience food and beverage stores with or without gas pumps, automobile service stations with or without gas pumps, fast food restaurants, and car washes the accessway shall maintain a 15-foot type D buffer per LDC Section 34-1353(e)(1) adjacent to the use. These internal buffers will serve to further reduce any impact to the exterior of the development and help encourage walkability through the provision of more vegetation and shade along the internal accessway.

The site is proximate to other commercial uses to the east, west, north and south of the site and is partially located within the Mixed-Use Overlay. The width, depth and size of the site allows for the ability of a commercial development that sustains an array of commercial uses that would help avoid the proliferation of strip development along Cleveland Avenue and Pine Island Road.

As identified by the Environmental Assessment and Listed Species Survey prepared by BearPaws Environmental Consulting no listed animal species were observed on the Property. The Assessment goes on to state the Property consists of FLUCCS 140 – Commercial (Abandoned, Upland), and 420 – Mixed Upland Forest (Upland). The FLUCC map estimates 1.65 +/- acres of Commercial (Abandoned) along the northeast corner of the Property and 8.06 +/- acres of Mixed Upland Forest based on aerial and site observations. Consistent with Policy 124.1.2

of the Lee Plan any impacts to wetlands as a result of this commercial development shall be consistent with the non-residential uses permitted in the immediate Intensive Development and Sub-Outlying Suburban future land use category. The development of this project and any impacts on wetlands will be mitigated in accordance with an approved Environmental Resource Permit (ERP) and meet any conditions set forth by the authorizing state agency.

POLICY 6.1.4: Commercial development will be approved only when compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.

As demonstrated within this application the commercial development will be at the intersection and have direct access to two major arterial roadways, and will have adequate capacity in terms of traffic, Law Enforcement, Fire, EMS, and will connect to public sewer and water services. The proposed development will be compatible with adjacent existing and proposed land uses which are primarily commercial in nature and are separated by existing rights-of-way. The development has been situated to assure uses that are more vehicularly oriented are placed as far away from the surrounding residential area to the west, south and southwest of the property. In addition to buffering and screening a stormwater detention area and a 1-acre on-site preserve has been situated along the southern and western boundary of the property to assure additional setback open space between the agriculturally zoned properties that are a part of the platted Mariana Park residential subdivision.

POLICY 6.1.6: The land development regulations will require that commercial development provide adequate and appropriate landscaping, open space, and buffering. Such development is encouraged to be architecturally designed so as to enhance the appearance of structures and parking areas and blend with the character of existing or planned surrounding land uses.

The development regulations provided for the CPD will meet or exceed the buffering and screening requirements within the LDC for commercial and additional site design requirements for convenience food and beverage stores, automobile service stations, fast-food restaurants, and car washes as outlined in Sec 34-1353. The architectural features of the buildings will meet LDC requirements outlined for the North Fort Myers Commercial Corridor architectural standards. The proposed development will provide the required open space of 2.56 acres and an additional 0.35 acres of publicly accessible open space as required by the commercial corridor design standards. The development provides pedestrian walkways and linkages throughout the development as well as street furniture and public amenities. Furthermore, as identified in the MCP the required publicly accessible open space has been centrally consolidated in close proximity and with direct pedestrian access to a public transit stop.

POLICY 6.1.7: Prohibit commercial developments from locating in such a way as to open new areas to premature, scattered, or strip development; but permit commercial development to infill on small parcels in areas where existing commercial development would make a residential use clearly unreasonable.

The development will be located upon 9.71 acres along the at the intersection of Pine Island Road and Cleveland Avenue where commercial uses are the prevalent land use to the north and east of the subject property. Across from Pine Island Road are various commercial planned development and commercial conventionally zoned properties containing such uses as a restaurant, retail, pharmacies, hardware stores, groceries and banks.

The property is a commercial infill development looking to redevelop an existing abandoned gas station as allowing for the development of underutilized vacant properties located at a major intersection.

POLICY 6.1.8: Prohibit commercial development from locating near existing or planned school areas in such a way as to jeopardize the safety of students.

The development is not located near existing planned school areas.

POLICY 6.1.10: Provide appropriate requirements and incentives for the conversion of strip commercial development into series of discrete, concentrated commercial areas.

The CPD rezone will allow for the conversion of strip commercial development along Cleveland Avenue into a concentrated commercial area with an internal road to access commercial lands that go beyond the arterial road frontage.

POLICY 6.1.11: Encourage the upgrading or revitalization of deteriorating commercial areas, but prohibit the expansion or replacement of commercial uses which are inappropriately located or that have an adverse impact on surrounding residential and non-residential uses. Such revitalization includes, but is not limited to: store-front renewal, sign control, and the provision of common parking areas and consolidated access.

The proposed development will revitalize a deteriorating, abandoned gasoline station at the northeast corner of the property which is highly visible from the public roadway network. The property will be redeveloped to meet current LDC code requirements for buffers and screening, commercial building standards, as well as urban design guidelines identified within the North Fort Myers Planning Community. The development will assure no adverse impacts on surrounding residential and non-residential uses through development regulations and buffering as well as assuring the intensity of uses are appropriately sited from most intense to less intense uses being located towards the interior of the development towards the south and west of the site where residential zoning and uses exists. For example, the development is sited so that a 1-acre preserve is located primarily along Herron Road followed by area 30 foot type-F buffer protecting providing visual and noise barriers to the adjacent Mariana Park Subdivision to the west of Herron Road. The location of uses has also been sited so that the generally unobtrusive commercial use of mini-warehouse being located at the most southwest location adjacent to the preserve and dry retention and with the comparatively more intensive uses such as carwashes located the north of the property along the frontage of major arterials and surrounded by commercial uses. Access points have been limited to Pine Island Road, Cleveland Avenue and Herron Road. Pine Island Road and Cleveland Avenue are identified as the main ingress and egress points to the development. The Herron Road access has been limited to one access points and this ROW will be heavily screened by buffers and an on-site vegetative preserve area. Furthermore, the vacant development directly to the west of Herron Road with frontage on Pine Island Road is slated to be more intense development with C1-A zoning and a future land use category of Intensive Development reducing the incompatibility of future development of this property and the proposed development.

OBJECTIVE 11.2: MIXED USE OVERLAY. The County will maintain an Overlay in the future land use map series identifying locations appropriate for mixed use located in proximity to: public transit routes; education facilities; recreation opportunities; and, existing residential, shopping and employment centers. Mixed Use, Traditional

Neighborhood, and Transit Oriented development patterns are encouraged and preferred within the Mixed Use Overlay.

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

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

The proposed development is not requesting to expand the Mixed Use Overlay.

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

The proposed development accommodates connections to the property located southwest of the Property this is the only adjacent land use to the subject property as the property is surrounded by right-of-way along all other property lines.

POLICY 11.2.3: At the discretion of the Board of County Commissioners, the Mixed Use Overlay boundary may be extended up to one-quarter mile to accommodate developments located partially within a Mixed Use Overlay or immediately adjacent to a Mixed Use Overlay.

No extension to the Mixed Use Overlay is being proposed.

POLICY 11.2.4: Use of conventional zoning districts will be encouraged within the Mixed Use Overlay in order to promote continued redevelopment.

The applicant is already proposing redevelopment of this Property within a Planned Development to allow for the complete and unified development of this property along a major intersection.

OBJECTIVE 17.3: PUBLIC INPUT. To provide opportunities for public input as part of the comprehensive plan and land development code amendment process.

POLICY 17.3.5: Additional public information meetings may be required as provided in the LDC.

The Property is located within the North Fort Myers Community and a public information meeting about the proposed request was held at the North Fort Myers Recreation Center 2000 N. Recreation Park Way during the North Fort Myers Planning Community panel on February 6, 2024 meeting requirements outlined in LDC Sec 33-1532. Public meeting

materials including meeting summary, list of attendees and affidavit of publication have been provided.

GOAL 30: North Fort Myers Community Plan. Improve the livability and economic vitality in the North Fort Myers Community Plan area by: promoting compact, mixed use development in the form of town and neighborhood centers; attracting appropriate investment to revitalize older neighborhoods and commercial corridors; stabilizing and enhancing, existing neighborhoods; and preserving natural resources.

POLICY 30.2.5: Certain areas along major road corridors outside designated Town Centers and Neighborhood Centers, are located within a Corridor Overlay District with provisions in the LDC requiring enhanced landscaping, greater buffering and shading of parking areas, improved commercial signage, enhanced standards to ensure architectural quality and compatibility, and incentives for quality development. Within the Corridor Overlay District, deviations from landscaping, buffering, signage or architectural requirements may not be granted, unless the request meets the approval criteria for variances set forth in the LDC, Chapter 34.

The Property is within the Commercial Corridor Overlay and the development proposes to meet or exceed all the required enhancements required within this overlay per the LDC, with the exception of requested deviations which will meet approval variance approval criteria, where necessary as further explained in the Schedule of Deviations and Justification.

POLICY 30.2.6: Development within the Town and Neighborhood Centers and the Corridor Overlay Districts may use the development standards allowed within the Mixed Use Overlay.

The Development is proposing to use development standards of the Mixed-Use Overlay within the 3.49 acres identified as mixed use providing 0.35 publicly accessible open space and pedestrian and bicycle access and interconnection throughout the site. The maximum heights proposed for this development will not exceed 45 feet in line with Sec. 34-2175.

POLICY 30.2.7: Maintain land development incentives for bringing older development into compliance with current regulations.

The Property as it exists today contains an abandoned gas station that does not meet the existing buffer requirements or North Fort Myers LDC urban design requirements or open space requirements. Towards the southwest corner what remains are residential concrete pads and driveways of vacant residential lots. The proposed development will allow for a 9.71 +/- acre property located at a major intersection of the North Fort Myer Planning community to be brought up to meet or exceed LDC code requirements, except where deviations are being requested, in full compliance with this policy.

POLICY 30.2.8: The following uses are prohibited within the North Fort Myers Community Plan area: "detrimental use" as defined in the LDC.

The development will not contain any "detrimental uses" as identified in the proposed schedule of uses provided with this application.

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

The Applicant will obtain the requisite Environmental Resource Permit (ERP) from the South Florida Water Management District. The site design will ensure pretreatment of stormwater prior to discharge off-site and maintain compliance with all local and state requirements relating to surface and ground water quality.

VII. Review Criteria

Per LDC Sec. 34-145(d)(4)(a)1 the following review criteria is met through this request:

a) Complies with the Lee Plan;

The proposed CPD is consistent with the uses set forth in the Intensive Development and Sub-Outlying Suburban Future Land Use designation as well as the North Fort Myers Community Plan Goals and Policies. The CPD's compliance with the Lee Plan Planned Development is described in more detail above within Sec. VI of this request statement.

b) Meets this Code and other applicable County regulations or qualifies for deviations;

The proposed rezoning will meet or exceed LDC code requirements, except where a deviation is requested and demonstrates the protection of public health, safety and welfare as further identified within the Deviation and Justification narrative provided with this application.

c) Is compatible with existing and planned uses in the surrounding area;

The proposed commercial development and uses identified in the CPD schedule of uses will be compatible with both existing and planned uses in the surrounding area which are primarily commercial in nature and of similar intensity as the proposed commercial uses. The site has been situated to ensure vehicular oriented uses and areas are placed as far north and east as possible away from existing and future residential areas to the south and west of the Property. In addition to buffering and screening of the site from adjacent rights-of-way the majority of the western property line consists of 30-foot type F buffer followed by a 1-acre vegetated preserve with a minimum 50 foot width along Herron Road protecting residential from the proposed commercial uses and the generally inconspicuous commercial use of mini warehouse. The preservation area and stormwater detention area has been situated along the southern and western boundary of the property to assure additional setback open space between the agriculturally zoned properties that are a part of the platted Mariana Park residential subdivision. A 15' foot type D buffer along Pineapple Lane where the preserve is not located provides further reduction of impacts to these properties to the south. Furthermore, site development requirements have been provided to safeguard any impacts on surrounding areas.

d) Will provide access sufficient to support the proposed development intensity;

The property will provide three (3) points of access, one access point through NE Pine Island Road (SR 78), which is a FDOT maintained 4-lane divided arterial roadway, a second access point through North Cleveland Avenue (US-41) which is a state-maintained 4-lane divided arterial roadway, and one (1) additional access points through Herron Road, which is a county maintained 2- lane undivided local roadway.

e) The expected impacts on transportation facilities will be addressed by existing County regulations and conditions of approval;

Approval of the request will not have a significant impact on the surrounding roadway network. As identified in the Traffic Impact Statement by TR Transportation Consultants, Inc., US-41 and Pine Island Road east of US-41 is shown as operating above the minimum adopted Level of Service (LOS) "C" with or without the addition of the proposed development. Pine Island Road west of US-41 is shown as operating below the minimum adopted Level of Service LOS "F" before any of the project trips are added to the roadway, which is a pre-existing roadway deficiency. Furthermore, the project will require development order approval prior to site development activities and the project's impacts will also be evaluated at that time.

f) Will not adversely affect environmentally critical or sensitive areas and natural resources; and

The proposed development will not adversely affect environmentally critical or sensitive areas and natural resources. As per the MCP will maintain 2.56 acres of open space in compliance with LDC § 10-415(a) which includes a 1-acre on-site preserve. No listed species were observed on the site per the Environmental Assessment and Species Survey Report prepared by Bearpaw Environmental Consulting. The FLUCCS map estimates 1.65 +/- acres of Commercial (Abandoned) along the northeast corner of the Property and estimates 8.06 +/- acres of Mixed Upland Forest community with portions including old single-family home sites with cement driveways and cement house pads.

g) Will be served by urban services, defined in the Lee Plan, if located in a Future Urban area category.

As demonstrated by this application the site will be serviced by urban services as far as terms of supporting transportation infrastructure, Fire, EMS, and sewer and water.

Furthermore, the development is consistent with the review criteria for planned developments:

a) The proposed use or mix of uses is appropriate at the proposed location;

This request modifies zoning from AG-2, C-1, and C1-A to CPD the proposed uses are appropriate for a location located at the intersection of two major arterial roadways that are supportive of the increased commercial use being proposed. The proposed uses on the site are complimentary to each other and serve the needs of the surrounding neighborhood and traveling public. The property is located within the commercial corridor a commercial corridor and not directly adjacent to any residential uses.

Furthermore, the development proposes interconnection to an existing auto service repair use located at the intersection of Pineapple Lane immediately adjacent to the Property and which is compatible and complimentary to the proposed CPD uses.

b) The recommended conditions provide sufficient safeguards to the public interest and are reasonably related to the impacts on the public's interest expected from the proposed development.

Buffering, setback, and minimum lot area requirements for this CPD have been provided in compliance with the supplementary site development regulations contained in LDC Section

34-1353 for convenience food and beverage stores, automobile service stations, fast-food restaurants, and car washes, except for internal buffering where a deviation is being sought. Additional development regulations such as a maximum height of 45 feet and minimum lot coverage of 40% are provided to provide a greater safeguard for any expected impacts to the public. The Property is separated from existing and proposed residential uses to the west and south by 50-foot right of ways. To provide addition setbacks and open space from this residential uses the development has been designed to place a dry detention area and 1 acre of on-site preserve along the west corner of the site providing additional safeguards to any impacts from the proposed commercial development to existing and proposed residential.

c) If the application includes deviations pursuant to section 34-373(a)(9), that each requested deviation:

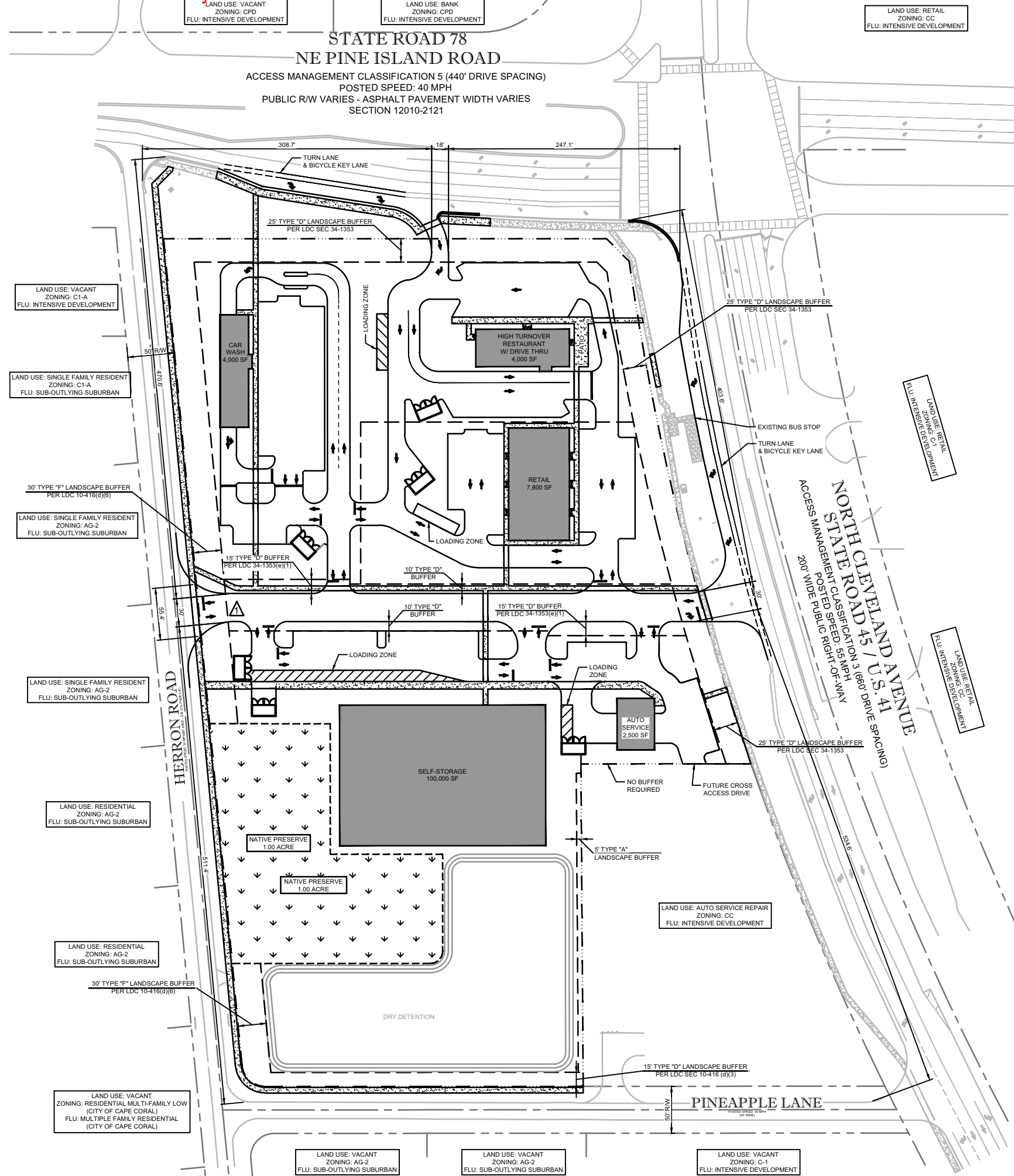
***1)Enhances the achievement of the objectives of the planned development; and
2)Preserves and promotes the general intent of this Code to protect the public health, safety and welfare.***

As further identified in the Deviation and Justification narrative provided the requested deviations will serve to will enhance the objectives of the planned development allowing for flexible design within the CPD and will preserve and promote the protection of public health, safety and welfare.

VIII. Conclusion

The proposed CPD has demonstrated the proposed commercial uses will be compatible with the surrounding development pattern and support the County's intent for the Intensive Development future land use designation, Sub-Outlying Suburban future land use designation, and North Fort Myers Community Plan by directing commercial development along arterial corridors and Mixed-Use Overlay.

The proposed development will help revitalize a highly visible major intersection within the North Fort Myers Community by bringing the development and the existing abandoned commercial site up to code including, building/architectural standards, buffering and landscape screening along the Pine Island Road and Cleveland Avenue rights-of-way. The CPD promotes needed commercial uses and buildings into a concentrated development with an internal road to access the various commercial uses within the development as opposed to scattered strip development along roadway frontages. The CPD will meet or exceed the standards set forth in the LDC in a manner that reduces impacts to surrounding residential uses and allows for flexibility to respond to changing market demand. For these reasons, the Applicant respectfully requests approval of this PD rezoning as proposed.



PROJECT SUMMARY

SITE LOCATION:	SWC OF N CLEVELAND AVE & NE PINE ISLAND RD LEE COUNTY, FL 33903
PROJECT AREA:	9.71 ACRE ±
STRAP NUMBER:	0344240100000008B 0344240100000008A 03442401000000080 03442406000000040 03442411000000080 03442411000000090 03442411000000100 03442411000000110 03442411000000120 03442411000000130 03442411000000140
ZONING/REZONING	C-1, C-1A & AG-2 TO <u>CPD</u>

OPEN SPACE SUMMARY

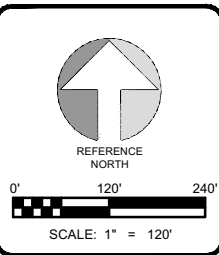
LAND USE	AREA
ON-SITE INDIGENOUS PRESERVE PROVIDED	1.00 ACRES
OTHER OPEN SPACE PROVIDED	1.56 ACRES
TOTAL OPEN SPACE REQUIRED	2.56 ACRES
TOTAL OPEN SPACE PROVIDED	2.56 ACRES
PUBLICLY ACCESSIBLE OPEN SPACE REQUIRED	0.35 ACRES
PUBLICLY ACCESSIBLE OPEN SPACE PROVIDED	0.35 ACRES

LEGEND

	CPD BOUNDARY		PEDESTRIAN CROSSWALK
	BUILDING		VEHICULAR FLOW INGRESS/EGRESS
			LOADING ZONE
			PAVEMENT EDGE DRIVE
			SIDEWALK
			DEVIATION TRIANGLE

INDIGENOUS PRESERVE SUMMARY

LAND USE	AREA
ON-SITE INDIGENOUS PRESERVE REQUIRED	1.29 ACRES
ON SITE INDIGENOUS PRESERVE PROVIDED	1.35 ACRES (1.0 ACRES PROVIDED ON SITE X 135% (CREDIT))



REVISION	DATE	DESCRIPTION
01/18/24	01/18/24	REVISED LAYOUT
01/23/23	01/23/23	ISSUE FOR DCI REVIEW COMMENTS
01/23/23	01/23/23	ISSUE FOR REVIEW
		Revision/Issue
		No.

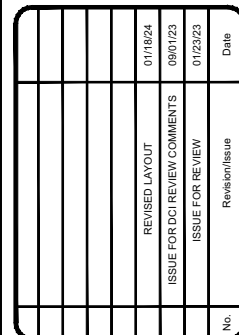
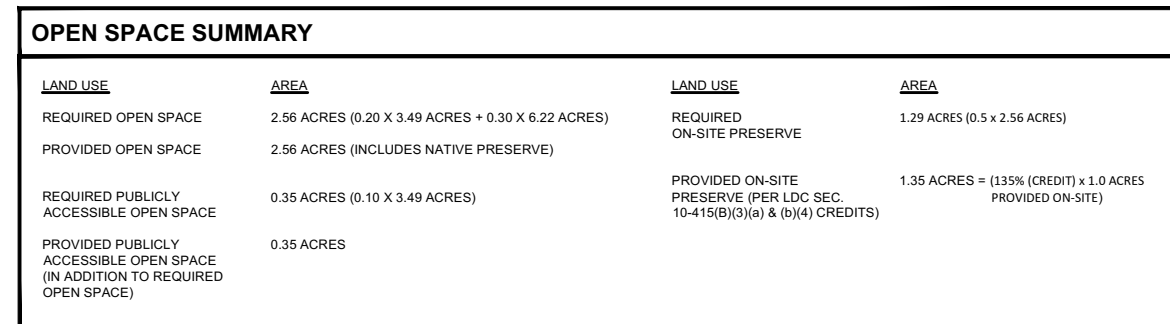
INFINITY
INFINITY ENGINEERING GROUP, LLC
1208 East Kennedy Boulevard
Suite 230
Tampa, Florida 33602
[p]: 813.434.4770
[f]: 813.445.4211
www.ieggroup.net
FL Cert. of Auth. No. 27889

PHOENIX
ASSOCIATES OF
FLORIDA
13180 LIVINGSTON ROAD | SUITE 204 | NAPLES, FLORIDA 34109
PH: (239) 598-9111 | FX: (239) 598-2637 | WWW.PHOENIX-ASSOCIATES.COM
PHOENIX ASSOCIATES OF FLORIDA is a professional engineering firm providing engineering services to the public and private sectors. The firm is a member of the Florida Engineering Council and is licensed to practice engineering in the State of Florida. The firm's services include civil, mechanical, electrical, and structural engineering. The firm is committed to providing high-quality engineering services to its clients and to maintaining the highest standards of professional conduct.

NISIT SAPPARKHAO, P.E.
FL REG. NO. 64085
DATE _____

Project Name and Address
PINE ISLAND ROAD CPD
SWC OF N CLEVELAND AVE & NE PINE ISLAND RD
LEE COUNTY, FLORIDA 33903
Sheet Title
MASTER CONCEPT PLAN

Project No.
300-21.00
Date
01-23-23
Scale
AS NOTED
Sheet
MCP.1



INFINITY

INFINITY ENGINEERING
GROUP, LLC

1208 East Kennedy Boulevard
Suite 230
Tampa, Florida, 33602
[p]: 813.434.4770
[f]: 813.445.4211
www.iegroupp.net
FL Cert. of Auth. No. 27889

PHOENIX

ASSOCIATES OF

FLORIDA

NISIT SAPPARKHAO, P.E.
FL REG. NO. 64085

DATE

Project Name and Address PINE ISLAND ROAD CPD SWMC OF N CLEVELAND AVE & N PINE ISLAND RD LEE COUNTY, FLORIDA 33503	Sheet Title OPEN SPACE EXHIBIT
--	---

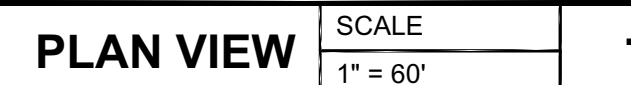
Project No. 300-21.00	Sheet
Date 01-23-23	MCP.2
Scale AS NOTED	



SCA E
1" = 60'

No. 0-21.00	Sheet MCP.1
-23-23	
NOTED	

-23-23	MCP.1
NOTED	



Project No. 300-21.00	Sheet MCP.2
Date 01-23-23	
Scale AS NOTED	



2726 OAK RIDGE COURT, SUITE 503
FORT MYERS, FL 33901-9356
OFFICE 239.278.3090
FAX 239.278.1906

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

PINE ISLAND ROAD CPD

(PROJECT NO. F2212.09)

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**

REVISED:

February 16, 2024



CONTENTS

- I. INTRODUCTION
- II. EXISTING CONDITIONS
- III. PROPOSED DEVELOPMENT
- IV. TRIP GENERATION
- V. TRIP DISTRIBUTION
- VI. FUTURE TRAFFIC CONDITIONS
- VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS
- VIII. INTERSECTION ANALYSIS
- IX. CONCLUSION



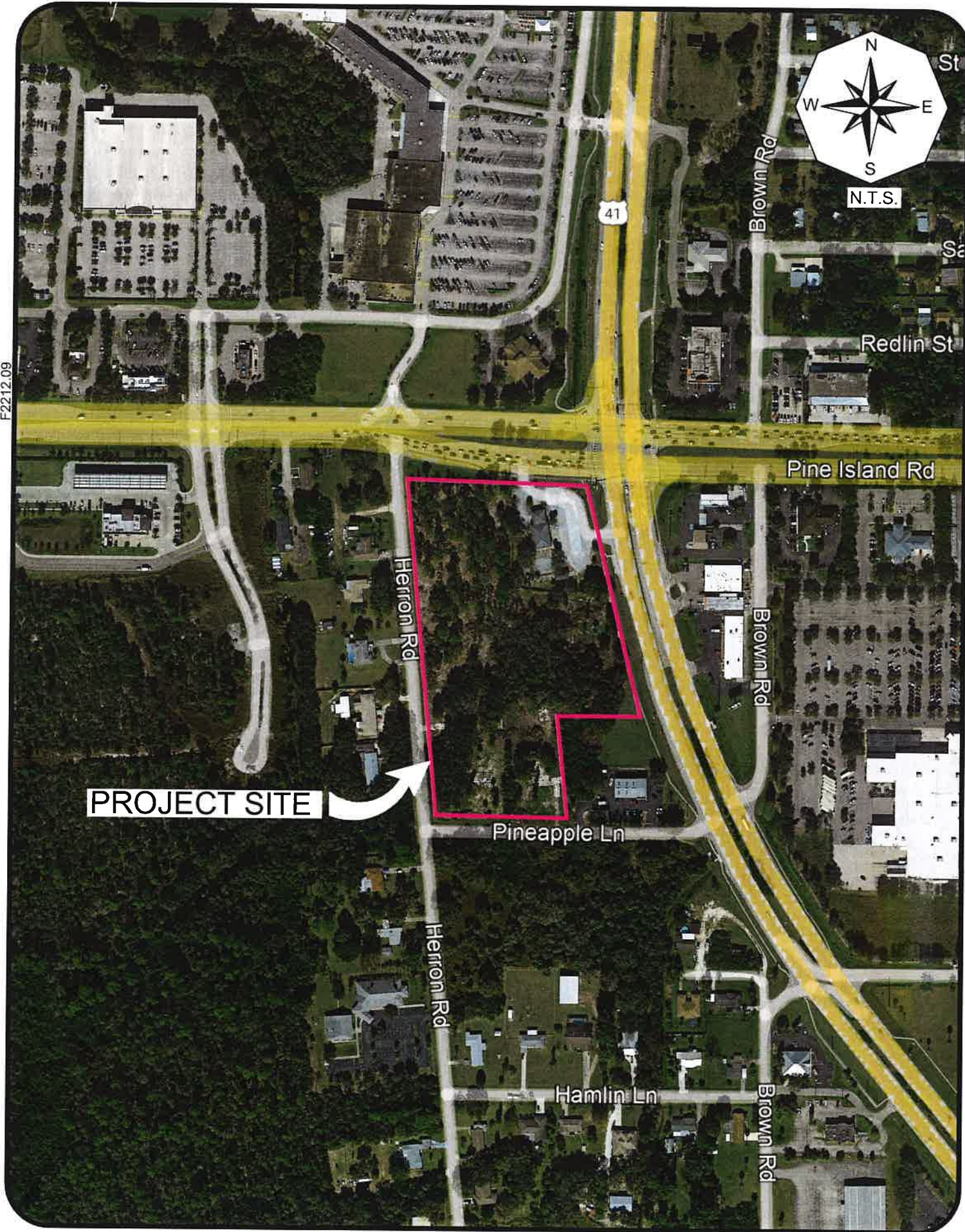
I. INTRODUCTION

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 rezoning approval. The proposed development is located at the southwest corner of U.S. 41 and Pine Island Road in Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

The applicant is requesting approval to rezone approximately 9.7 acres located at the southwest corner of U.S. 41 (Cleveland Avenue) and S.R. 78 (Pine Island Road) from Commercial C-1, C-1A, and Agriculture (AG-2) to Commercial Planned Development (CPD) to allow for development of a maximum of 121,800 square feet of commercial floor area. The property is located within the North Fort Myers Community Planning Area in Lee County. Approximately 5.1 acres of the site has is within the Future Land Use designation of Intensive Development and the additional 4.6 acres is within the Future Land Use Designation of Sub-Outlying Suburban. 3.49 acres of the site is located within the Mixed Use Overlay.

This report examines the impact of the development on the surrounding roadways and intersections. Trip generation and assignments to the various site access drives were completed and an analysis conducted to determine the impacts of the development on the surrounding streets.

F2212.09





II. EXISTING CONDITIONS

The site is generally bordered by U.S. 41 on the east, Pine Island Road on the north, Herron Road on the east and Pineapple Lane on the south.

U.S. 41 is a four-lane divided arterial roadway adjacent to the subject site. U.S. 41 has a posted speed limit of 50 mph and is under the jurisdiction of the Florida Department of Transportation.

SR 78 (Pine Island Road) is a four-lane divided arterial roadway that borders the subject site to the north. SR 78 has a posted speed limit of 50 and is under the jurisdiction of the Florida Department of Transportation.

Herron Road and Pineapple Lane are both two-lane local roadways that border the subject site to the west and south, respectively. Since neither roadway has a posted speed limit, per Florida Statute 316.183(2), the assumed speed limit is 30 mph. These roadways are under the jurisdiction of the Lee County Department of Transportation.

III. PROPOSED DEVELOPMENT

The applicant is requesting approval to rezone approximately 9.7 acres located at the southwest corner of U.S. 41 (Cleveland Avenue) and S.R. 78 (Pine Island Road) from Commercial C-1, C-1A, and Agriculture AG-2 to Commercial Planned Development (CPD) to allow for development of a maximum of 121,800 square feet of commercial floor area. Based on the Master Concept Plan prepared by Infinity Engineering Group, the uses were assumed to include a maximum of up to 100,000 square feet of mini-warehouse uses, a 4,000 square foot carwash, 2,500 square feet of Auto Repair Services/Quick Lube services, 7,500 square feet of convenience food and beverage store with 16 self-service fuel pumps **OR** a 4,000 square foot fast-food restaurant and 7,800 square feet of commercial retail uses. The uses shown in Table 1 do not necessarily



represent the “worst case” in terms of overall trip generation in terms of the Schedule of Uses that is being proposed but it does offer a good representation of what the proposed Master Concept Plan, as presented, is anticipated to generate as currently proposed. **Table 1** summarizes the land uses utilized for the purposes of this analysis. Since the gas/convenience store generates a higher peak hour trip generation than the fast food with a drive-through window, the gas station with 16-refueling positions was utilized for trip generation purposes for the remainder of this analysis. A table illustrating this comparison and the fact that the gas/convenience use generates more trips (net new trips after pass-by trip reductions) than the fast-food use, is included in the Appendix of this report for reference. **Table 1** summarizes the list of uses utilized for the trip generation purposes for this rezoning request.

Table 1
Land Use
Pine Island Road CPD

Land Use	Size
Gas Station OR Fast Food W/Drive Through	7,500 Sq. Ft. C-store & 16 Re-Fueling Positions OR 4,000 Sq. Ft. Fast Food
Car Wash	4,000 Sq. Ft. & 1 Tunnel
Auto – Repair/Quick Lube Services	2,500 Sq. Ft.
Self-Storage	100,000 Sq. Ft.
Retail	7,800 Sq. Ft.

Access to the subject site is proposed to be provided to Pine Island Road via a right-in only access drive, via U.S. 41 via a right-in/right-out only access connection, and via Herron Road via one site access drive connection. No access drives are proposed to the site along Pineapple Lane.



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 945 (Convenience Store/Gas Station) was utilized for the trip generation purposes of the convenience store/gas station use based on the floor area of the convenience store. Land Use Code 941 (Quick Lubrication Vehicle Shop) was utilized for the trip generation purposes of the Auto-Repair/Quick Lube Services use, Land Use Code 948 (Automated Car Wash) was used for the car wash use, Land Use Code 151 (Mini-Warehouse) was used for the Self-Storage use and Land Use Code 822 (Strip Retail Plaza <40k) was used for the commercial retail uses. The trip generation equations utilized from these land uses are attached to the Appendix for reference. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the development as currently approved.

Table 2
Trip Generation
Pine Island Road CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Convenience Store/ Gas Station (7,500 Sq. Ft.)	343	342	685	296	296	592	9,625
Automated Car Wash (1 Tunnel)	0	0	0	39	39	78	0
Quick Lube (2,500 Sq. Ft.)	11	4	15	9	13	22	174
Self-Storage (100,000 Sq. Ft.)	5	4	9	7	8	15	145
Retail (7,800 Sq. Ft.)	15	9	24	33	32	65	559
Total Trips	374	359	733	384	388	772	10,503

The total trips shown in Table 2 will not all be new trips added to the adjacent roadway system. ITE estimates that a convenience store/gas station may attract a significant



amount of its traffic from vehicles already traveling the adjoining roadway system. This traffic, called “pass-by” traffic, reduces the development’s overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. Consistent with the FDOT studies conducted in the State of Florida, the pass-by rate for the gas station use was seventy-seven percent (77%). A copy of the FDOT study indicating this Pass-by reduction factor is included in the Appendix of this report for reference. The study can also be found on the FDOT Access Management website link:

<https://accessmanagement.info/document/fdot-trip-generation-recommendations/>

The retail trips will also experience pass-by trip reductions. Lee County permits a maximum reduction of thirty-percent (30%) for retail uses.

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

Table 3
Pass-by Trip Reduction Factors
Pine Island Road CPD

Land Use	Percentage Trip Reduction
Gas Station	77% AM/PM/Daily
Retail	30%



Table 4
Trip Generation – New Trips
Pine Island Road CPD

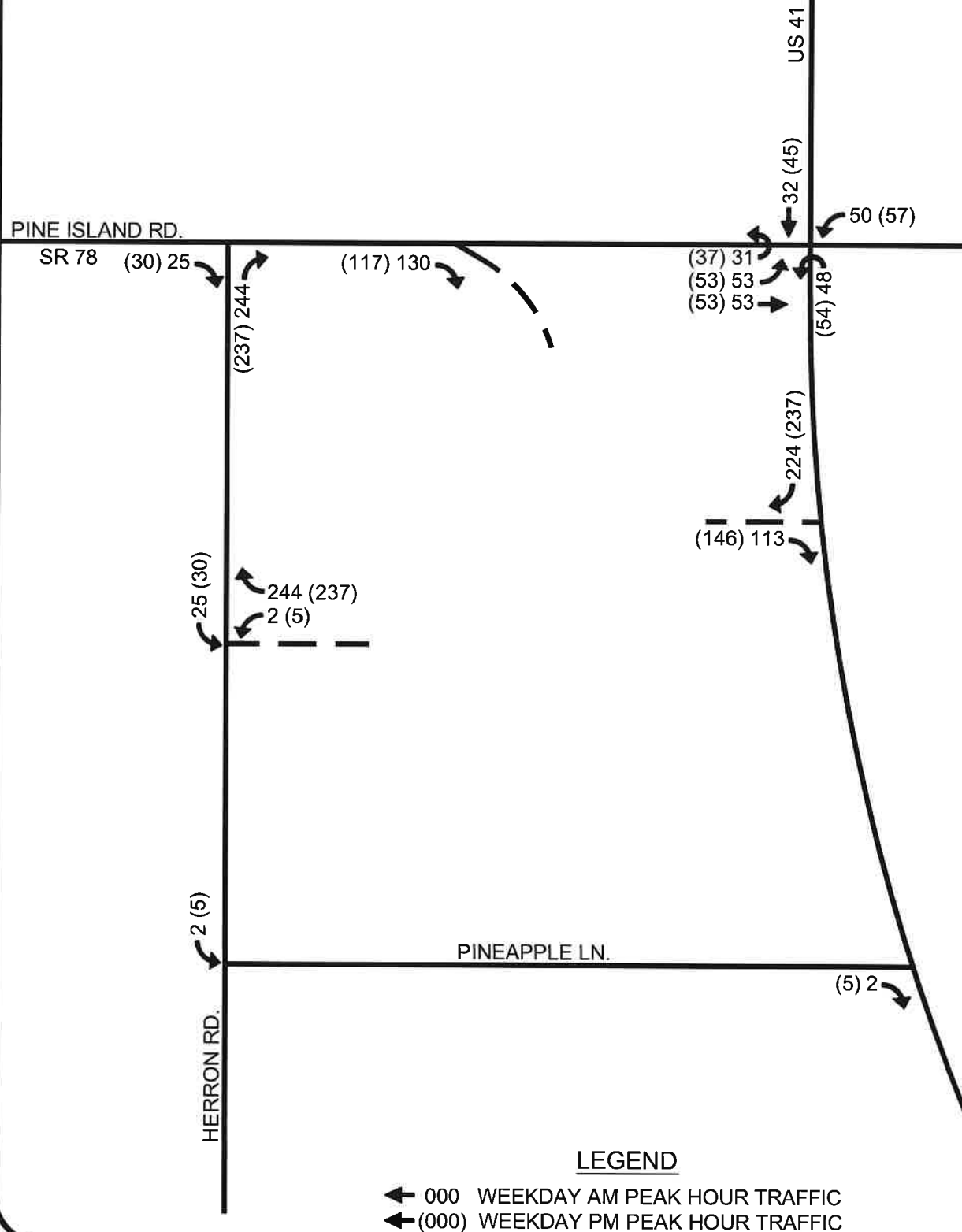
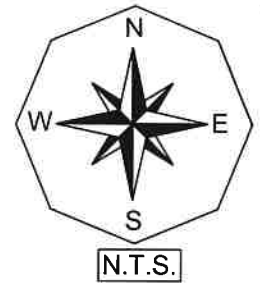
Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	374	359	733	384	388	772	10,503
Less Gas Station Pass-By (77%)	-264	-264	-528	-228	-228	-456	-7,411
Retail Pass-By (30%)	-4	-3	-7	-5	-5	-10	-167
New Trips	106	92	198	151	155	306	2,925

V. TRIP DISTRIBUTION

The project trips as a result of the proposed rezoning request shown in Table 4 were then assigned to the surrounding roadway system. The net new trips anticipated to be added to the surrounding roadway network were assigned based upon the routes drivers are anticipated to utilize to approach the subject site. **Figure A-1**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of the net new project trips. **Figure A-2**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of pass-by trips. **Figure 2** illustrates the resulting assignment of all project related trips (net new + pass-by).

In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service “C” volumes. The Level of Service threshold volumes were obtained from the *FDOT Generalized Peak Hour Directional Service Volume* tables for Florida’s Urbanized areas (Table 7) from the Quality/Level of Service Handbook (January 2020). Based on Table 1A, no roadway segments in the study area are projected to be significantly impacted as a result of the proposed development. Significant impact is defined as the project trips impacting a roadway link greater than 10% of the adopted Level of Service “C” service volumes.

F2212.09/Revised Feb 2024





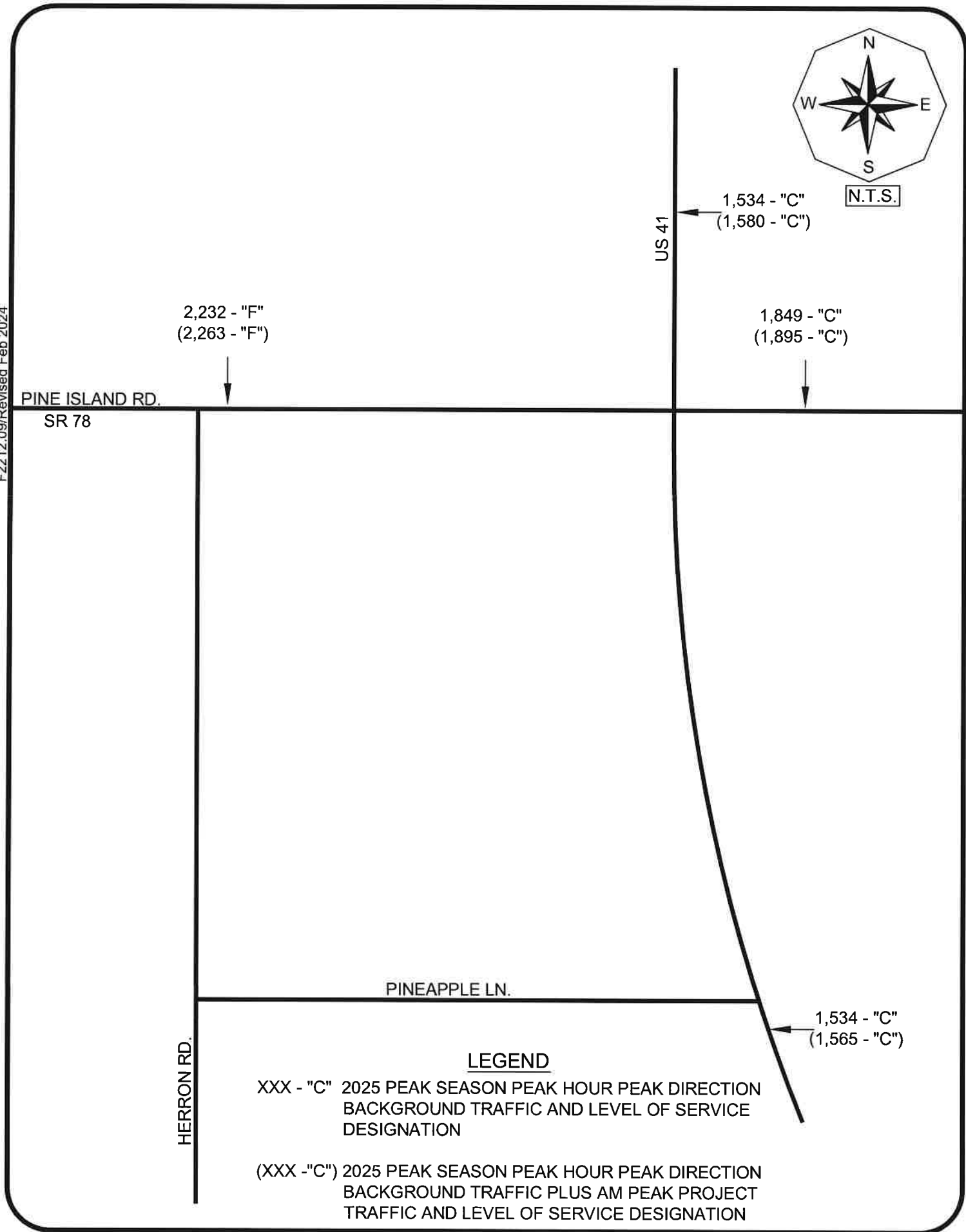
VI. FUTURE TRAFFIC CONDITIONS

A horizon year analysis of 2027 was selected as the analysis year to evaluate the future impacts this project will have on the surrounding roadway network. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. The growth rates were obtained through comparisons of annual traffic data obtained from the FDOT *Traffic Information Online* resource. Based on the project distribution illustrated on Table 1A, the link data was analyzed for the year 2027 without the development and year 2027 with the development.

Table 2A in the Appendix of the report indicates the methodology utilized to obtain the year 2027 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the 2021 *Lee County Public Facilities Level of Service and Concurrency Report*.

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 P.M. peak hour with the development traffic added to the roadways. This figure is derived from Table 2A contained in the Appendix.

F2212.09/Revised Feb 2024





VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

Adverse impacts are defined as a degradation of the Level of Service beyond the adopted Level of Service Thresholds for those links as indicated in Table 1A. In comparing the links' functional classification and calculated 2027 traffic volumes to the Service Volume Tables, it was determined that Pine Island Road east of U.S. 41 and U.S. 41 will operate above the minimum adopted Level of Service in 2027 both with and without the proposed development. Pine Island Road west of U.S. 41 is projected to operate below the minimum adopted Level of Service in 2027 before any project trips are added to the roadway network. This is a pre-existing roadway deficiency that is not caused by the rezoning of this project. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed rezoning request.

VIII. INTERSECTION ANALYSIS

Intersection analysis was performed at the intersections that are located adjacent to this project and the site access drive intersections that will serve this project. Consistent with the guidelines outlined in *Administrative Code 13-17 (Traffic Study Guidelines for Planned Development Rezoning)*. This includes the intersection of Pine Island Road with Herron Road and Judd Creek, Pine Island Road at U.S. 41, U.S. 41 and Pineapple Lane and Herron Road and Pineapple Lane.

TR Transportation conducted weekday peak hour turning movement counts at these intersections on January 12, 2023. These peak hour turning movement counts were factored by a Peak Season Adjustment Factor based on the FDOT *Peak Season Factor Report* from the FDOT *Traffic Information Online* documentation, which is provided in the Appendix of this report for reference. The traffic data was then increased by a growth factor to the year 2027 based on historical traffic count data contained in the FDOT



Traffic Information Online resource to obtain the projected 2027 Background Traffic Conditions. The volumes utilized for the intersection analysis can be found in the Appendix of this report in the *Development of Future Year Background Turning Movement Volumes* spreadsheets.

The intersection analysis was conducted for the existing intersections surrounding the site based on the projected 2027 Background traffic conditions (Pre-Development) and the 2027 conditions with the project traffic added to the intersections (as illustrated on Figure 2). A summary of the intersection analysis is contained in the Appendix of this report for reference. Analysis of the site access drive intersections was also conducted and is contained in the Appendix for reference. The right-in only access drive on Pine Island Road does not have an analysis since inbound traffic does not stop and there is no delay for any analysis to be measured.

Turn lane improvements at the site access drive intersections will be evaluated at the time the project seeks a Local Development Order and site access permitting from FDOT and Lee County at time of site development approval.

IX. CONCLUSION

The proposed rezoning request is for a property located at the southwest corner of U.S. 41 and Pine Island Road from a mix of commercial and AG uses to a CPD with a mix of commercial uses. The Level of Service analysis conducted as part of this report indicates U.S. 41 and Pine Island Road east of U.S. 41 will operate above the minimum adopted Level of Service in 2027 both with and without the proposed development but Pine Island Road west of U.S. 41 is shown to operate below the minimum Level of Service standard in 2027 before any of the project trips are added to the roadway, which is a pre-existing roadway deficiency. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed rezoning request. The zoning amendment as proposed is consistent with the goals and objectives of the Lee



County Comprehensive Plan in that there is sufficient roadway capacity projected to accommodate the anticipated development and the mitigation of the project will be the payment of road impact fees.

Turn lane improvements at the site access drive intersections will be evaluated at the time the project seeks a Local Development Order approval.

APPENDIX

TABLE 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
PINE ISLAND ROAD CPD

Revised 2-16-2024

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	198 VPH	IN=	106	OUT=	92
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	306 VPH	IN=	151	OUT=	155

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY</u> <u>CLASS</u>	<u>LOS A</u> <u>VOLUME</u>	<u>LOS B</u> <u>VOLUME</u>	<u>LOS C</u> <u>VOLUME</u>	<u>LOS D</u> <u>VOLUME</u>	<u>LOS E</u> <u>VOLUME</u>	PERCENT		
								PROJECT	PROJECT	PROJ/
								TRAFFIC	TRAFFIC	LOS C
US 41	N. of SR 78	4LD	0	0	1,910	2,000	2,000	30%	47	2.5%
	S. of SR 78	4LD	0	0	1,910	2,000	2,000	20%	31	1.6%
SR 78	E. of US 41	4LN	0	0	1,910	2,000	2,000	30%	47	2.5%
	W. of US 41	4LN	0	0	1,910	2,000	2,000	20%	31	1.6%

* Level of Service threshold volumes were obtained from the FDOT's Generalized Peak Hour Directional Volumes, Table 7.

**TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
PINE ISLAND ROAD CPD**

Revised 2-16-2024

TOTAL PROJECT TRAFFIC AM = 198 VPH IN = 106 OUT= 92
TOTAL PROJECT TRAFFIC PM = 306 VPH IN= 151 OUT= 155

							2021	2027			2027			2027			
							PK HR	PK HR	PK SEASON	PERCENT				BCKGRND	BCKGRND		
							BASE YR	LATEST	YRS OF	ANNUAL	PK SEASON	PEAK DIRECTION	PROJECT	AM PROJ	PM PROJ	+ AM PROJ	+ PM PROJ
	ROADWAY	SEGMENT	Sta#	ADT	ADT	GROWTH	RATE	PEAK DIR. ¹	VOLUME	LOS	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	VOLUME	LOS
US 41		N. of SR 78	125029	27,000	26,000	7	2.00%	1,362	1,534	C	30%	32	47	1,566	C	1,580	C
		S. of SR 78	125023	30,500	30,500	7	2.00%	1,362	1,534	C	20%	21	31	1,555	C	1,565	C
SR 78		E. of US 41	120003	26,000	31,000	7	2.54%	1,590	1,849	C	30%	32	47	1,881	C	1,895	C
		W. of US 41	125042	28,000	35,500	7	3.45%	1,821	2,232	F	20%	21	31	2,253	F	2,263	F

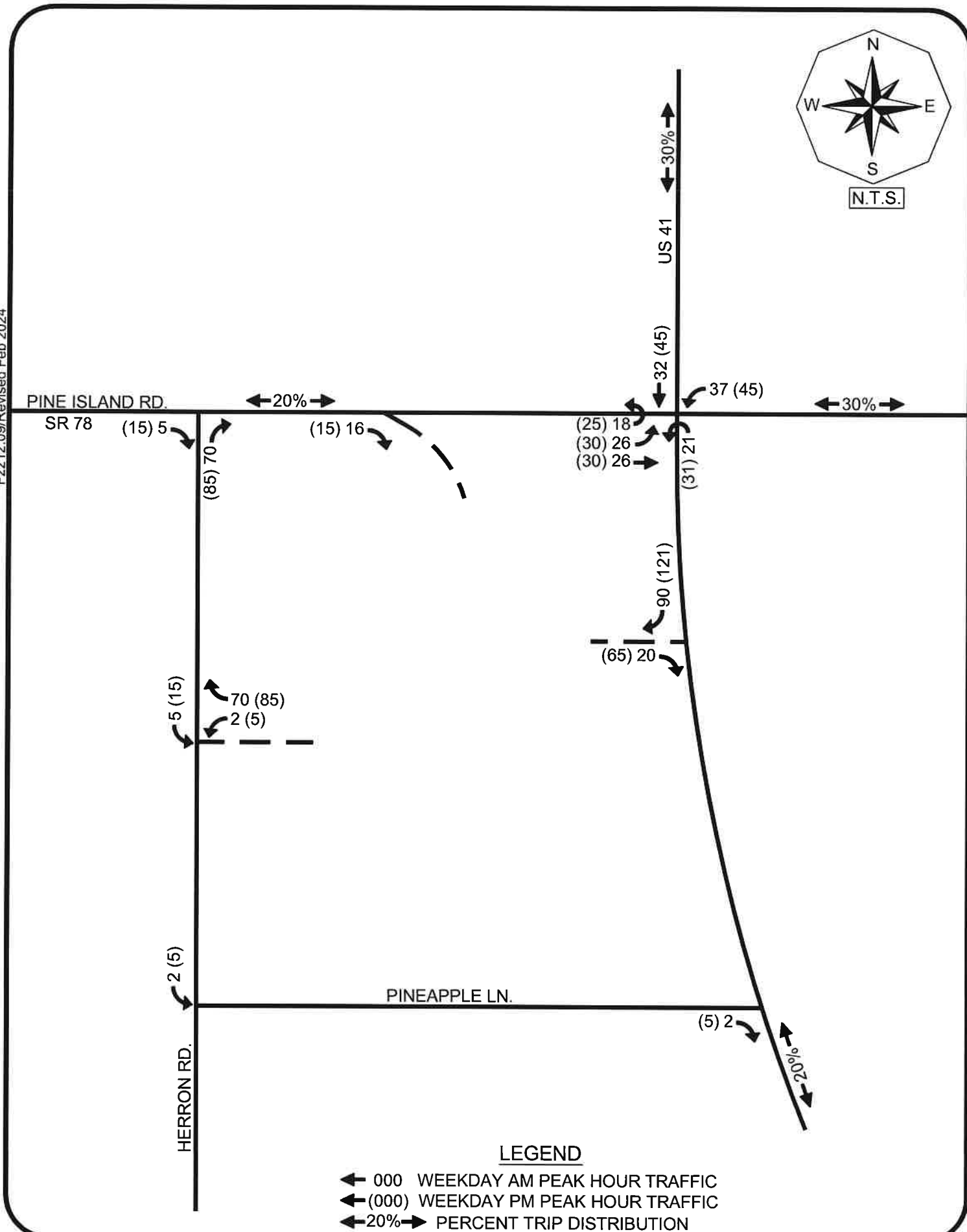
¹ Current peak hour peak season peak direction traffic volumes for all roadways were obtained from the 2022 Lee County Public Facilities Level of Service and Concurrency Report.

* AGR was calculated based the historical traffic data obtained from FDOT's Florida Traffic Online webpage

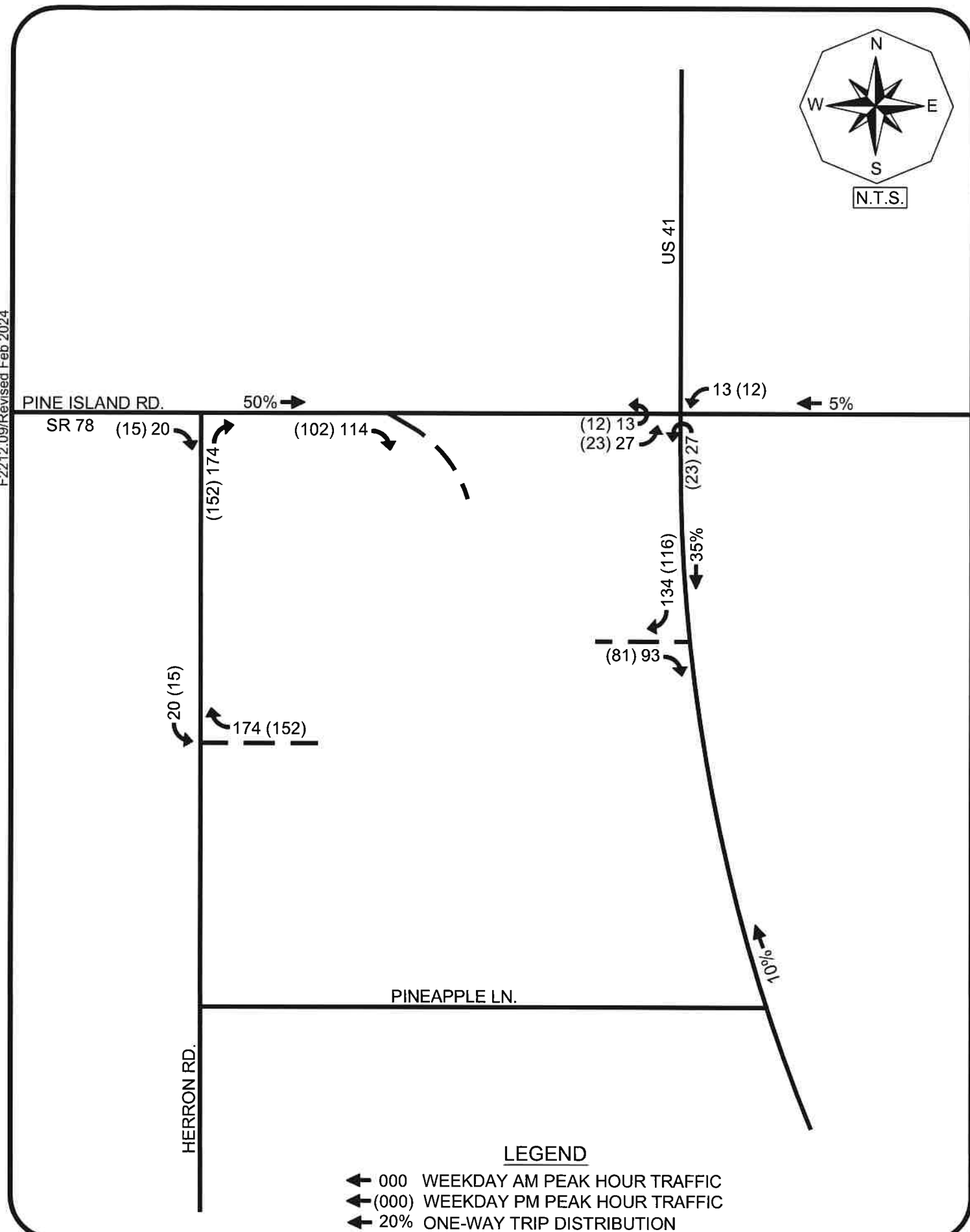
* A minimum growth rate of 2% was utilized for all roadways with low or negative calculated growth rate.

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

F2212.09/Revised Feb 2024



F2212.09/Revised Feb 2024



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

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lane + 1,000 Ramp Metering + 5%					
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
—	—	—	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment						1	Divided	Yes	+5%		
Multiply the corresponding directional volumes in this table by 1.2						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE²						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
Paved Shoulder/Bicycle Lane Coverage	B	C	D	E		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	150	390	1,000		* Cannot be achieved using table input value defaults.					
50-84%	110	340	1,000	>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.					
85-100%	470	1,000	>1,000	**		Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/					
PEDESTRIAN MODE²											
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
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							

FDOT PEAK SEASON ADJUSTMENT FACTOR

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY
CATEGORY: 1201 US41

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

* PEAK SEASON

11-MAR-2022 14:24:13

830UPD

1_1201_PKSEASON.TXT

**TRAFFIC DATA FROM THE LEE
COUNTY PUBLIC FACILITIES LEVEL
OF SERVICE AND CONCURRENCY
REPORT**

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

Table 21 b) 5 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)														
Link No.	NAME	ROADWAY LINK		F. Class	ROAD TYPE	PERFORMANCE		2021 100TH			FUTURE FORECAST			Notes
						STANDARD	HIGHEST HOUR	(2026)						
		FROM	TO			LOS	DIRECTIONAL CAPACITY	LOS	VOL	V/C	LOS	VOL	V/C	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	Maj. Col	2LN	E	1,000	D	477	0.43	D	511	0.51	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	Maj. Col	2LN	E	860	C	129	0.15	C	136	0.16	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	Controlled xs	2LN	E	900	B	716	0.80	B	753	0.84	
19700	ORTIZ AVE	SR 82	LUCKETT RD	P. Art	2LN	E	900	B	745	0.83	B	784	0.87	4 Ln design & ROW
19800	ORTIZ AVE	LUCKETT RD	SR 80	P. Art	2LN	E	900	B	809	0.34	B	325	0.36	4 Ln design & ROW
19900	PALM BEACH BLVD (SR 8)	PROSPECT AVE	ORTIZ AVE	State	4LD	D	2,100	C	1,089	0.52	C	1,240	0.59	
20000	PALM BEACH BLVD (SR 8)	ORTIZ AVE	I-75	State	6LD	D	3,171	C	1,242	0.39	C	1,391	0.44	
20100	PALM BEACH BLVD (SR 8)	I-75	SR 31	State	6LD	D	3,171	C	1,616	0.51	C	2,001	0.63	
20200	PALM BEACH BLVD (SR 8)	SR 31	BUCKINGHAM RD	State	4LD	D	2,100	D	2,043	0.97	F	2,495	1.19	
20300	PALM BEACH BLVD (SR 8)	BUCKINGHAM RD	WERNER DR	State	4LD	D	3,280	B	1,426	0.43	C	1,802	0.55	
20330	PALM BEACH BLVD (SR 8)	WERNER DR	JOEL BLVD	State	4LD	C	2,210	B	1,179	0.53	C	1,531	0.69	
20400	PALM BEACH BLVD (SR 8)	JOEL BLVD	HENDRY CO. LINE	State	4LD	C	2,210	B	1,053	0.48	B	1,343	0.61	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	Min. Col	2LN	E	860	C	380	0.44	C	403	0.47	
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	Maj. Col	2LN	E	860	C	205	0.24	C	216	0.25	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	Maj. Col	2LN	E	860	C	148	0.17	C	160	0.19	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	P. Art	2LN	E	950	E	594	0.63	E	644	0.68	Constrained
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	State	4LD	D	2,100	C	1,821	0.87	F	2,171	1.03	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	State	4LD	D	2,100	C	1,590	0.76	C	1,754	0.84	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	Maj. Col	2LN	E	860	C	515	0.60	D	587	0.68	*
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	Maj. Col	2LN	E	860	C	245	0.28	C	405	0.47	Heritage Isle*
21800	PINE RIDGE RD	GLADIOLUS DR	MCGREGOR BLVD	Maj. Col	2LN	E	860	C	245	0.28	C	257	0.30	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	M. Art	2LN	E	860	C	267	0.31	C	369	0.43	Intermed Park
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	M. Art	2LN	E	860	D	692	0.80	D	728	0.85	FDOT Metro Pkwy 6-laning
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	M. Art	4LN	E	1,790	C	687	0.38	C	722	0.40	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	P. Art	4LD	E	1,890	B	1,012	0.54	B	1,063	0.56	*
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	P. Art	4LD	E	1,890	B	1,405	0.74	B	1,480	0.73	
22300	PONDELLA RD	US 41	BUS 41	P. Art	4LD	E	1,890	B	1,052	0.56	B	1,105	0.53	
22400	PRITCHETT PKWY	SR 78	RICH RD	Maj. Col	2LN	E	860	C	73	0.08	C	541	0.63	old count, Stoneybrook North(2009)
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	Maj. Col	2LN	E	860	C	93	0.11	C	98	0.11	
22600	RICH RD	SLATER RD	PRITCHETT PKWY	Maj. Col	2LN	E	860	C	55	0.06	C	62	0.07	old count projection(2009)
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	Maj. Col	2LN	E	860	C	82	0.10	C	94	0.11	
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	Maj. Col	2LN	E	860	C	82	0.10	C	86	0.10	
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	Maj. Col	2LN	E	860	C	401	0.47	C	422	0.49	*
23000	SAN CARLOS BLVD (SR 8E)	MANTANZAS PASS B.	MAIN ST	State	2LD	D	970	F	1,051	1.08	F	1,176	1.21	Constrained
23100	SAN CARLOS BLVD (SR 8E)	MAIN ST	SUMMERLIN RD	State	4LD	D	2,100	C	1,051	0.50	C	1,176	0.56	PD&E Study
23180	SAN CARLOS BLVD (SR 8E)	SUMMERLIN RD	KELLY RD	State	2LD	D	970	C	772	0.80	C	795	0.82	
23200	SAN CARLOS BLVD (SR 8E)	KELLY RD	GLADIOLUS DR	State	4LD	D	2,100	C	772	0.37	C	795	0.38	
23260	SANIBEL BLVD	US 41	LEE RD	Maj. Col	2LN	E	860	C	489	0.57	C	514	0.60	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	P. Art	2LN	E	1,140	E	987	0.87	E	1,037	0.91	
23400	SHELL POINT BLVD	MCGREGOR BLVD	PALM ACRES	Maj. Col	2LN	E	860	C	231	0.27	C	243	0.28	*
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	Controlled xs	4LD	E	2,000	B	1,371	0.69	B	1,441	0.72	Unincorporated LC
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	Controlled xs	4LD	E	1,900	B	951	0.50	B	1,154	0.61	Unincorporated LC
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	Controlled xs	4LD	E	1,900	B	1,061	0.56	B	1,115	0.59	Incorporated LC
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	Controlled xs	6LD	E	2,860	A	1,061	0.37	A	1,115	0.39	Incorporated LC
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	State	4LD	D	2,100	C	1,941	0.92	F	2,243	1.07	
24000	SLATER RD	SR 78	NALLE GRADE RD	M. Art	2LN	E	1,010	C	376	0.37	C	395	0.39	
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	Maj. Col	2LD	E	910	D	602	0.66	D	633	0.70	*
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	State	2LN	D	970	C	763	0.79	F	989	1.02	PD&E/SEIR Study

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Controlled Access Arterial Facility

County Maintained Expressway

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	TERMINAL 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 In 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 In 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 In 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 In 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 TAMIAAMI TR)	LITTLETON RD	BUS 41	State	4LD	D	2,100	C	1,087	0.52	C	1,263	0.60	
31500	US 41 (N TAMIAAMI 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 TAMIAAMI 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 TAMIAAMI TR)	OLD 41	CORKSCREW RD	State	6LD	D	3,171	C	2,342	0.74	C	2,616	0.82	
29900	US 41 (S TAMIAAMI TR)	CORKSCREW RD	SANIBEL BLVD	State	6LD	D	3,171	C	2,294	0.72	C	2,767	0.87	
30000	US 41 (S TAMIAAMI TR)	SANIBEL BLVD	ALICO RD	State	6LD	D	3,171	C	2,576	0.81	C	3,011	0.95	
30100	US 41 (S TAMIAAMI 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 TAMIAAMI 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 Arterial Facility

County-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Expressway

County-Maintained Arterial Roadway - Incorporated Lee County

**TRAFFIC DATA FROM THE
FDOT FLORIDA TRAFFIC ONLINE**

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: 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: 5023 - SR 45/US 41, NW OF CR 78A/PONDELLA RD LC431

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	30500	C	N 15500	S 15000	9.00	53.10	5.60
2020	33500	C	N 17000	S 16500	9.00	52.80	4.10
2019	30000	C	N 15500	S 14500	9.00	53.30	5.80
2018	28500	C	N 14500	S 14000	9.00	53.30	5.70
2017	29500	C	N 15500	S 14000	9.00	53.20	4.30
2016	31000	C	N 16000	S 15000	9.00	56.20	4.60
2015	31500	C	N 16500	S 15000	9.00	54.50	4.20
2014	30500	C	N 16000	S 14500	9.00	54.60	4.00
2013	30500	C	N 16000	S 14500	9.00	59.70	4.10
2012	29500	C	N 15500	S 14000	9.00	54.30	4.30
2011	30000	C	N 15500	S 14500	9.00	55.00	4.20
2010	30000	C	N 15500	S 14500	10.32	57.60	4.10
2009	27000	C	N 14000	S 13000	10.24	54.47	4.20
2008	29500	C	N 15500	S 14000	10.37	58.94	5.50
2007	31500	C	N 16500	S 15000	10.16	54.76	5.90
2006	31500	C	N 16500	S 15000	10.23	54.38	6.10

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

TURNING MOVEMENT COUNT
PINE ISLAND ROAD @
HERRON ROAD

Pine Island @ Heron Rd 1-12-23 AM

File Name: Pine Island @ Heron Rd 1-12-23 AM

Location: Cars and Peds

Site Code:

Study Date: 01/12/2023

Time	Southbound						Westbound						Heron Rd Northbound						Pine Island 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						0						0		0	0	0		0		1	0	0		1	1
07:15						0						0		0	0	0		0		4	0	0		4	4
07:30						0						0		0	0	0		0		6	0	0		6	6
07:45						0						0		1	0	0		1		8	0	0		8	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	19	0	0	0	19	20
08:00						0						0		3	0	0		3		2	0	0		2	5
08:15						0						0		0	0	0		0		5	0	0		5	5
08:30						0						0		2	0	0		2		2	0	0		2	4
08:45						0						0		3	0	0		3		3	0	0		3	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	12	0	0	0	12	20
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	31	0	0	0	31	40
Appr %		-2	-2	-2	-2			-2	-2	-2	-2			100	0	0	0			100	0	0	0		
Total %		0	0	0	0			0	0	0	0			22.5	0	0	0			77.5	0	0	0		
AM Pk Hr		07:30	07:30	07:30	07:30	07:30		07:30	07:30	07:30	07:30	07:30		07:30	07:30	07:30	07:30	07:30		07:30	07:30	07:30	07:30	07:30	07:30
AM Pk Vol		0	0	0	0	0		0	0	0	0	0		4	0	0	0	4		21	0	0	0	21	25
AM PHF		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN		0.333	NaN	NaN	NaN	0.333		0.656	NaN	NaN	NaN	0.656	0.694

Pine Island @ Heron Rd 1-12-23 AM

File Name: Pine Island @ Heron Rd 1-12-23 AM

Location: All Vehicles

Site Code:

Study Date: 01/12/2023

Time	Southbound					Westbound					Heron Rd Northbound					Pine Island Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8	0	0	0	8	9
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	19	0	0	0	19	20
08:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
08:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4
08:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	12	0	0	0	12	20
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Appr %	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN		100.0	00.0	00.0	00.0		100.0	00.0	00.0	00.0		
Total %	00.0	00.0	00.0	00.0		00.0	00.0	00.0	00.0		22.5	00.0	00.0	00.0		77.5	00.0	00.0	00.0		
% Trucks	-	-	-	-	-	-	-	-	-	-	00.0	-	-	-	00.0	00.0	-	-	-	00.0	00.0
AM Pk Hr	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30
AM Pk Vol	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	21	0	0	0	21	25
AM PHF	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	0.333	NaN	NaN	NaN	0.333	0.656	NaN	NaN	NaN	0.656	0.694

Pine Island @ Heron Rd 1-12-23 AM

File Name: Pine Island @ Heron Rd 1-12-23 AM
Location:

All Vehicles

Site Code:
Study Date: 01/12/2023

Pine Island	21	0	0	0
	Right	Thru	Left	U-Turn
				

0	0	0	0
Right	Thru	Left	U-Turn
			

AM Peak Hour Statistics
AM Peak Hour Begins: 07:30
AM Peak Hour Volume: 25
AM Peak Hour Factor: 0.694

			
U-Turn	Left	Thru	Right
0	0	0	4
Heron Rd			

0	0	0	0
Right	Thru	Left	U-Turn
			

Pine Island @ Heron Rd 1-12-23 PM

File Name: Pine Island @ Heron Rd 1-12-23 PM

Location: Cars and Peds

Site Code:

Study Date: 01/12/2023

Time	Southbound						Westbound						Heron Rd Northbound						Pine Island 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						0						0		2	0	0		2		2	0	0		2	4
16:15						0						0		3	0	0		3		2	0	0		2	5
16:30						0						0		2	0	0		2		3	0	0		3	5
16:45						0						0		1	0	0		1		3	0	0		3	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	10	0	0	0	10	18
17:00						0						0		3	0	0		3		3	0	0		3	6
17:15						0						0		1	0	0		1		1	0	0		1	2
17:30						0						0		2	0	0		2		4	0	0		4	6
17:45						0						0		2	0	0		2		0	0	0		0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	8	0	0	0	8	16
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	18	0	0	0	18	34
Appr %		-2	-2	-2	-2			-2	-2	-2	-2			100	0	0	0			100	0	0	0		
Total %		0	0	0	0			0	0	0	0			47.1	0	0	0			52.9	0	0	0		
PM Pk Hr		16:15	16:15	16:15	16:15	16:15		16:15	16:15	16:15	16:15	16:15		16:15	16:15	16:15	16:15	16:15		16:15	16:15	16:15	16:15	16:15	16:15
PM Pk Vol		0	0	0	0	0		0	0	0	0	0		9	0	0	0	9		11	0	0	0	11	20
PM PHF		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN		0.750	NaN	NaN	NaN	0.750		0.917	NaN	NaN	NaN	0.917	0.833

Pine Island @ Heron Rd 1-12-23 PM

File Name: Pine Island @ Heron Rd 1-12-23 PM

Location: All Vehicles

Site Code:

Study Date: 01/12/2023

Time	Southbound					Westbound					Heron Rd Northbound					Pine Island Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
16:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4
16:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	5
16:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	5
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
Total	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	10	0	0	0	10	18
17:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	6
17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
17:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	0	0	0	4	6
17:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8	0	0	0	8	16
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Appr %	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN		100.0	00.0	00.0	00.0		100.0	00.0	00.0	00.0		
Total %	00.0	00.0	00.0	00.0		00.0	00.0	00.0	00.0		47.1	00.0	00.0	00.0		52.9	00.0	00.0	00.0		
% Trucks	-	-	-	-	-	-	-	-	-	-	00.0	-	-	-	00.0	00.0	-	-	-	00.0	00.0
PM Pk Hr	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15	16:15
PM Pk Vol	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	11	0	0	0	11	20
PM PHF	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	0.750	NaN	NaN	NaN	0.750	0.917	NaN	NaN	NaN	0.917	0.833

Pine Island @ Heron Rd 1-12-23 PM

File Name: Pine Island @ Heron Rd 1-12-23 PM

Location:

Site Code:

Study Date: 01/12/2023

All Vehicles

Pine Island			
11	0	0	0
Right	Thru	Left	U-Turn
			

0	0	0	0
Right	Thru	Left	U-Turn
			

PM Peak Hour Statistics
PM Peak Hour Begins: 16:15
PM Peak Hour Volume: 20
PM Peak Hour Factor: 0.833

			
U-Turn	Left	Thru	Right
0	0	0	9
Heron Rd			

0	0	0	0
Right	Thru	Left	U-Turn
			

TURNING MOVEMENT COUNT
US 41 @ PINE ISLAND ROAD

Pine Island @ US 41 1-12-23 AM

File Name: Pine Island @ US 41 1-12-23 AM

Location: Cars and Peds

Site Code:

Study Date: 01/12/2023

Time	US 41 Southbound						Pine Island Rd Westbound						US 41 Northbound						Pine Island Rd 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		39	262	57	0	358		17	232	18	0	267		13	151	26	0	190		60	183	34	1	278	1093
07:15		62	275	67	0	404		20	235	16	1	272		10	145	29	3	187		59	226	34	4	323	1186
07:30		77	252	64	1	394		17	225	19	0	261		19	130	61	3	213		59	228	32	0	319	1187
07:45		66	230	66	2	364		13	215	18	0	246		21	144	42	2	209		46	213	49	1	309	1128
Total	0	244	1019	254	3	1520	0	67	907	71	1	1046	0	63	570	158	8	799	0	224	850	149	6	1229	4594
08:00		68	192	45	1	306		19	204	18	0	241		20	147	57	1	225		36	204	34	2	276	1048
08:15		75	220	48	3	346		25	212	24	2	263		17	153	65	3	238		48	215	37	0	300	1147
08:30		62	233	66	1	362		17	199	25	1	242		21	154	68	4	247		40	195	42	0	277	1128
08:45		66	205	59	0	330		23	191	25	0	239		20	170	53	4	247		45	205	43	2	295	1111
Total	0	271	850	218	5	1344	0	84	806	92	3	985	0	78	624	243	12	957	0	169	819	156	4	1148	4434
Grand Total	0	515	1869	472	8	2864	0	151	1713	163	4	2031	0	141	1194	401	20	1756	0	393	1669	305	10	2377	9028
Appr %		18	65.3	16.5	0.3			7.4	84.3	8	0.2			8	68	22.8	1.1			16.5	70.2	12.8	0.4		
Total %		5.7	20.7	5.2	0.1			1.7	19	1.8	0			1.6	13.2	4.4	0.2			4.4	18.5	3.4	0.1		
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		244	1019	254	3	1520		67	907	71	1	1046		63	570	158	8	799		224	850	149	6	1229	4594
AM PHF		0.792	0.926	0.948	0.375	0.941		0.838	0.965	0.934	0.250	0.961		0.750	0.944	0.648	0.667	0.938		0.933	0.932	0.760	0.375	0.951	0.968

Pine Island @ US 41 1-12-23 AM

File Name: Pine Island @ US 41 1-12-23 AM

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

Time	US 41 Southbound					Pine Island Rd Westbound					US 41 Northbound					Pine Island Rd Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
07:00	39	262	57	0	358	17	232	18	0	267	13	151	26	0	190	60	183	34	1	278	1093
07:15	62	275	67	0	404	20	235	16	1	272	10	145	29	3	187	59	226	34	4	323	1186
07:30	77	252	64	1	394	17	225	19	0	261	19	130	61	3	213	59	228	32	0	319	1187
07:45	66	230	66	2	364	13	215	18	0	246	21	144	42	2	209	46	213	49	1	309	1128
Total	244	1019	254	3	1520	67	907	71	1	1046	63	570	158	8	799	224	850	149	6	1229	4594
08:00	68	192	45	1	306	19	204	18	0	241	20	147	57	1	225	36	204	34	2	276	1048
08:15	75	220	48	3	346	25	212	24	2	263	17	153	65	3	238	48	215	37	0	300	1147
08:30	62	233	66	1	362	17	199	25	1	242	21	154	68	4	247	40	195	42	0	277	1128
08:45	66	205	59	0	330	23	191	25	0	239	20	170	53	4	247	45	205	43	2	295	1111
Total	271	850	218	5	1344	84	806	92	3	985	78	624	243	12	957	169	819	156	4	1148	4434
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Appr %	515	1869	472	8	2864	151	1713	163	4	2031	141	1194	401	20	1756	393	1669	305	10	2377	9028
Total %	18.0	65.3	16.5	00.3		07.4	84.3	08.0	00.2		08.0	68.0	22.8	01.1		16.5	70.2	12.8	00.4		
% Trucks	05.7	20.7	05.2	00.1		01.7	19.0	01.8	00.0		01.6	13.2	04.4	00.2		04.4	18.5	03.4	00.1		
	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0
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	244	1019	254	3	1520	67	907	71	1	1046	63	570	158	8	799	224	850	149	6	1229	4594
AM PHF	0.792	0.926	0.948	0.375	0.941	0.838	0.965	0.934	0.250	0.961	0.750	0.944	0.648	0.667	0.938	0.933	0.932	0.760	0.375	0.951	0.968

Pine Island @ US 41 1-12-23 AM

File Name: Pine Island @ US 41 1-12-23 AM

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

Pine Island Rd			
224	850	149	6
Right	Thru	Left	U-Turn
			

US 41			
244	1019	254	3
Right	Thru	Left	U-Turn
			

AM Peak Hour Statistics
AM Peak Hour Begins: 07:00
AM Peak Hour Volume: 4594
AM Peak Hour Factor: 0.968

			
U-Turn	Left	Thru	Right
8	158	570	63
US 41			

Pine Island Rd			
67	907	71	1
Right	Thru	Left	U-Turn
			

Pine Island @ US 41 1-12-23 PM

File Name: Pine Island @ US 41 1-12-23 PM

Location:

Cars and Peds

Site Code:

Study Date: 01/12/2023

Time	US 41 Southbound						Pine Island Rd Westbound						US 41 Northbound						Pine Island Rd 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		52	189	61	1	303		27	201	33	4	265		18	279	71	6	374		44	208	46	1	299	1241
16:15		43	143	64	3	253		47	270	39	0	356		5	224	70	2	301		40	281	59	2	382	1292
16:30		56	259	64	1	380		33	221	21	0	275		8	288	81	3	380		50	220	37	2	309	1344
16:45		50	168	57	0	275		52	269	33	2	356		6	254	70	5	335		38	278	45	0	361	1327
Total	0	201	759	246	5	1211	0	159	961	126	6	1252	0	37	1045	292	16	1390	0	172	987	187	5	1351	5204
17:00		62	203	64	1	330		34	223	36	1	294		6	296	77	5	384		37	218	36	2	293	1301
17:15		49	168	49	0	266		41	263	29	0	333		17	271	52	3	343		33	278	44	2	357	1299
17:30		39	217	58	2	316		33	218	16	3	270		15	306	87	6	414		40	239	37	0	316	1316
17:45		60	174	34	1	269		37	285	19	2	343		16	246	72	5	339		34	205	31	2	272	1223
Total	0	210	762	205	4	1181	0	145	989	100	6	1240	0	54	1119	288	19	1480	0	144	940	148	6	1238	5139
Grand Total	0	411	1521	451	9	2392	0	304	1950	226	12	2492	0	91	2164	580	35	2870	0	316	1927	335	11	2589	10343
Appr %		17.2	63.6	18.9	0.4			12.2	78.3	9.1	0.5			3.2	75.4	20.2	1.2			12.2	74.4	12.9	0.4		
Total %		4	14.7	4.4	0.1			2.9	18.9	2.2	0.1			0.9	20.9	5.6	0.3			3.1	18.6	3.2	0.1		
PM Pk Hr		16:30	16:30	16:30	16:30	16:30		16:30	16:30	16:30	16:30	16:30		16:30	16:30	16:30	16:30	16:30		16:30	16:30	16:30	16:30	16:30	16:30
PM Pk Vol		217	798	234	2	1251		160	976	119	3	1258		37	1109	280	16	1442		158	994	162	6	1320	5271
PM PHF		0.875	0.770	0.914	0.500	0.823		0.769	0.907	0.826	0.375	0.883		0.544	0.937	0.864	0.800	0.939		0.790	0.894	0.900	0.750	0.914	0.980

Pine Island @ US 41 1-12-23 PM

File Name: Pine Island @ US 41 1-12-23 PM

Location: All Vehicles

Site Code:

Study Date: 01/12/2023

Time	US 41 Southbound					Pine Island Rd Westbound					US 41 Northbound					Pine Island Rd Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
16:00	52	189	61	1	303	27	201	33	4	265	18	279	71	6	374	44	208	46	1	299	1241
16:15	43	143	64	3	253	47	270	39	0	356	5	224	70	2	301	40	281	59	2	382	1292
16:30	56	259	64	1	380	33	221	21	0	275	8	288	81	3	380	50	220	37	2	309	1344
16:45	50	168	57	0	275	52	269	33	2	356	6	254	70	5	335	38	278	45	0	361	1327
Total	201	759	246	5	1211	159	961	126	6	1252	37	1045	292	16	1390	172	987	187	5	1351	5204
17:00	62	203	64	1	330	34	223	36	1	294	6	296	77	5	384	37	218	36	2	293	1301
17:15	49	168	49	0	266	41	263	29	0	333	17	271	52	3	343	33	278	44	2	357	1299
17:30	39	217	58	2	316	33	218	16	3	270	15	306	87	6	414	40	239	37	0	316	1316
17:45	60	174	34	1	269	37	285	19	2	343	16	246	72	5	339	34	205	31	2	272	1223
Total	210	762	205	4	1181	145	989	100	6	1240	54	1119	288	19	1480	144	940	148	6	1238	5139
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Appr %	411	1521	451	9	2392	304	1950	226	12	2492	91	2164	580	35	2870	316	1927	335	11	2589	10343
Total %	17.2	63.6	18.9	00.4		12.2	78.3	09.1	00.5		03.2	75.4	20.2	01.2		12.2	74.4	12.9	00.4		
% Trucks	04.0	14.7	04.4	00.1		02.9	18.9	02.2	00.1		00.9	20.9	05.6	00.3		03.1	18.6	03.2	00.1		
	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0	00.0
PM Pk Hr	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30
PM Pk Vol	217	798	234	2	1251	160	976	119	3	1258	37	1109	280	16	1442	158	994	162	6	1320	5271
PM PHF	0.875	0.770	0.914	0.500	0.823	0.769	0.907	0.826	0.375	0.883	0.544	0.937	0.864	0.800	0.939	0.790	0.894	0.900	0.750	0.914	0.980

Pine Island @ US 41 1-12-23 PM

File Name: Pine Island @ US 41 1-12-23 PM

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

Pine Island Rd			
158	994	162	6
Right	Thru	Left	U-Turn
			

US 41			
217	798	234	2
Right	Thru	Left	U-Turn
			

PM Peak Hour Statistics
PM Peak Hour Begins: 16:30
PM Peak Hour Volume: 5271
PM Peak Hour Factor: 0.980

			
U-Turn	Left	Thru	Right
16	280	1109	37
US 41			

Pine Island Rd			
160	976	119	3
Right	Thru	Left	U-Turn
			

TURNING MOVEMENT COUNT
US 41 @ PINEAPPLE LANE

US 41 @ Pineapple Ln 1-12-23 AM

File Name: US 41 @ Pineapple Ln 1-12-23 AM

Location: Cars and Peds

Site Code:

Study Date: 01/12/2023

Time	US 41 Southbound						Westbound						Northbound						Pineapple Ln 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		0	0	0		0						0						0		1	0	0		1	1
07:15		1	0	0		1						0						0		0	0	0		0	1
07:30		1	0	0		1						0						0		5	0	0		5	6
07:45		2	0	0		2						0						0		0	0	0		0	2
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	10
08:00		0	0	0		0						0						0		1	0	0		1	1
08:15		0	0	0		0						0						0		0	0	0		0	0
08:30		2	0	0		2						0						0		2	0	0		2	4
08:45		0	0	0		0						0						0		1	0	0		1	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6
Grand Total	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	16
Appr %		100	0	0	0			-2	-2	-2	-2			-2	-2	-2	-2			100	0	0	0		
Total %		37.5	0	0	0			0	0	0	0			0	0	0	0			62.5	0	0	0		
AM Pk Hr		07:15	07:15	07:15	07:15	07:15		07:15	07:15	07:15	07:15	07:15		07:15	07:15	07:15	07:15	07:15		07:15	07:15	07:15	07:15	07:15	07:15
AM Pk Vol		4	0	0	0	4		0	0	0	0	0		0	0	0	0	0		6	0	0	0	6	10
AM PHF		0.500	NaN	NaN	NaN	0.500		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN		0.300	NaN	NaN	NaN	0.300	0.417

US 41 @ Pineapple Ln 1-12-23 AM

File Name: US 41 @ Pineapple Ln 1-12-23 AM

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

Time	US 41 Southbound					Westbound					Northbound					Pineapple Ln Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6
07:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	10
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Appr %	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	16
Total %	100.0	00.0	00.0	00.0		NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN		100.0	00.0	00.0	00.0		
% Trucks	37.5	00.0	00.0	00.0		00.0	00.0	00.0	00.0		00.0	00.0	00.0	00.0		62.5	00.0	00.0	00.0		
	00.0	-	-	-	00.0	-	-	-	-	-	-	-	-	-	-	00.0	-	-	-	00.0	00.0
AM Pk Hr	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15
AM Pk Vol	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	10
AM PHF	0.500	NaN	NaN	NaN	0.500	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	0.300	NaN	NaN	NaN	0.300	0.417

US 41 @ Pineapple Ln 1-12-23 AM

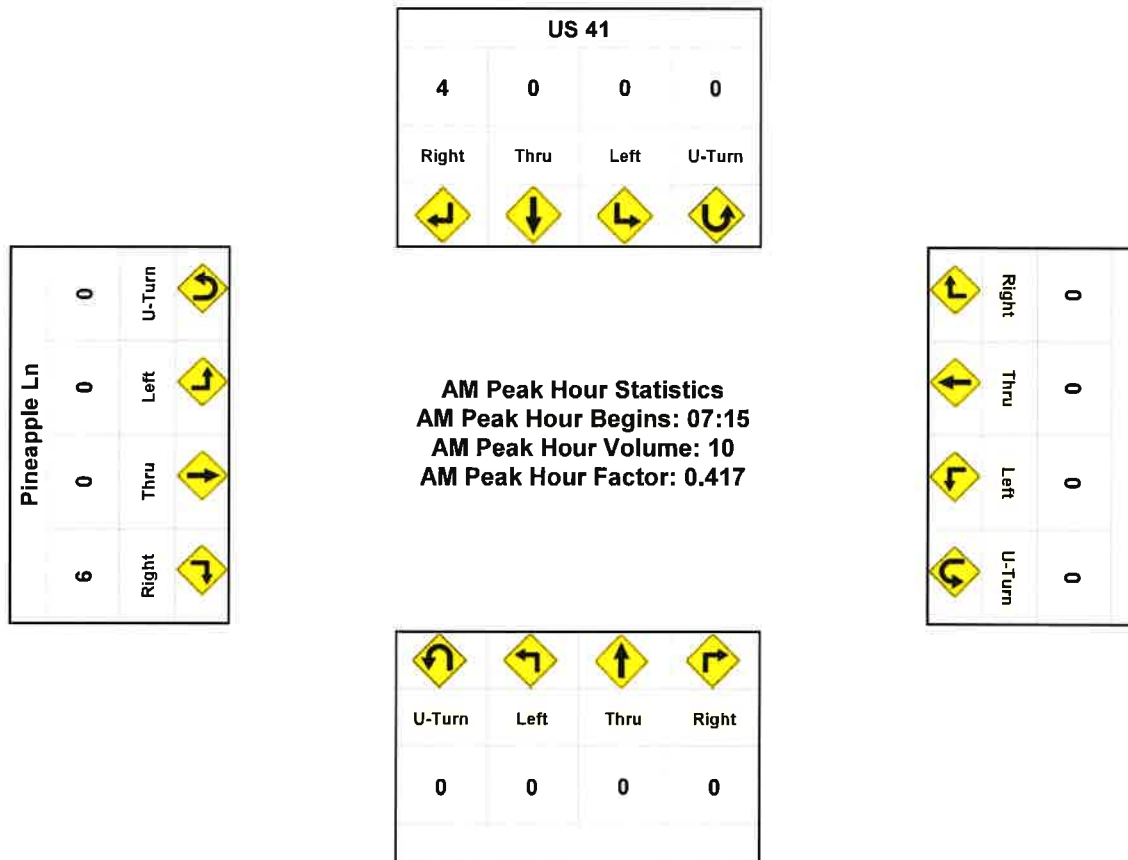
File Name: US 41 @ Pineapple Ln 1-12-23 AM

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023



US 41 @ Pineapple Ln 1-12-23 PM

File Name: US 41 @ Pineapple Ln 1-12-23 PM

Location:

Cars and Peds

Site Code:

Study Date: 01/12/2023

Time	US 41 Southbound						Westbound						Northbound						Pineapple Ln 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		0	0	0		0						0						0		1	0	0		1	1
16:15		0	0	0		0						0						0		0	0	0		0	0
16:30		2	0	0		2						0						0		3	0	0		3	5
16:45		1	0	0		1						0						0		4	0	0		4	5
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	11
17:00		1	0	0		1						0						0		4	0	0		4	5
17:15		1	0	0		1						0						0		0	0	0		0	1
17:30		0	0	0		0						0						0		1	0	0		1	1
Grand Total	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	18
Appr %		100	0	0	0			-2	-2	-2	-2			-2	-2	-2	-2			100	0	0	0		
Total %		27.8	0	0	0			0	0	0	0			0	0	0	0			72.2	0	0	0		
PM Pk Hr		16:30	16:30	16:30	16:30	16:30		16:30	16:30	16:30	16:30	16:30		16:30	16:30	16:30	16:30	16:30		16:30	16:30	16:30	16:30	16:30	16:30
PM Pk Vol		5	0	0	0	5		0	0	0	0	0		0	0	0	0	0		11	0	0	0	11	16
PM PHF		0.625	NaN	NaN	NaN	0.625		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN		0.688	NaN	NaN	NaN	0.688	0.800

US 41 @ Pineapple Ln 1-12-23 PM

File Name: US 41 @ Pineapple Ln 1-12-23 PM

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

	US 41 Southbound					Westbound					Northbound					Pineapple Ln Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	11
17:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	18
Appr %	100.0	00.0	00.0	00.0		NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN		100.0	00.0	00.0	00.0		
Total %	27.8	00.0	00.0	00.0		00.0	00.0	00.0	00.0		00.0	00.0	00.0	00.0		72.2	00.0	00.0	00.0		
% Trucks	00.0	-	-	-	00.0	-	-	-	-	-	-	-	-	-	-	00.0	-	-	-	00.0	00.0
PM Pk Hr	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30
PM Pk Vol	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	16
PM PHF	0.625	NaN	NaN	NaN	0.625	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	0.688	NaN	NaN	NaN	0.688	0.800

US 41 @ Pineapple Ln 1-12-23 PM

File Name: US 41 @ Pineapple Ln 1-12-23 PM

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

Pineapple Ln	11	Right	
	0	Thru	
	0	Left	
	0	U-Turn	

US 41			
5	0	0	0
Right	Thru	Left	U-Turn
			

PM Peak Hour Statistics
PM Peak Hour Begins: 16:30
PM Peak Hour Volume: 16
PM Peak Hour Factor: 0.800

			
U-Turn	Left	Thru	Right
0	0	0	0

0	Right	
0	Thru	
0	Left	
0	U-Turn	

TURNING MOVEMENT COUNT
HERRON LANE @ PINEAPPLE LANE

Pineapple Ln @ Heron Rd 1-12-23 AM

File Name: Pineapple Ln @ Heron Rd 1-12-23 AM

Site Code:

Location:

Cars and Peds

Study Date: 01/12/2023

Time	Heron Rd Southbound						Pineapple Ln Westbound						Heron Rd Northbound						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		0	1	0		1		0	0	0		0		1	0	0		1		0	0	0		0	2
07:15		0	2	1		3		0	0	0		0		1	0	0		1		0	0	0		0	4
07:30		0	3	4		7		0	0	0		0		0	1	0		1						0	8
07:45		0	5	1		6		0	0	0		0		1	0	0		1						0	7
Total	0	0	11	6	0	17	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	21
08:00		0	2	0		2		0	0	0		0		0	0	0		0						0	2
08:15		0	4	0		4		0	0	0		0		0	0	0		0						0	4
08:30		0	2	1		3		0	0	2		2		0	2	0		2						0	7
08:45		0	4	0		4		0	0	0		0		1	3	0		4						0	8
Total	0	0	12	1	0	13	0	0	0	2	0	2	0	1	5	0	0	6	0	0	0	0	0	0	21
Grand Total	0	0	23	7	0	30	0	0	0	2	0	2	0	4	6	0	0	10	0	0	0	0	0	0	42
Appr %		0	76.7	23.3	0			0	0	100	0			40	60	0	0			-2	-2	-2	-2		
Total %		0	54.8	16.7	0			0	0	4.8	0			9.5	14.3	0	0			0	0	0	0		
AM Pk Hr		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00	08:00
AM Pk Vol		0	12	1	0	13		0	0	2	0	2		1	5	0	0	6		0	0	0	0	0	21
AM PHF		NaN	0.750	0.250	NaN	0.813		NaN	NaN	0.250	NaN	0.250		0.250	0.417	NaN	NaN	0.375		NaN	NaN	NaN	NaN	NaN	0.656

Pineapple Ln @ Heron Rd 1-12-23 AM

File Name: Pineapple Ln @ Heron Rd 1-12-23 AM

Location: All Vehicles

Site Code:

Study Date: 01/12/2023

Time	Heron Rd Southbound					Pineapple Ln Westbound					Heron Rd Northbound					Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
07:00	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
07:15	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
07:30	0	3	4	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
07:45	0	5	1	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
Total	0	11	6	0	17	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	21
08:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30	0	2	1	0	3	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	7
08:45	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
Total	0	12	1	0	13	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	21
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Appr %	00.0	76.7	23.3	00.0		00.0	00.0	100.0	00.0		40.0	60.0	00.0	00.0		NaN	NaN	NaN	NaN		
Total %	00.0	54.8	16.7	00.0		00.0	00.0	04.8	00.0		09.5	14.3	00.0	00.0		00.0	00.0	00.0	00.0		
% Trucks	-	00.0	00.0	-	00.0	-	-	00.0	-	00.0	00.0	00.0	-	-	00.0	-	-	-	-	-	00.0
AM Pk Hr	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
AM Pk Vol	0	12	1	0	13	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	21
AM PHF	NaN	0.750	0.250	NaN	0.813	NaN	NaN	0.250	NaN	0.250	0.250	0.417	NaN	NaN	0.375	NaN	NaN	NaN	NaN	NaN	0.656

Pineapple Ln @ Heron Rd 1-12-23 AM

File Name: Pineapple Ln @ Heron Rd 1-12-23 AM

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

0	U-Turn	
0	Left	
0	Thru	
0	Right	

Heron Rd			
0	12	1	0
Right	Thru	Left	U-Turn
			

AM Peak Hour Statistics
AM Peak Hour Begins: 08:00
AM Peak Hour Volume: 21
AM Peak Hour Factor: 0.656

			
U-Turn	Left	Thru	Right
0	0	5	1
Heron Rd			

Pineapple Ln			
0	0	2	0
Right	Thru	Left	U-Turn
			

Pineapple Ln @ Heron Rd 1-12-23 PM

File Name: Pineapple Ln @ Heron Rd 1-12-23 PM

Location: Cars and Peds

Site Code:

Study Date: 01/12/2023

Time	Heron Rd Southbound						Pineapple Ln Westbound						Heron Rd Northbound						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		0	2	1		3		1	0	0		1		0	0	0		0						0	4
16:15		0	2	0		2		0	0	0		0		0	3	0		3						0	5
16:30		0	3	0		3		1	0	0		1		0	1	0		1						0	5
16:45		0	2	1		3		0	0	0		0		1	2	0		3						0	6
Total	0	0	9	2	0	11	0	2	0	0	0	2	0	1	6	0	0	7	0	0	0	0	0	0	20
17:00		0	4	1		5		2	0	0		2		0	2	0		2						0	9
17:15		0	1	0		1		0	0	0		0		0	2	0		2						0	3
17:30		0	3	1		4		0	0	1		1		0	2	0		2						0	7
17:45		0	0	0		0		0	0	0		0		0	1	0		1						0	1
Total	0	0	8	2	0	10	0	2	0	1	0	3	0	0	7	0	0	7	0	0	0	0	0	0	20
Grand Total	0	0	17	4	0	21	0	4	0	1	0	5	0	1	13	0	0	14	0	0	0	0	0	0	40
Appr %		0	81	19	0			80	0	20	0			7.1	92.9	0	0			-2	-2	-2	-2		
Total %		0	42.5	10	0			10	0	2.5	0			2.5	32.5	0	0			0	0	0	0		
PM Pk Hr		16:45	16:45	16:45	16:45	16:45		16:45	16:45	16:45	16:45	16:45		16:45	16:45	16:45	16:45	16:45		16:45	16:45	16:45	16:45	16:45	16:45
PM Pk Vol		0	10	3	0	13		2	0	1	0	3		1	8	0	0	9		0	0	0	0	0	25
PM PHF		NaN	0.625	0.750	NaN	0.650		0.250	NaN	0.250	NaN	0.375		0.250	1.000	NaN	NaN	0.750		NaN	NaN	NaN	NaN	NaN	0.694

Pineapple Ln @ Heron Rd 1-12-23 PM

File Name: Pineapple Ln @ Heron Rd 1-12-23 PM

Site Code:

Location:

All Vehicles

Study Date: 01/12/2023

Time	Heron Rd Southbound					Pineapple Ln Westbound					Heron Rd Northbound					Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
16:00	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
16:15	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
16:30	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
16:45	0	2	1	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
Total	0	9	2	0	11	2	0	0	0	2	1	6	0	0	7	0	0	0	0	0	20
17:00	0	4	1	0	5	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	9
17:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
17:30	0	3	1	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	7
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	8	2	0	10	2	0	1	0	3	0	7	0	0	7	0	0	0	0	0	20
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	17	4	0	21	4	0	1	0	5	1	13	0	0	14	0	0	0	0	0	40
Appr %	00.0	81.0	19.0	00.0		80.0	00.0	20.0	00.0		07.1	92.9	00.0	00.0		NaN	NaN	NaN	NaN		
Total %	00.0	42.5	10.0	00.0		10.0	00.0	02.5	00.0		02.5	32.5	00.0	00.0		00.0	00.0	00.0	00.0		
% Trucks	-	00.0	00.0	-	00.0	00.0	-	00.0	-	00.0	00.0	00.0	-	-	00.0	-	-	-	-	-	00.0
PM Pk Hr	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45
PM Pk Vol	0	10	3	0	13	2	0	1	0	3	1	8	0	0	9	0	0	0	0	0	25
PM PHF	NaN	0.625	0.750	NaN	0.650	0.250	NaN	0.250	NaN	0.375	0.250	1.000	NaN	NaN	0.750	NaN	NaN	NaN	NaN	NaN	0.694

Pineapple Ln @ Heron Rd 1-12-23 PM

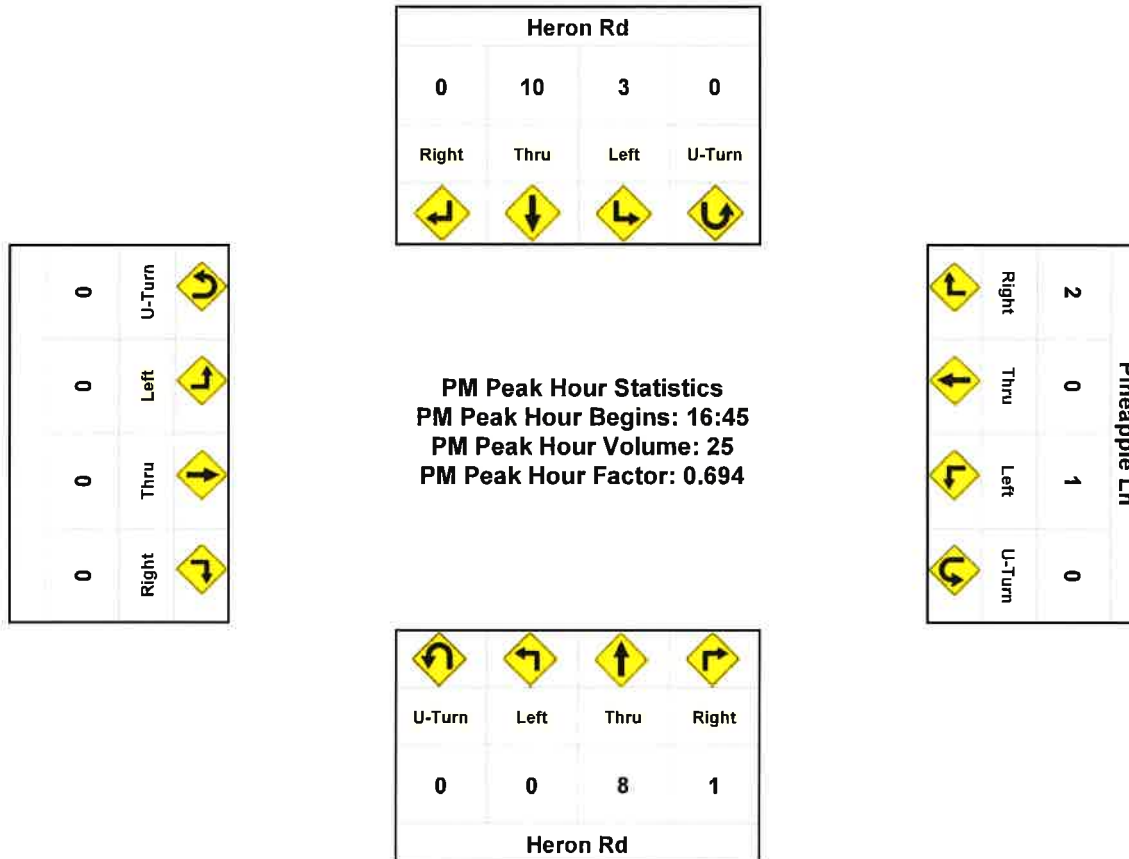
File Name: Pineapple Ln @ Heron Rd 1-12-23 PM

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023



TURNING MOVEMENT COUNT
U.S. 41 @ JUDD CREEK/
MERCHANTS CROSSING

**SR 78 @ Judd Creek Blvd
North Fort Myers Florida
Monday, July 17, 2023**

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	35	1	13	0	49	1	4	331	33	0	369	0	10	2	19	0	31	0	7	251	4	1	262	711
4:15 PM	1	22	2	10	0	35	0	8	304	42	0	354	0	4	3	13	1	20	0	14	241	0	0	255	664
4:30 PM	0	45	0	8	0	53	0	5	309	25	0	339	0	3	5	10	0	18	0	7	256	3	1	266	676
4:45 PM	0	24	0	9	0	33	4	13	341	30	2	388	0	14	1	8	0	23	1	11	245	3	1	260	704
Hourly Total	1	126	3	40	0	170	5	30	1285	130	2	1450	0	31	11	50	1	92	1	39	993	10	3	1043	2755
5:00 PM	0	37	2	9	0	48	1	9	327	31	0	368	0	12	3	12	0	27	0	12	258	3	0	273	716
5:15 PM	0	24	1	10	0	35	1	11	367	21	0	400	0	7	0	15	0	22	2	14	255	0	1	271	728
5:30 PM	0	39	2	11	0	52	0	7	331	29	0	367	0	9	2	12	1	23	0	17	265	2	0	284	726
5:45 PM	0	14	2	9	0	25	0	5	363	30	0	398	0	9	0	9	0	18	0	11	212	2	0	225	666
Hourly Total	0	114	7	39	0	160	2	32	1386	111	0	1533	0	37	5	48	1	90	2	54	990	7	1	1053	2836

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:45 PM	0	24	0	9	0	33	4	13	341	30	2	388	0	14	1	8	0	23	1	11	245	3	1	260	704
5:00 PM	0	37	2	9	0	48	1	9	327	31	0	368	0	12	3	12	0	27	0	12	258	3	0	273	716
5:15 PM	0	24	1	10	0	35	1	11	367	21	0	400	0	7	0	15	0	22	2	14	255	0	1	271	728
5:30 PM	0	39	2	11	0	52	0	7	331	29	0	367	0	9	2	12	1	23	0	17	265	2	0	284	726
Peak Hour Total	0	124	5	39	0	168	6	40	1368	111	2	1523	0	42	6	47	1	95	3	54	1023	8	2	1088	2874
PHF	0.000	0.795	0.825	0.886	0.000	0.808	0.375	0.769	0.931	0.895	0.250	0.952	0.000	0.750	0.500	0.783	0.250	0.880	0.375	0.794	0.965	0.667	0.500	0.958	0.987

Total Vehicles On Leg			681		
Vehicles Entering Intersection		330	Vehicles Exiting Intersection		351
Southbound					
Cars	78	10	239	1	0
Heavy	1	0	1	0	0
Total	79	10	240	1	0



Total Vehicles on Leg 4919	Vehicles Entering Intersection 2096	Vehicles Exiting Intersection 2823	Eastbound	Cars	Heavy	Total
				3	1	4
				3	0	3
				93	0	93
				1901	82	1983
				17	0	17

Daily Volumes



Total Vehicles On Leg					
Cars	2	0	67	16	94
Heavy	0	0	1	0	4
Total	2	0	68	16	98
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
182			89		
Total Vehicles On Leg			271		

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 2983	Total Vehicles on Leg 5311
239	2	241		Vehicles Exiting Intersection 2328	
2632	41	2673			
61	1	62			
7	0	7			
2	0	2			

DEVELOPMENT OF FUTURE YEAR BACKGROUND TURNING VOLUMES

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Pine Island Road @ Judd Creek/Merchants Crossing
July 17, 2023
2027

	PM Peak Hour															
	NBLU	NBL	NBT	NBR	SBLU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
RAW Turning Movement Counts	0	68	16	98	1	240	10	79	3	93	1,983	17	7	62	2,673	241
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Current Peak Season Volumes	0	73	17	105	1	257	11	85	3	100	2,122	18	7	66	2,860	258
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	79	18	114	1	278	12	92	3	108	2,297	19	8	71	3,096	279
Project Turning Volumes											30				37	
2027 Background + Project	0	79	18	114	1	278	12	92	3	108	2,327	19	8	71	3,133	279

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

SR 78 @ Herron Road
January 12, 2023
2027

AM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	4	0	0	0	0	1,229	21	0	1,315	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	0	4	0	0	0	0	1,290	22	0	1,381	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	0	4	0	0	0	0	1,396	24	0	1,495	0
Project Turning Volumes			244						25			
2027 Background + Project	0	0	248	0	0	0	0	1,396	49	0	1,495	0

PM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	9	0	0	0	0	1,320	11	0	1,479	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	0	9	0	0	0	0	1,386	12	0	1,553	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	0	10	0	0	0	0	1,500	13	0	1,681	0
Project Turning Volumes			237						30			
2027 Background + Project	0	0	247	0	0	0	0	1,500	43	0	1,681	0

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

US 41 @ Pine Island Road
January 12, 2023
2027

	AM Peak Hour															
	NBLU	NBL	NBT	NBR	SBLU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
RAW Turning Movement Counts	8	158	570	63	3	254	1,019	244	6	149	850	224	1	71	907	67
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	8	166	599	66	3	267	1,070	256	6	156	893	235	1	75	952	70
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	9	180	648	71	3	289	1,158	277	6	169	967	254	1	81	1,030	76
Project Turning Volumes	48						32		31	53	53			50		
2027 Background + Project	57	180	648	71	3	289	1,190	277	37	222	1,020	254	1	131	1,030	76

	PM Peak Hour															
	NBLU	NBL	NBT	NBR	SBLU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
RAW Turning Movement Counts	16	280	1,109	37	2	234	798	217	6	162	994	158	3	119	976	160
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	17	294	1,164	39	2	246	838	228	6	170	1,044	166	3	125	1,025	168
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	18	318	1,260	42	2	266	907	247	6	184	1,130	180	3	135	1,109	182
Project Turning Volumes	54						45		37	53	53			57		
2027 Background + Project	72	318	1,260	42	2	266	952	247	43	237	1,183	180	3	192	1,109	182

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

US 41 @ Pineapple Lane
January 12, 2023
2027

	AM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	789	0	0	1,322	4	0	0	6	0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	828	0	0	1,388	4	0	0	6	0	0	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	896	0	0	1,502	4	0	0	6	0	0	0
Project Turning Volumes									2			
2027 Background + Project	0	896	0	0	1,502	4	0	0	8	0	0	0

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	1,142	0	0	1,091	5	0	0	11	0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	1,199	0	0	1,146	5	0	0	12	0	0	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	1,298	0	0	1,240	5	0	0	13	0	0	0
Project Turning Volumes									5			
2027 Background + Project	0	1,298	0	0	1,240	5	0	0	18	0	0	0

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Pineapple Lane @ Herron Road
January 12, 2023
2027

AM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	5	1	1	12	0	0	0	0	2	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	5	1	1	13	0	0	0	0	2	0	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	5	1	1	14	0	0	0	0	2	0	0
Project Turning Volumes				2								
2027 Background + Project	0	5	1	3	14	0	0	0	0	2	0	0

PM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	8	1	3	10	0	0	0	0	1	0	2
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	8	1	3	11	0	0	0	0	1	0	2
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	9	1	3	12	0	0	0	0	1	0	2
Project Turning Volumes				5								
2027 Background + Project	0	9	1	8	12	0	0	0	0	1	0	2

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

US 41 @ Site Access

2027

AM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	789	0	0	1,322	0	0	0	0	0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	828	0	0	1,388	0	0	0	0	0	0	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	896	0	0	1,502	0	0	0	0	0	0	0
Project Turning Volumes						224			113			
2027 Background + Project	0	896	0	0	1,502	224	0	0	113	0	0	0

PM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	1,142	0	0	1,091	0	0	0	0	0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	1,199	0	0	1,146	0	0	0	0	0	0	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	1,298	0	0	1,240	0	0	0	0	0	0	0
Project Turning Volumes						237			146			
2027 Background + Project	0	1,298	0	0	1,240	237	0	0	146	0	0	0

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

SR 78 @ Site Access
January 12, 2023
2027

AM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	0	0	0	0	1,229	0	0	1,315	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	0	0	0	0	0	0	1,290	0	0	1,381	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	0	0	0	0	0	0	1,396	0	0	1,495	0
Project Turning Volumes									130			
2027 Background + Project	0	0	0	0	0	0	0	1,396	130	0	1,495	0

PM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	0	0	0	0	1,320	0	0	1,479	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Current Peak Season Volumes	0	0	0	0	0	0	0	1,386	0	0	1,553	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2027 Background Turning Volumes	0	0	0	0	0	0	0	1,500	0	0	1,681	0
Project Turning Volumes									117			
2027 Background + Project	0	0	0	0	0	0	0	1,500	117	0	1,681	0

INTERSECTION ANALYSIS SYNCHRO SUMMARY SHEETS

**PINE ISLAND ROAD @ HERRON
ROAD**

2027 AM PEAK HOUR ANALYSIS

HCM 2010 TWSC

2027 AM Peak Hour Background

6: Herron Rd & Pine Island Rd.

04/04/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1396	24	0	1495	0	4
Future Vol, veh/h	1396	24	0	1495	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1517	26	0	1625	0	4
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	-	-	-	772
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	342
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	342
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		15.7		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	342	-	-	-		
HCM Lane V/C Ratio	0.013	-	-	-		
HCM Control Delay (s)	15.7	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

HCM 2010 TWSC 6: Herron Rd & Pine Island Rd.

2027 AM Peak Hour With Project
02/19/2024

Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1396	49	0	1495	0	248
Future Vol, veh/h	1396	49	0	1495	0	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1517	53	0	1625	0	270

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 785
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 336
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 336
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	47.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	336	-	-	-
HCM Lane V/C Ratio	0.802	-	-	-
HCM Control Delay (s)	47.7	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	6.7	-	-	-

2027 PM PEAK HOUR ANALYSIS

HCM 2010 TWSC 6: Herron Rd & Pine Island Rd.

2027 PM Peak Hour Background
04/04/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1500	13	0	1681	0	10
Future Vol, veh/h	1500	13	0	1681	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1630	14	0	1827	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- 822
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	- 6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	- 3.32
Pot Cap-1 Maneuver	-	0	0 317
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 317
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	317	-	-	-
HCM Lane V/C Ratio	0.034	-	-	-
HCM Control Delay (s)	16.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 2010 TWSC 6: Herron Rd & Pine Island Rd.

2027 PM Peak Hour With Project

02/19/2024

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1500	43	0	1681	0	247
Future Vol, veh/h	1500	43	0	1681	0	247
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1630	47	0	1827	0	268

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- 839
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	-	- 6.94
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	-	- 3.32
Pot Cap-1 Maneuver	-	0	0 309
Stage 1	-	0	0 -
Stage 2	-	0	0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 309
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	60.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	309	-	-	-
HCM Lane V/C Ratio	0.869	-	-	-
HCM Control Delay (s)	60.8	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	7.8	-	-	-

US 41 @ PINE ISLAND ROAD

2027 AM PEAK HOUR ANALYSIS

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 AM Peak Hour Background

04/04/2023

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	6	169	967	254	1	81	1030	76	9	180	648	71
Future Volume (vph)	6	169	967	254	1	81	1030	76	9	180	648	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%				0%	
Storage Length (ft)		415		320		500		0		500		375
Storage Lanes		2		1		2		0		2		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	0.97	0.95	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt				0.850			0.990					0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	3433	3539	1583	0	3433	3504	0	0	3433	3539	1583
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	3433	3539	1583	0	3433	3504	0	0	3433	3539	1583
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				151			6					126
Link Speed (mph)			50				40				50	
Link Distance (ft)			343				702				1096	
Travel Time (s)			4.7				12.0				14.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%				0%	
Adj. Flow (vph)	7	184	1051	276	1	88	1120	83	10	196	704	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	1051	276	0	89	1203	0	0	206	704	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				24	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2		1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100		20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA		Prot	Prot	NA	Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases				4								2
Detector Phase	7	7	4	4	3	3	8		5	5	2	2
Switch Phase												

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 AM Peak Hour Background

04/04/2023

				
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	289	1158	277
Future Volume (vph)	3	289	1158	277
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12
Grade (%)			0%	
Storage Length (ft)		385		740
Storage Lanes		2		1
Taper Length (ft)		25		
Lane Util. Factor	0.95	0.97	0.95	1.00
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3433	3539	1583
Flt Permitted		0.950		
Satd. Flow (perm)	0	3433	3539	1583
Right Turn on Red				Yes
Satd. Flow (RTOR)				101
Link Speed (mph)			50	
Link Distance (ft)			1156	
Travel Time (s)			15.8	
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0
Parking (#/hr)				
Mid-Block Traffic (%)			0%	
Adj. Flow (vph)	3	314	1259	301
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	317	1259	301
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			24	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Turn Type	Prot	Prot	NA	Perm
Protected Phases	1	1	6	
Permitted Phases				6
Detector Phase	1	1	6	6
Switch Phase				

Lanes, Volumes, Timings
3: US 41 & Pine Island Rd.

2027 AM Peak Hour Background

04/04/2023

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5	9.5	9.5	22.5		9.5	9.5	22.5	22.5
Total Split (s)	13.0	13.0	52.5	52.5	10.0	10.0	49.5		13.4	13.4	44.5	44.5
Total Split (%)	10.0%	10.0%	40.4%	40.4%	7.7%	7.7%	38.1%		10.3%	10.3%	34.2%	34.2%
Maximum Green (s)	8.5	8.5	48.0	48.0	5.5	5.5	45.0		8.9	8.9	40.0	40.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5		4.5	4.5			4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None		None	None	C-Max	C-Max
Walk Time (s)			7.0	7.0			7.0				7.0	7.0
Flash Dont Walk (s)			11.0	11.0			11.0				11.0	11.0
Pedestrian Calls (#/hr)			0	0			0				0	0
Act Effct Green (s)		8.5	48.0	48.0		5.5	45.0			8.9	42.0	42.0
Actuated g/C Ratio		0.07	0.37	0.37		0.04	0.35			0.07	0.32	0.32
v/c Ratio		0.85	0.80	0.41		0.61	0.99			0.88	0.62	0.13
Control Delay		91.6	42.6	15.1		79.4	65.5			93.7	40.4	1.3
Queue Delay		0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0
Total Delay		91.6	42.6	15.1		79.4	65.5			93.7	40.4	1.3
LOS		F	D	B		E	E			F	D	A
Approach Delay			43.8				66.4				48.5	
Approach LOS			D				E				D	
Queue Length 50th (ft)		83	415	72		38	526			90	265	0
Queue Length 95th (ft)		#151	503	149		#73	#686			#161	338	7
Internal Link Dist (ft)			263				622				1016	
Turn Bay Length (ft)		415		320		500				500		375
Base Capacity (vph)		224	1306	679		145	1216			235	1143	597
Starvation Cap Reductn		0	0	0		0	0			0	0	0
Spillback Cap Reductn		0	0	0		0	0			0	0	0
Storage Cap Reductn		0	0	0		0	0			0	0	0
Reduced v/c Ratio		0.85	0.80	0.41		0.61	0.99			0.88	0.62	0.13

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 51.5

Intersection LOS: D

Intersection Capacity Utilization 88.3%

ICU Level of Service E

Analysis Period (min) 15

Lanes, Volumes, Timings
3: US 41 & Pine Island Rd.

2027 AM Peak Hour Background

04/04/2023

				
Lane Group	SBU	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	54.1	54.1
Total Split (%)	17.7%	17.7%	41.6%	41.6%
Maximum Green (s)	18.5	18.5	49.6	49.6
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	C-Max
Walk Time (s)			7.0	7.0
Flash Dont Walk (s)			11.0	11.0
Pedestrian Calls (#/hr)			0	0
Act Effect Green (s)		16.5	49.6	49.6
Actuated g/C Ratio		0.13	0.38	0.38
v/c Ratio		0.73	0.93	0.45
Control Delay		64.7	51.8	21.8
Queue Delay		0.0	0.0	0.0
Total Delay		64.7	51.8	21.8
LOS		E	D	C
Approach Delay			49.2	
Approach LOS			D	
Queue Length 50th (ft)		133	531	122
Queue Length 95th (ft)		182	#676	206
Internal Link Dist (ft)			1076	
Turn Bay Length (ft)		385		740
Base Capacity (vph)		488	1350	666
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.65	0.93	0.45
Intersection Summary				

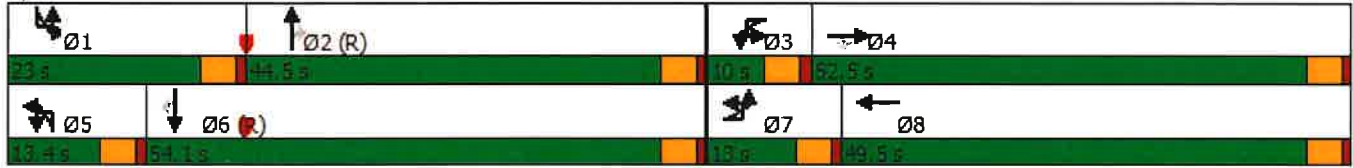
Lanes, Volumes, Timings
3: US 41 & Pine Island Rd.

2027 AM Peak Hour Background

04/04/2023

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Pine Island Rd.



Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 AM Peak Hour With Project

02/19/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	37	222	1020	254	1	131	1030	76	57	180	648	71
Future Volume (vph)	37	222	1020	254	1	131	1030	76	57	180	648	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		415		320		500		0		500		375
Storage Lanes		2		1		2		0		2		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	0.97	0.95	0.95	0.95	0.97	0.95	1.00
Frt				0.850			0.990					0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	3433	3539	1583	0	3433	3504	0	0	3433	3539	1583
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	3433	3539	1583	0	3433	3504	0	0	3433	3539	1583
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				76			8					77
Link Speed (mph)			50				40				50	
Link Distance (ft)			343				702				1096	
Travel Time (s)			4.7				12.0				14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	241	1109	276	1	142	1120	83	62	196	704	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	1109	276	0	143	1203	0	0	258	704	77
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA		Prot	Prot	NA	Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases				4								2
Detector Phase	7	7	4	4	3	3	8		5	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5	9.5	9.5	22.5		9.5	9.5	22.5	22.5
Total Split (s)	12.0	12.0	84.2	84.2	12.8	12.8	85.0		12.0	12.0	40.0	40.0
Total Split (%)	8.0%	8.0%	56.1%	56.1%	8.5%	8.5%	56.7%		8.0%	8.0%	26.7%	26.7%
Maximum Green (s)	7.5	7.5	79.7	79.7	8.3	8.3	80.5		7.5	7.5	35.5	35.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5		4.5	4.5			4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None		None	None	C-Max	C-Max
Walk Time (s)			7.0	7.0			7.0				7.0	7.0
Flash Dont Walk (s)			11.0	11.0			11.0				11.0	11.0
Pedestrian Calls (#/hr)			0	0			0				0	0
Act Effct Green (s)		7.5	63.6	63.6		8.3	64.4			21.7	35.6	35.6
Actuated g/C Ratio		0.05	0.42	0.42		0.06	0.43			0.14	0.24	0.24
v/c Ratio		1.64	0.74	0.39		0.76	0.80			0.52	0.84	0.18
Control Delay		354.9	39.0	21.5		93.8	40.8			64.6	64.6	10.0
Queue Delay		0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0
Total Delay		354.9	39.0	21.5		93.8	40.8			64.6	64.6	10.0

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 AM Peak Hour With Project

02/19/2024

				
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	289	1190	277
Future Volume (vph)	3	289	1190	277
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		385		740
Storage Lanes		2		1
Taper Length (ft)		25		
Lane Util. Factor	0.95	0.97	0.95	1.00
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3433	3539	1583
Flt Permitted		0.950		
Satd. Flow (perm)	0	3433	3539	1583
Right Turn on Red				Yes
Satd. Flow (RTOR)				88
Link Speed (mph)			50	
Link Distance (ft)			1156	
Travel Time (s)			15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	314	1293	301
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	317	1293	301
Turn Type	Prot	Prot	NA	Perm
Protected Phases	1	1	6	
Permitted Phases				6
Detector Phase	1	1	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5
Total Split (s)	13.0	13.0	41.0	41.0
Total Split (%)	8.7%	8.7%	27.3%	27.3%
Maximum Green (s)	8.5	8.5	36.5	36.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max
Walk Time (s)			7.0	7.0
Flash Dont Walk (s)			11.0	11.0
Pedestrian Calls (#/hr)			0	0
Act Effct Green (s)		24.5	38.4	38.4
Actuated g/C Ratio		0.16	0.26	0.26
v/c Ratio		0.57	1.43	0.64
Control Delay		63.2	239.4	42.0
Queue Delay		0.0	0.0	0.0
Total Delay		63.2	239.4	42.0

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 AM Peak Hour With Project

02/19/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
LOS		F	D	C		F	D			E	E	B
Approach Delay			89.4				46.4				60.5	
Approach LOS			F				D				E	
Queue Length 50th (ft)		~204	472	131		72	526			122	348	0
Queue Length 95th (ft)		#301	489	182		#125	543			#203	427	44
Internal Link Dist (ft)			263				622				1016	
Turn Bay Length (ft)		415		320		500				500		375
Base Capacity (vph)		171	1880	876		189	1884			496	839	434
Starvation Cap Reductn		0	0	0		0	0			0	0	0
Spillback Cap Reductn		0	0	0		0	0			0	0	0
Storage Cap Reductn		0	0	0		0	0			0	0	0
Reduced v/c Ratio		1.64	0.59	0.32		0.76	0.64			0.52	0.84	0.18

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.64

Intersection Signal Delay: 103.4

Intersection LOS: F

Intersection Capacity Utilization 92.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Pine Island Rd.

 Ø1	 Ø2 (R)	 Ø3	 Ø4
13 s	40 s	12.8 s	84.2 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
12 s	41 s	12 s	85 s

Lanes, Volumes, Timings
3: US 41 & Pine Island Rd.**2027 AM Peak Hour With Project**

02/19/2024

				
Lane Group	SBU	SBL	SBT	SBR
LOS		E	F	D
Approach Delay			179.1	
Approach LOS			F	
Queue Length 50th (ft)		150	~893	188
Queue Length 95th (ft)		#260	#1061	308
Internal Link Dist (ft)			1076	
Turn Bay Length (ft)		385		740
Base Capacity (vph)		560	905	470
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.57	1.43	0.64
Intersection Summary				

2027 PM PEAK HOUR ANALYSIS

Lanes, Volumes, Timings 3: US 41 & Pine Island Rd.

2027 PM Peak Hour Background

04/04/2023

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		LT	LT	LT		LT	LT			LT	LT	LT
Traffic Volume (vph)	6	184	1130	180	3	135	1109	182	18	318	1260	42
Future Volume (vph)	6	184	1130	180	3	135	1109	182	18	318	1260	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%				0%	
Storage Length (ft)		415		320		500		0		500		375
Storage Lanes		2		1		2		0		2		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	0.97	0.95	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt				0.850			0.979					0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	3433	3539	1583	0	3433	3465	0	0	3433	3539	1583
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	3433	3539	1583	0	3433	3465	0	0	3433	3539	1583
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				173			15					82
Link Speed (mph)			50				40				50	
Link Distance (ft)			343				702				1096	
Travel Time (s)			4.7				12.0				14.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%				0%	
Adj. Flow (vph)	7	200	1228	196	3	147	1205	198	20	346	1370	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	1228	196	0	150	1403	0	0	366	1370	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			24				24				24	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	2	1	1	1	2		1	1	2	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20	20	20	100		20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA		Prot	Prot	NA	Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases				4								2
Detector Phase	7	7	4	4	3	3	8		5	5	2	2
Switch Phase												

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 PM Peak Hour Background

04/04/2023

				
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	2	266	907	247
Future Volume (vph)	2	266	907	247
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12
Grade (%)			0%	
Storage Length (ft)		385		740
Storage Lanes		2		1
Taper Length (ft)		25		
Lane Util. Factor	0.95	0.97	0.95	1.00
Ped Bike Factor				
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3433	3539	1583
Flt Permitted		0.950		
Satd. Flow (perm)	0	3433	3539	1583
Right Turn on Red				Yes
Satd. Flow (RTOR)				108
Link Speed (mph)			50	
Link Distance (ft)			1156	
Travel Time (s)			15.8	
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0
Parking (#/hr)				
Mid-Block Traffic (%)			0%	
Adj. Flow (vph)	2	289	986	268
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	291	986	268
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			24	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	2	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	20	100	20
Trailing Detector (ft)	0	0	0	0
Turn Type	Prot	Prot	NA	Perm
Protected Phases	1	1	6	
Permitted Phases				6
Detector Phase	1	1	6	6
Switch Phase				

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 PM Peak Hour Background

04/04/2023

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5	9.5	9.5	22.5		9.5	9.5	22.5	22.5
Total Split (s)	13.4	13.4	57.2	57.2	11.6	11.6	55.4		20.6	20.6	55.0	55.0
Total Split (%)	9.6%	9.6%	40.9%	40.9%	8.3%	8.3%	39.6%		14.7%	14.7%	39.3%	39.3%
Maximum Green (s)	8.9	8.9	52.7	52.7	7.1	7.1	50.9		16.1	16.1	50.5	50.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5		4.5	4.5			4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None		None	None	C-Max	C-Max
Walk Time (s)			7.0	7.0			7.0				7.0	7.0
Flash Dont Walk (s)			11.0	11.0			11.0				11.0	11.0
Pedestrian Calls (#/hr)			0	0			0				0	0
Act Effct Green (s)		8.9	52.7	52.7		7.1	50.9			16.1	50.5	50.5
Actuated g/C Ratio		0.06	0.38	0.38		0.05	0.36			0.12	0.36	0.36
v/c Ratio		0.95	0.92	0.28		0.86	1.11			0.93	1.07	0.07
Control Delay		113.6	53.8	6.8		104.9	100.5			91.6	90.0	1.2
Queue Delay		0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0
Total Delay		113.6	53.8	6.8		104.9	100.5			91.6	90.0	1.2
LOS		F	D	A		F	F			F	F	A
Approach Delay			55.8				100.9				88.0	
Approach LOS			E				F				F	
Queue Length 50th (ft)		98	558	13		71	~761			172	~727	0
Queue Length 95th (ft)		#179	#697	66		#136	#903			#268	#867	6
Internal Link Dist (ft)			263				622				1016	
Turn Bay Length (ft)		415		320		500				500		375
Base Capacity (vph)		218	1332	703		174	1269			394	1276	623
Starvation Cap Reductn		0	0	0		0	0			0	0	0
Spillback Cap Reductn		0	0	0		0	0			0	0	0
Storage Cap Reductn		0	0	0		0	0			0	0	0
Reduced v/c Ratio		0.95	0.92	0.28		0.86	1.11			0.93	1.07	0.07

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 76.3

Intersection LOS: E

Intersection Capacity Utilization 99.4%

ICU Level of Service F

Analysis Period (min) 15

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 PM Peak Hour Background

04/04/2023



Lane Group	SBU	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5
Total Split (s)	16.2	16.2	50.6	50.6
Total Split (%)	11.6%	11.6%	36.1%	36.1%
Maximum Green (s)	11.7	11.7	46.1	46.1
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	C-Max
Walk Time (s)			7.0	7.0
Flash Dont Walk (s)			11.0	11.0
Pedestrian Calls (#/hr)			0	0
Act Effect Green (s)		11.7	46.1	46.1
Actuated g/C Ratio		0.08	0.33	0.33
v/c Ratio		1.02	0.85	0.45
Control Delay		119.9	51.7	24.1
Queue Delay		0.0	0.0	0.0
Total Delay		119.9	51.7	24.1
LOS		F	D	C
Approach Delay			59.8	
Approach LOS			E	
Queue Length 50th (ft)		~141	438	112
Queue Length 95th (ft)		#240	528	198
Internal Link Dist (ft)			1076	
Turn Bay Length (ft)		385		740
Base Capacity (vph)		286	1165	593
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		1.02	0.85	0.45

Intersection Summary

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 PM Peak Hour Background

04/04/2023

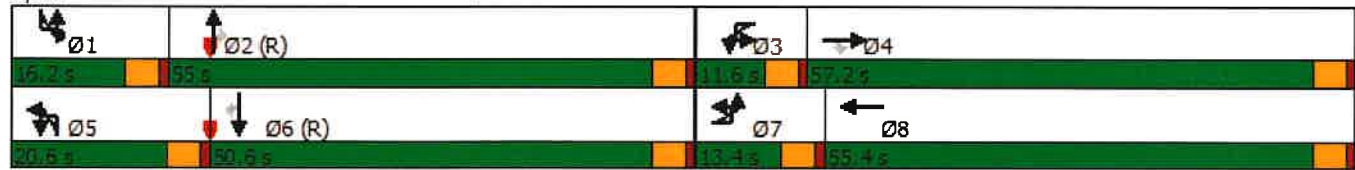
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Pine Island Rd.



Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 PM Peak Hour With Project

02/19/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	43	237	1183	180	3	192	1109	182	72	318	1260	42
Future Volume (vph)	43	237	1183	180	3	192	1109	182	72	318	1260	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		415		320		500		0		500		375
Storage Lanes		2		1		2		0		2		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	0.97	0.95	0.95	0.95	0.97	0.95	1.00
Frt				0.850			0.979					0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	3433	3539	1583	0	3433	3465	0	0	3433	3539	1583
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	3433	3539	1583	0	3433	3465	0	0	3433	3539	1583
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				115			14					76
Link Speed (mph)			50				40				50	
Link Distance (ft)			343				702				1096	
Travel Time (s)			4.7				12.0				14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	258	1286	196	3	209	1205	198	78	346	1370	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	305	1286	196	0	212	1403	0	0	424	1370	46
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA		Prot	Prot	NA	Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases				4								2
Detector Phase	7	7	4	4	3	3	8		5	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5	9.5	9.5	22.5		9.5	9.5	22.5	22.5
Total Split (s)	16.0	16.0	62.0	62.0	12.0	12.0	58.0		23.8	23.8	60.0	60.0
Total Split (%)	10.7%	10.7%	41.3%	41.3%	8.0%	8.0%	38.7%		15.9%	15.9%	40.0%	40.0%
Maximum Green (s)	11.5	11.5	57.5	57.5	7.5	7.5	53.5		19.3	19.3	55.5	55.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5		4.5	4.5			4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None		None	None	C-Max	C-Max
Walk Time (s)			7.0	7.0			7.0				7.0	7.0
Flash Dont Walk (s)			11.0	11.0			11.0				11.0	11.0
Pedestrian Calls (#/hr)			0	0			0				0	0
Act Effct Green (s)		11.5	57.5	57.5		7.5	53.5			19.3	55.5	55.5
Actuated g/C Ratio		0.08	0.38	0.38		0.05	0.36			0.13	0.37	0.37
v/c Ratio		1.16	0.95	0.29		1.24	1.13			0.96	1.05	0.07
Control Delay		163.7	59.7	14.2		202.8	111.7			98.4	83.4	1.9
Queue Delay		0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0
Total Delay		163.7	59.7	14.2		202.8	111.7			98.4	83.4	1.9

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 PM Peak Hour With Project

02/19/2024

				
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	2	266	952	247
Future Volume (vph)	2	266	952	247
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		385		740
Storage Lanes		2		1
Taper Length (ft)		25		
Lane Util. Factor	0.95	0.97	0.95	1.00
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3433	3539	1583
Flt Permitted		0.950		
Satd. Flow (perm)	0	3433	3539	1583
Right Turn on Red				Yes
Satd. Flow (RTOR)				109
Link Speed (mph)			50	
Link Distance (ft)			1156	
Travel Time (s)			15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	289	1035	268
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	291	1035	268
Turn Type	Prot	Prot	NA	Perm
Protected Phases	1	1	6	
Permitted Phases				6
Detector Phase	1	1	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5
Total Split (s)	16.0	16.0	52.2	52.2
Total Split (%)	10.7%	10.7%	34.8%	34.8%
Maximum Green (s)	11.5	11.5	47.7	47.7
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max
Walk Time (s)			7.0	7.0
Flash Dont Walk (s)			11.0	11.0
Pedestrian Calls (#/hr)			0	0
Act Effct Green (s)		11.5	47.7	47.7
Actuated g/C Ratio		0.08	0.32	0.32
v/c Ratio		1.11	0.92	0.46
Control Delay		148.0	62.8	26.5
Queue Delay		0.0	0.0	0.0
Total Delay		148.0	62.8	26.5

Lanes, Volumes, Timings

3: US 41 & Pine Island Rd.

2027 PM Peak Hour With Project

02/19/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
LOS		F	E	B		F	F			F	F	A
Approach Delay			72.4				123.6				84.8	
Approach LOS			E				F				F	
Queue Length 50th (ft)		~181	638	51		~131	~830			215	~763	0
Queue Length 95th (ft)		#281	#789	113		#219	#973			#324	#903	9
Internal Link Dist (ft)			263				622				1016	
Turn Bay Length (ft)		415		320		500				500		375
Base Capacity (vph)		263	1356	677		171	1244			441	1309	633
Starvation Cap Reductn		0	0	0		0	0			0	0	0
Spillback Cap Reductn		0	0	0		0	0			0	0	0
Storage Cap Reductn		0	0	0		0	0			0	0	0
Reduced v/c Ratio		1.16	0.95	0.29		1.24	1.13			0.96	1.05	0.07

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.24

Intersection Signal Delay: 87.8

Intersection LOS: F

Intersection Capacity Utilization 101.9%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Pine Island Rd.

			
Ø1	Ø2 (R)	Ø3	Ø4
16 s	60 s	12 s	62 s
			
Ø5	Ø6 (R)	Ø7	Ø8
23.8 s	52.2 s	16 s	58 s

Lanes, Volumes, Timings
3: US 41 & Pine Island Rd.

2027 PM Peak Hour With Project

02/19/2024

				
Lane Group	SBU	SBL	SBT	SBR
LOS		F	E	C
Approach Delay			72.3	
Approach LOS			E	
Queue Length 50th (ft)		~166	515	123
Queue Length 95th (ft)		#264	#643	211
Internal Link Dist (ft)			1076	
Turn Bay Length (ft)		385		740
Base Capacity (vph)		263	1125	577
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		1.11	0.92	0.46
Intersection Summary				

US 41 @ PINEAPPLE LANE

2027 AM PEAK HOUR ANALYSIS

HCM 2010 TWSC 8: Pineapple Ln & US 41

2027 AM Peak Hour Background

04/04/2023

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	6	0	896	1502	4
Future Vol, veh/h	0	6	0	896	1502	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	Free
Storage Length	-	0	-	-	-	435
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	0	974	1633	4

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	-	817	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	320	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	320	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	16.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt NBT EBLn1 SBT

Capacity (veh/h)	-	320	-
HCM Lane V/C Ratio	-	0.02	-
HCM Control Delay (s)	-	16.5	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.1	-

HCM 2010 TWSC 8: Pineapple Ln & US 41

2027 AM Peak Hour With Project

02/19/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	8	0	896	1502	4
Future Vol, veh/h	0	8	0	896	1502	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	Free
Storage Length	-	0	-	-	-	435
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	974	1633	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 817	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 320	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	- 320	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 320	-
HCM Lane V/C Ratio	- 0.027	-
HCM Control Delay (s)	- 16.6	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.1	-

2027 PM PEAK HOUR ANALYSIS

HCM 2010 TWSC 8: Pineapple Ln & US 41

2027 PM Peak Hour Background
04/04/2023

Intersection

Int Delay, s/veh 0.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations		↗		↑↑	↑↑	↗
Traffic Vol, veh/h	0	13	0	1298	1240	5
Future Vol, veh/h	0	13	0	1298	1240	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	Free
Storage Length	-	0	-	-	-	435
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	0	1411	1348	5

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	-	674	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	397	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	397	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	14.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt NBT EBLn1 SBT

Capacity (veh/h)	-	397	-
HCM Lane V/C Ratio	-	0.036	-
HCM Control Delay (s)	-	14.4	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

HCM 2010 TWSC 8: Pineapple Ln & US 41

2027 PM Peak Hour With Project
02/19/2024

Intersection

Int Delay, s/veh 0.1

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |----------|-----|-----|-----|-----|-----|-----| |----------|-----|-----|-----|-----|-----|-----|

Lane Configurations

Traffic Vol, veh/h 0 18 0 1298 1240 5

Future Vol, veh/h 0 18 0 1298 1240 5

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - Free - Free

Storage Length - 0 - - - 435

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 20 0 1411 1348 5

| Major/Minor | Minor2 | Major1 | Major2 | |-------------|--------|--------|--------| |-------------|--------|--------|--------|

Conflicting Flow All - 674 - 0 - 0

Stage 1 - - - - -

Stage 2 - - - - -

Critical Hdwy - 6.94 - - -

Critical Hdwy Stg 1 - - - - -

Critical Hdwy Stg 2 - - - - -

Follow-up Hdwy - 3.32 - - -

Pot Cap-1 Maneuver 0 397 0 - - 0

Stage 1 0 - 0 - - 0

Stage 2 0 - 0 - - 0

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - 397 - - -

Mov Cap-2 Maneuver - - - - -

Stage 1 - - - - -

Stage 2 - - - - -

| Approach | EB | NB | SB | |----------|----|----|----| |----------|----|----|----|

HCM Control Delay, s 14.5 0 0

HCM LOS B

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT | |-----------------------|-----------|-----| |-----------------------|-----------|-----|

Capacity (veh/h) - 397 -

HCM Lane V/C Ratio - 0.049 -

HCM Control Delay (s) - 14.5 -

HCM Lane LOS - B -

HCM 95th %tile Q(veh) - 0.2 -

HERRON ROAD @ PINEAPPLE LANE

2027 AM PEAK HOUR ANALYSIS

HCM 2010 TWSC 9: Pineapple Ln & Herron Rd

2027 AM Peak Hour Background

04/04/2023

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	5	1	1	12
Future Vol, veh/h	2	0	5	1	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	5	1	1	13

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	21	6	0
Stage 1	6	-	-
Stage 2	15	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	996	1077	-
Stage 1	1017	-	-
Stage 2	1008	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	995	1077	-
Mov Cap-2 Maneuver	995	-	-
Stage 1	1017	-	-
Stage 2	1007	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	995	1615
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	8.6	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 2010 TWSC 9: Pineapple Ln & Herron Rd

2027 AM Peak Hour With Project

02/19/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	5	1	3	14
Future Vol, veh/h	2	0	5	1	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	5	1	3	15

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	27	6	0	0	6	0
Stage 1	6	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	988	1077	-	-	1615	-
Stage 1	1017	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	986	1077	-	-	1615	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	986	1615
HCM Lane V/C Ratio	-	-	0.002	0.002
HCM Control Delay (s)	-	-	8.7	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

2027 PM PEAK HOUR ANALYSIS

HCM 2010 TWSC 9: Pineapple Ln & Herron Rd

2027 PM Peak Hour Background

04/04/2023

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations 

Traffic Vol, veh/h 1 2 9 1 3 12

Future Vol, veh/h 1 2 9 1 3 12

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - 0 - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 1 2 10 1 3 13

Major/Minor	Minor1	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All 30 11 0 0 11 0

Stage 1 11 - - - - -

Stage 2 19 - - - - -

Critical Hdwy 6.42 6.22 - - 4.12 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 - - 2.218 -

Pot Cap-1 Maneuver 984 1070 - - 1608 -

Stage 1 1012 - - - - -

Stage 2 1004 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 982 1070 - - 1608 -

Mov Cap-2 Maneuver 982 - - - - -

Stage 1 1012 - - - - -

Stage 2 1002 - - - - -

Approach	WB	NB	SB
----------	----	----	----

HCM Control Delay, s 8.5 0 1.4

HCM LOS A

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
-----------------------	-----	----------	-----	-----

Capacity (veh/h) - - 1039 1608 -

HCM Lane V/C Ratio - - 0.003 0.002 -

HCM Control Delay (s) - - 8.5 7.2 0

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0 0 -

HCM 2010 TWSC 9: Pineapple Ln & Herron Rd

2027 PM Peak Hour With Project
02/19/2024

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	9	1	8	12
Future Vol, veh/h	1	2	9	1	8	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	10	1	9	13

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	42	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	969	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	963	1070	-	-	1608	-
Mov Cap-2 Maneuver	963	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1032	1608	-
HCM Lane V/C Ratio	-	- 0.003	0.005	-
HCM Control Delay (s)	-	- 8.5	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

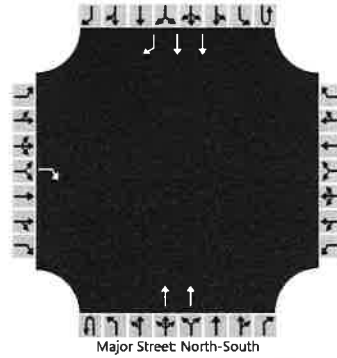
US 41 @ SITE ACCESS

2027 AM PEAK HOUR ANALYSIS

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	tbt	Intersection	US 41 & Site Access
Agency/Co.	TR Transportation	Jurisdiction	Lee County
Date Performed	2/19/2024	East/West Street	US 41
Analysis Year	2027	North/South Street	Site Access
Time Analyzed	AM Pk Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pine Island Rd CPD		

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	0	2	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				113							896				1502	224
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.96												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.33												

Delay, Queue Length, and Level of Service

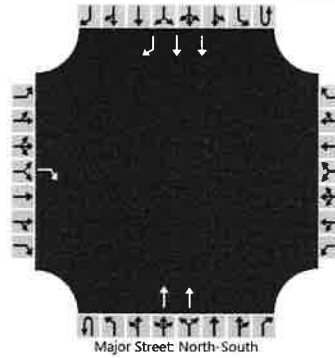
Flow Rate, v (veh/h)				123												
Capacity, c (veh/h)				318												
v/c Ratio				0.39												
95% Queue Length, Q ₉₅ (veh)				1.8												
Control Delay (s/veh)				23.3												
Level of Service (LOS)				C												
Approach Delay (s/veh)	23.3															
Approach LOS	C															

2027 PM PEAK HOUR ANALYSIS

HCS Two-Way Stop-Control Report

General Information				Site Information	
Analyst	tbt			Intersection	US 41 & Site Access
Agency/Co.	TR Transportation			Jurisdiction	Lee County
Date Performed	2/19/2024			East/West Street	Site Access
Analysis Year	2027			North/South Street	US 41
Time Analyzed	PM Pk Hour			Peak Hour Factor	0.92
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25
Project Description	Pine Island Rd CPD				

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	0	2	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				146							1298				1240	237
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.96												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.33												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				159												
Capacity, c (veh/h)				395												
v/c Ratio				0.40												
95% Queue Length, Q ₉₅ (veh)				1.9												
Control Delay (s/veh)				20.1												
Level of Service (LOS)				C												
Approach Delay (s/veh)	20.1															
Approach LOS	C															

HERRON ROAD @ SITE ACCESS

2027 AM PEAK HOUR ANALYSIS

HCS Two-Way Stop-Control Report

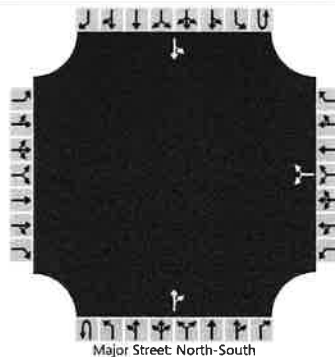
General Information

Analyst	tbt
Agency/Co.	TR Transportation
Date Performed	2/19/2024
Analysis Year	2027
Time Analyzed	AM Pk Hour
Intersection Orientation	North-South
Project Description	Pine Island Rd CPD

Site Information

Intersection	Herron Rd. @ N. Site Access
Jurisdiction	Lee County
East/West Street	Center Site Access
North/South Street	Herron Rd.
Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		244			4	0		25	28	
Percent Heavy Vehicles (%)						1		3						1		
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)						6.41		6.23						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.33						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						267								27		
Capacity, c (veh/h)						1074								1624		
v/c Ratio						0.25								0.02		
95% Queue Length, Q ₉₅ (veh)						1.0								0.1		
Control Delay (s/veh)						9.5								7.3	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)					9.5								3.5			
Approach LOS					A								A			

2027 PM PEAK HOUR ANALYSIS

HCS Two-Way Stop-Control Report

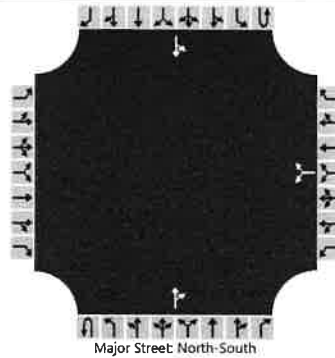
General Information

Analyst	tbt
Agency/Co.	TR Transportation
Date Performed	2/19/2024
Analysis Year	2027
Time Analyzed	PM Pk Hour
Intersection Orientation	North-South
Project Description	Pine Island Rd CPD

Site Information

Intersection	Herron Rd. @ Site Access
Jurisdiction	Lee County
East/West Street	Center Site Access
North/South Street	Herron Rd.
Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		237			4	0		30	18	
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)						263								33		
Capacity, c (veh/h)						1071								1611		
v/c Ratio						0.25								0.02		
95% Queue Length, Q ₉₅ (veh)						1.0								0.1		
Control Delay (s/veh)						9.4								7.3	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)					9.4								4.6			
Approach LOS					A								A			

US 41 @ JUDD CREEK

2027 PM PEAK HOUR ANALYSIS

Lanes, Volumes, Timings

2027 PM Peak Hour Background

44: Judd Creek/Merchants Crossing & Pine Island Rd.

02/19/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	3	108	2297	19	8	71	3096	279	79	18	114	1
Future Volume (vph)	3	108	2297	19	8	71	3096	279	79	18	114	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		335		570		400	0		0	
Storage Lanes		1		1		1		1	0		1	
Taper Length (ft)		25				25			25			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.961		
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	0	1790	1583	0
Flt Permitted		0.035				0.035				0.201		
Satd. Flow (perm)	0	65	3539	1583	0	65	3539	1583	0	374	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				87				116			124	
Link Speed (mph)			30				30			30		
Link Distance (ft)			1160				524			521		
Travel Time (s)			26.4				11.9			11.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	117	2497	21	9	77	3365	303	86	20	124	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	2497	21	0	86	3365	303	0	106	124	0
Turn Type		pm+pt	NA	Perm		pm+pt	NA	Perm	Perm	NA	Perm	
Protected Phases		1	6			5	2			4		
Permitted Phases		6		6		2		2	4		4	
Detector Phase		1	6	6		5	2	2	4	4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)		11.0	25.2	25.2		11.0	25.2	25.2	24.8	24.8	24.8	
Total Split (s)		16.0	120.0	120.0		16.0	120.0	120.0	24.8	24.8	24.8	
Total Split (%)		7.9%	59.2%	59.2%		7.9%	59.2%	59.2%	12.2%	12.2%	12.2%	
Maximum Green (s)		10.0	112.8	112.8		10.0	112.8	112.8	18.0	18.0	18.0	
Yellow Time (s)		4.0	5.2	5.2		4.0	5.2	5.2	4.0	4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0		2.0	2.0	2.0	2.8	2.8	2.8	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	7.2	7.2		6.0	7.2	7.2		6.8	6.8	
Lead/Lag		Lead	Lag	Lag		Lead	Lag	Lag				
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	Yes	Yes				
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None	Max	Max		None	C-Max	C-Max	None	None	None	
Walk Time (s)			7.0	7.0			7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)			11.0	11.0			11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)			0	0			0	0	0	0	0	
Act Effct Green (s)		124.7	113.5	113.5		123.3	112.8	112.8		18.0	18.0	
Actuated g/C Ratio		0.61	0.56	0.56		0.61	0.56	0.56		0.09	0.09	
v/c Ratio		0.98	1.26	0.02		0.74	1.71	0.33		3.21	0.49	
Control Delay		124.1	159.4	0.1		75.6	351.6	15.3		1091.0	18.6	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay		124.1	159.4	0.1		75.6	351.6	15.3		1091.0	18.6	

Lanes, Volumes, Timings

44: Judd Creek/Merchants Crossing & Pine Island Rd.

2027 PM Peak Hour Background

02/19/2024

			
Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	278	12	92
Future Volume (vph)	278	12	92
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		0
Storage Lanes	1		0
Taper Length (ft)	25		
Lane Util. Factor	1.00	1.00	1.00
Frt		0.867	
Flt Protected	0.950		
Satd. Flow (prot)	1770	1615	0
Flt Permitted	0.689		
Satd. Flow (perm)	1283	1615	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		100	
Link Speed (mph)		30	
Link Distance (ft)		323	
Travel Time (s)		7.3	
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	302	13	100
Shared Lane Traffic (%)			
Lane Group Flow (vph)	303	113	0
Turn Type	Split	NA	
Protected Phases	8	8	
Permitted Phases			
Detector Phase	8	8	
Switch Phase			
Minimum Initial (s)	5.0	5.0	
Minimum Split (s)	24.4	24.4	
Total Split (s)	42.0	42.0	
Total Split (%)	20.7%	20.7%	
Maximum Green (s)	35.6	35.6	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	
Recall Mode	None	None	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	
Act Efect Green (s)	0.0	35.6	
Actuated g/C Ratio	0.00	0.18	
v/c Ratio	no cap	0.31	
Control Delay		17.4	
Queue Delay		0.0	
Total Delay	Error	17.4	

Lanes, Volumes, Timings

2027 PM Peak Hour Background

44: Judd Creek/Merchants Crossing & Pine Island Rd.

02/19/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
LOS		F	F	A		E	F	B		F	B	
Approach Delay			156.5				318.1			512.8		
Approach LOS			F				F			F		
Queue Length 50th (ft)		112	~2198	0		63	~3460	129		~247	0	
Queue Length 95th (ft)		#265	#2288	0		#151	#3496	198		#393	74	
Internal Link Dist (ft)			1080				444			441		
Turn Bay Length (ft)		420		335		570		400				
Base Capacity (vph)		123	1981	924		123	1968	931		33	253	
Starvation Cap Reductn		0	0	0		0	16	0		0	0	
Spillback Cap Reductn		0	0	0		0	0	0		0	0	
Storage Cap Reductn		0	0	0		0	0	0		0	0	
Reduced v/c Ratio		0.98	1.26	0.02		0.70	1.72	0.33		3.21	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 202.8

Actuated Cycle Length: 202.8

Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay: Err

Intersection LOS: F

Intersection Capacity Utilization 125.7%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 44: Judd Creek/Merchants Crossing & Pine Island Rd.

 Ø1	 Ø2 (R)	 Ø4	 Ø8
16 s	120 s	24.3 s	42 s
 Ø5	 Ø6		
16 s	120 s		

Lanes, Volumes, Timings

2027 PM Peak Hour Background

44: Judd Creek/Merchants Crossing & Pine Island Rd.

02/19/2024

			
Lane Group	SBL	SBT	SBR
LOS	F	B	
Approach Delay		Err	
Approach LOS		F	
Queue Length 50th (ft)	~837	15	
Queue Length 95th (ft)	#1055	80	
Internal Link Dist (ft)		243	
Turn Bay Length (ft)			
Base Capacity (vph)	1	365	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	303.00	0.31	
Intersection Summary			

Lanes, Volumes, Timings

2027 PM Peak Hour With Project

44: Judd Creek/Merchants Crossing & Pine Island Rd.

02/19/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	3	108	2327	19	8	71	3133	279	79	18	114	1
Future Volume (vph)	3	108	2327	19	8	71	3133	279	79	18	114	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		335		570		400	0		0	
Storage Lanes		1		1		1		1	0		1	
Taper Length (ft)		25				25			25			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.961		
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	0	1790	1583	0
Flt Permitted		0.035				0.035				0.238		
Satd. Flow (perm)	0	65	3539	1583	0	65	3539	1583	0	443	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				80				119			124	
Link Speed (mph)			50				50			30		
Link Distance (ft)			1160				524			521		
Travel Time (s)			15.8				7.1			11.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	117	2529	21	9	77	3405	303	86	20	124	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	2529	21	0	86	3405	303	0	106	124	0
Turn Type		pm+pt	NA	Perm		pm+pt	NA	Perm	Perm	NA	Perm	
Protected Phases		1	6			5	2			4		
Permitted Phases		6		6		2		2	4		4	
Detector Phase		1	6	6		5	2	2	4	4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)		9.5	28.4	28.4		9.5	25.2	25.2	24.8	24.8	24.8	
Total Split (s)		16.0	120.0	120.0		16.0	120.0	120.0	22.0	22.0	22.0	
Total Split (%)		8.0%	60.0%	60.0%		8.0%	60.0%	60.0%	11.0%	11.0%	11.0%	
Maximum Green (s)		11.5	112.8	112.8		11.5	112.8	112.8	15.2	15.2	15.2	
Yellow Time (s)		3.5	5.2	5.2		3.5	5.2	5.2	4.0	4.0	4.0	
All-Red Time (s)		1.0	2.0	2.0		1.0	2.0	2.0	2.8	2.8	2.8	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	7.2	7.2		4.5	7.2	7.2		6.8	6.8	
Lead/Lag		Lead	Lag	Lag		Lead	Lag	Lag				
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	Yes	Yes				
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None	None	None		None	C-Max	C-Max	None	None	None	
Walk Time (s)			7.0	7.0			7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)			11.0	11.0			11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)			0	0			0	0	0	0	0	
Act Effct Green (s)		128.3	114.5	114.5		125.7	113.2	113.2		15.2	15.2	
Actuated g/C Ratio		0.64	0.57	0.57		0.63	0.57	0.57		0.08	0.08	
v/c Ratio		0.88	1.25	0.02		0.69	1.70	0.32		3.21	0.53	
Control Delay		100.3	153.3	0.1		68.1	347.1	14.3		1091.0	20.6	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay		100.3	153.3	0.1		68.1	347.1	14.3		1091.0	20.6	

Lanes, Volumes, Timings

44: Judd Creek/Merchants Crossing & Pine Island Rd.

2027 PM Peak Hour With Project

02/19/2024

			
Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	278	12	92
Future Volume (vph)	278	12	92
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		0
Storage Lanes	1		0
Taper Length (ft)	25		
Lane Util. Factor	1.00	1.00	1.00
Frt		0.867	
Flt Protected	0.950		
Satd. Flow (prot)	1770	1615	0
Flt Permitted	0.689		
Satd. Flow (perm)	1283	1615	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		100	
Link Speed (mph)		30	
Link Distance (ft)		323	
Travel Time (s)		7.3	
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	302	13	100
Shared Lane Traffic (%)			
Lane Group Flow (vph)	303	113	0
Turn Type	Split	NA	
Protected Phases	8	8	
Permitted Phases			
Detector Phase	8	8	
Switch Phase			
Minimum Initial (s)	5.0	5.0	
Minimum Split (s)	25.2	25.2	
Total Split (s)	42.0	42.0	
Total Split (%)	21.0%	21.0%	
Maximum Green (s)	35.6	35.6	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	
Recall Mode	None	None	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	
Act Effect Green (s)	0.0	35.6	
Actuated g/C Ratio	0.00	0.18	
v/c Ratio	no cap	0.31	
Control Delay		17.1	
Queue Delay		0.0	
Total Delay	Error	17.1	

Lanes, Volumes, Timings

2027 PM Peak Hour With Project

44: Judd Creek/Merchants Crossing & Pine Island Rd.

02/19/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
LOS		F	F	A		E	F	B		F	C	
Approach Delay			149.7				314.2			513.9		
Approach LOS			F				F			F		
Queue Length 50th (ft)		107	~2185	0		60	~3449	122		~243	0	
Queue Length 95th (ft)		#238	#2284	0		130	#3486	189		#390	76	
Internal Link Dist (ft)			1080				444			441		
Turn Bay Length (ft)		420		335		570		400				
Base Capacity (vph)		139	2025	940		139	2002	947		33	234	
Starvation Cap Reductn		0	0	0		0	12	0		0	0	
Spillback Cap Reductn		0	0	0		0	0	0		0	0	
Storage Cap Reductn		0	0	0		0	0	0		0	0	
Reduced v/c Ratio		0.86	1.25	0.02		0.62	1.71	0.32		3.21	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 200

Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay: Err

Intersection LOS: F

Intersection Capacity Utilization 125.7%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 44: Judd Creek/Merchants Crossing & Pine Island Rd.

	Ø1		Ø2 (R)		Ø4		Ø8
16 s		120 s		22 s		42 s	
	Ø5		Ø6				
16 s		120 s					

Lanes, Volumes, Timings

2027 PM Peak Hour With Project

44: Judd Creek/Merchants Crossing & Pine Island Rd.

02/19/2024

			
Lane Group	SBL	SBT	SBR
LOS	F	B	
Approach Delay		Err	
Approach LOS		F	
Queue Length 50th (ft)	~825	14	
Queue Length 95th (ft)	#1040	79	
Internal Link Dist (ft)		243	
Turn Bay Length (ft)			
Base Capacity (vph)	1	369	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	303.00	0.31	
Intersection Summary			

**FDOT TRIP GENERATION REPORT
FOR LARGE GAS
STATIONS/CONVENIENCE STORES**

Trip Generation

Characteristics of Large Gas Stations/Convenience Stores and Student Apartments



Florida Department of Transportation
Systems Planning Office/Systems Management
605 Suwannee Street #19
Tallahassee, Florida 32399
www.dot.state.fl.us
Questions/Comments: gary.sokolow@dot.state.fl.us

Table of Contents

Executive Summary	5
Convenience Markets with Gas Pumps	5
Student Apartments	8
Literature Review	9
Convenience Markets with Gas Pumps	9
Methodology	14
Geographic Distribution	16
Analysis and Findings	17
Pass-By Trips	23
Student Apartments	25
Background/Introduction	26
Literature Review	26
Methodology	28
Geographic Distribution	30
Analysis and Findings	32
Works Cited	37
Appendices	38
FDOT 2012 Study- Gas Equation A	41
FDOT 2012 Study- Gas Equation a	42
ITE- Gas Equation B	43
ITE- Gas Equation b	44
FDOT 2012 Study- Gas Equation C	45
FDOT 2012 Study- Gas Equation c	46
ITE- Gas Equation D	47
ITE- Gas Equation d	48
FDOT 2012 Study- Gas Pass-Bys	49
FDOT 2012 Study- Apartments FDOT 2012 Study- Apartments	50
FDOT 2012 Study- Apartments	51
FDOT 2012 Study- Apartments	52
FDOT 2012 Study- Apartments FDOT 2012 Study- Apartments	53

FDOT 2012 Study- Apartments	54
FDOT 2012 Study- Apartments	55
FDOT 2012 Study- Apartments	56
FDOT 2012 Study- Apartments	57
FDOT 2012 Study- Apartments	58
FDOT 2012 Study- Apartments	59

List of Figures

Figure 1: Changing Nature of the Convenience Market with Gas Pumps Land Use	9
Figure 2: Proposed New Convenience Market with Gas Pumps Land Use	10
Figure 3: Defining Sites- No Small Urban Stations	13
Figure 4: Defining Sites- No Truck Facilities	13
Figure 5: Defining Sites- No Branded Food or Shopping	13
Figure 6: Convenience Market with Gas Pumps Site Selection	14
Figure 7: Observation Technicians on Site with Clipboards and Walkie Talkies	15
Figure 8: Example Aerial Image to Assist in Pass-By Observation	15
Figure 9: Sample Pass-By Survey	16
Figure 10: Map of Study Sites	17
Figure 11: Comparison of Convenience Market with Gas Pumps Trip Generation Rates	18
Figure 12: Scatter Chart for 1000 Sq. Feet Gross Floor Area During the PM Peak of Adjacent Street	19
Figure 13: Scatter Chart for Fueling Positions During the PM Peak of Adjacent Street	20
Figure 14: Sample Values Matrix of Recommended Equation For Daily Trips	18
Figure 15: Visualization of Recommended Equation For Daily Trips	21
Figure 16: Sample Values Matrix of Recommended Equation For PM Peak Hour Trips	22
Figure 17: Visualization of Recommended Equation For PM Peak Hour Trips	22
Figure 18: Percentage of Daily Trips per Hour for Convenience Market with Gas Pumps	23
Figure 19: Pass-By Rates for Convenience Market with Gas Pumps	24
Figure 20: Comparison of Pass-By Rates	24
Figure 21: Changing Nature of Apartment Living	27
Figure 22: Example Student Apartment Floor Plan	28
Figure 23: Defining Sites- No Urban Apartments with Many Non-Student Tenants	29
Figure 24: Defining Sites- No Similarity to Single Family Homes	29
Figure 25: Student Apartment Site Selection	30
Figure 26: Map of Study Sites	31
Figure 27: Comparison of Student Apartment Trip Generation Rates	34
Figure 28: Scatter Chart for Persons During the PM Peak of Adjacent Street	35
Figure 29: Percentage of Daily Trips per Hour for Student Apartments	36

Executive Summary

Staff at the Florida Department of Transportation (FDOT) is responsible for determining access requirements and impacts of developments. Therefore, FDOT set out to identify the latest trip generation information on two of the new land uses: Convenience Markets with Gas Pumps and Student Apartments.

Convenience Markets with Gas Pumps

Previous studies on Convenience Markets with Gas Pumps implied that newer Florida developments might have trip generation characteristics different than those already included in ITE reports. Potential differences in rates from ITE reports, and the possibility of good multi-variable regression equations formed the background for our research efforts.

Once the sites were selected for study, background data was gathered. This included square footage information for Convenience Markets with Gas Pumps. Traffic data collection efforts included 48-hour driveway and adjacent street counts for 12 Convenience Market with Gas Pumps sites on consecutive weekdays between Tuesday and Thursday. Pass-by counts were also conducted at the same time.

Overall, the multi-variable equations represented the highest level of predictability for Convenience Market with Gas Pumps in the FDOT 2012 study. Results were compared with the closest ITE Land Uses 853 Convenience Market with Gas and ITE Land Use 945 Service Station with Convenience Market. With a low level of correlation between fueling positions and base square footage, it appears the combined influence of each variable may be a better indicator of trip generation. These modern gas stations aim to gain more customers by providing larger stores with more amenities, as well as more fueling positions to eliminate waiting or the need to move their vehicles when going into the store. The complex nature of these newer sites demands a different model than used in the past. Specifically, the following equations perform well for estimating trips in Florida. Pass-by rates were relatively consistent and matched ITE guidance for Florida sites at around 78%.

In order to explore more possibilities with the data, we also examined the relationship between daily trips and PM peak hour trip rates. The R^2 value was higher than any of the other regression equations. Consequently analysts may want to consider using Equations H or h to verify the daily and PM peak generation rates or when only one is known. Though these relationships are important, because we can use these relationships when we only have daily or hourly traffic; these are, by definition not truly independent variables. Daily and hourly tripmaking are highly dependent on each other, and so they are not independent variables.

Please see the Appendix for all scatter charts depicting the relationships between counts and each independent variable. These also include average rates and appropriate regression equations.

Figure 18: Percentage of Daily Trips per Hour for Convenience Market with Gas Pumps

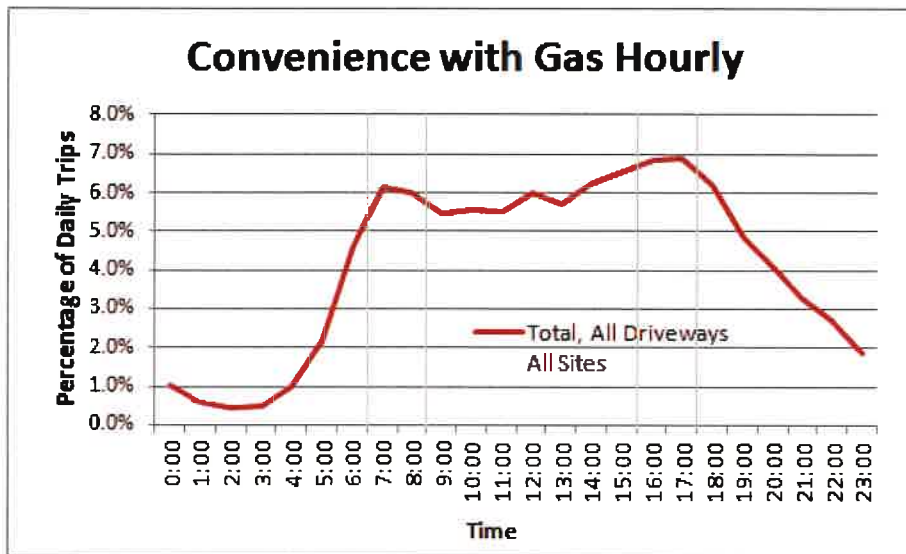


Figure 18 above shows the hourly breakdown of traffic counts. From this we gain some insight on the generator peaks in relation to the peaks of the adjacent street traffic. While the AM and PM peaks do coincide with the peaks of the adjacent street, there are other trends to note. Instead of the drastic peaks one might assume due to people getting gas on the way to or from work, the traffic does not drop off drastically between the AM and PM peaks. There is also a small noon peak.

Pass-By Trips

Figure 19 shows pass-by rates for all Convenience Market with Gas Pump sites in the 2012 FDOT Statewide Study. The first four sites were performed by observation of all vehicles and customers over a three hour period, which is why there are more total interviews than those with surveys conducted between 4:00 and 6:00 PM. Sites from Jacksonville to Homestead were completed by surveying selected customers, as described in the methodology section. Pass-by information was collected for each site over two consecutive days, and totaled to provide a two-day average pass-by rate.

The range of pass-by trip rates was 65-84 percent with an average of 78 percent. This is significantly higher than the average of 66 percent found in the ITE Handbook for the Convenience Market with Gas Pumps land use. However, the average of only Florida sites from 2001 ITE Trip Generation Handbook is 76 percent, and our results were quite similar. The consistency of this data suggests that future developments could reasonably assume about a 77 percent pass-by rate for sites of this type. See Figure 20 for details.

Figure 19: Pass-By Rates for Convenience Market with Gas Pumps

Site Location (FL)	1,000 ft ²	Total Number of Interviews*	Percent Pass-By Trips
Pensacola	4	699	84%
Pensacola	3	709	65%
Panama City Beach	4	448	71%
Tallahassee	5	694	82%
Jacksonville	3	133	83%
Apopka	3	231	77%
Clearwater	3	216	74%
Tampa	3	166	75%
Cape Coral	5	133	83%
Fort Myers	5	182	79%
Fort Lauderdale	3	236	81%
Homestead	3	216	79%
Average	4	339	78%

*Combination of customer surveys and observation

Figure 20: Comparison of Pass-By Rates

ITE LU 853		Number of Sites	Percent Pass-By Trips
	2012 FDOT Statewide Study	12	78%
	2001 ITE Handbook	15	66%
	2001 ITE Handbook (FL only)	6	76%

FDOT 2012 Study- Gas Pass-Bys

Convenience with Gas

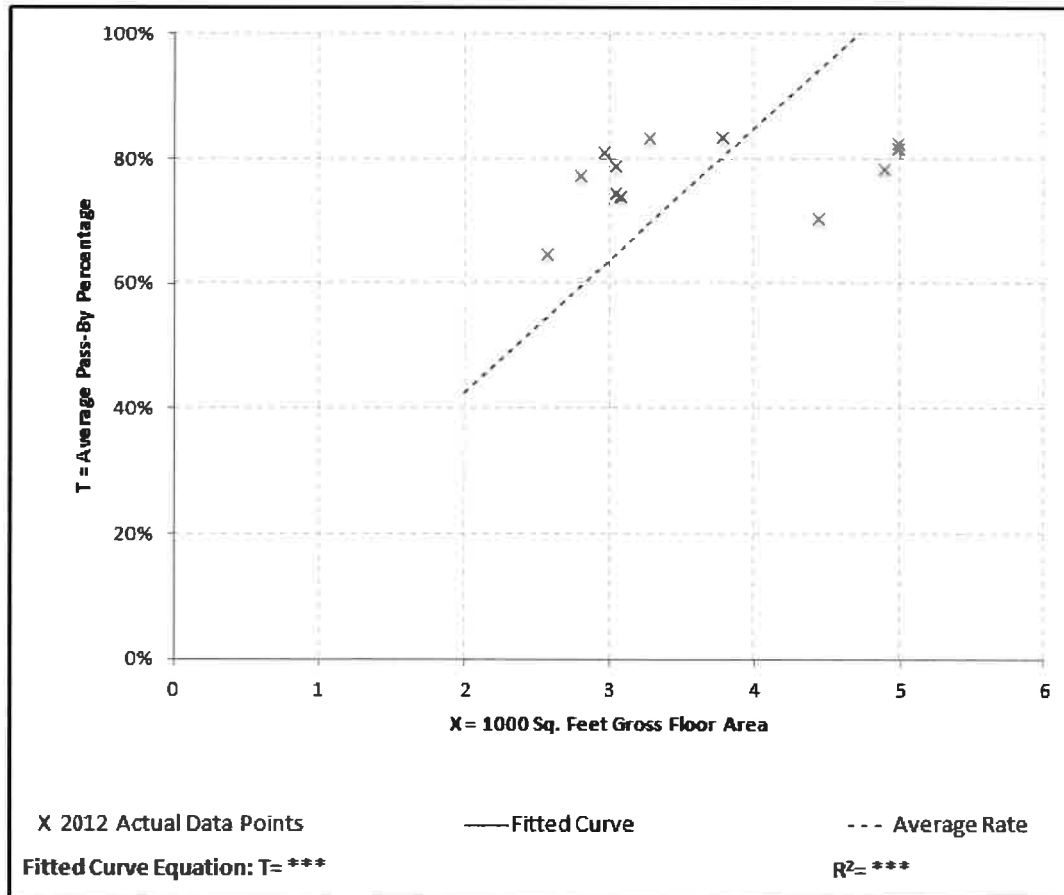
Average Pass-By Percentage vs: **1000 Sq. Feet Gross Floor Area**
 On a: **Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.**

Number of Studies: 12
 Average 1000 Sq. Feet GFA: 3.5

Percentage Pass-By per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.22	0.16 - 0.28	0.05

Data Plot and Equation



TURNING MOVEMENT COUNT
U.S. 41 @ JUDD CREEK/
MERCHANTS CROSSING

TRIP GENERATION COMPARISON FAST FOOD vs. GAS/CONVENIENCE

Table 1
Trip Generation
Pine Island Road CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Convenience Store/ Gas Station (7,500 Sq. Ft.)	343	342	685	296	296	592	9,625
Automated Car Wash (1 Tunnel)	-	-	-	39	39	78	-
Quick Lube (2,500 Sq. Ft.)	11	4	15	9	13	22	174
Self-Storage (100,000 Sq. Ft.)	5	4	9	7	8	15	145
Retail (7,800 Sq. Ft.)	15	9	24	33	32	65	559
Total Trips	374	359	733	384	388	772	10,503

Table 2
Trip Generation – New Trips
Pine Island Road CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	374	359	733	384	388	771	10,503
Less Gas Station Pass-By (77%)	-264	-264	-528	-228	-228	-456	-7,411
New Trips	110	95	205	156	160	315	3,092

Table 3
Trip Generation
Pine Island Road CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Fast Food w/Drive Through (4,000 Sq. Ft.)	91	87	178	69	63	132	1,870
Automated Car Wash (1 Tunnel)	-	-	-	39	39	78	-
Quick Lube (2,500 Sq. Ft.)	11	4	15	9	13	22	174
Self-Storage (100,000 Sq. Ft.)	5	4	9	7	8	15	145
Retail (7,800 Sq. Ft.)	15	9	24	33	32	65	559
Total Trips	122	104	226	157	155	312	2,748

Table 4
Trip Generation – New Trips
Pine Island Road CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	122	104	226	157	155	312	2,748
Less Fast Food Pass-By	-43	-44	-87	-33	-33	-66	-916
New Trips	79	60	139	124	122	246	1,832

AM Pass-by Rate – 49%/PM Pass-by Rate – 50%

TRIP GENERATION EQUATIONS

Mini-Warehouse (151)

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

Setting/Location: General Urban/Suburban

Number of Studies: 16

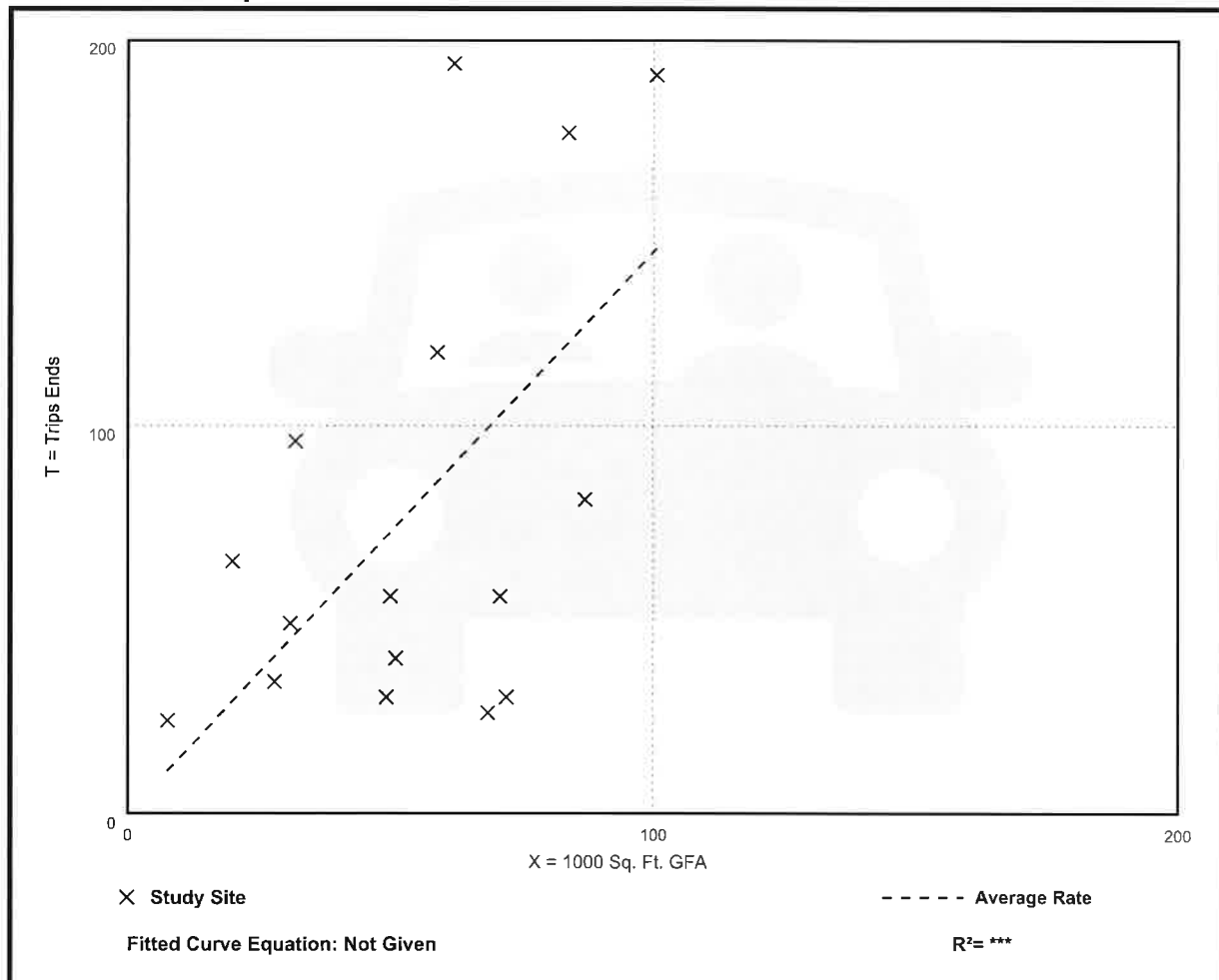
Avg. 1000 Sq. Ft. GFA: 55

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.45	0.38 - 3.25	0.92

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

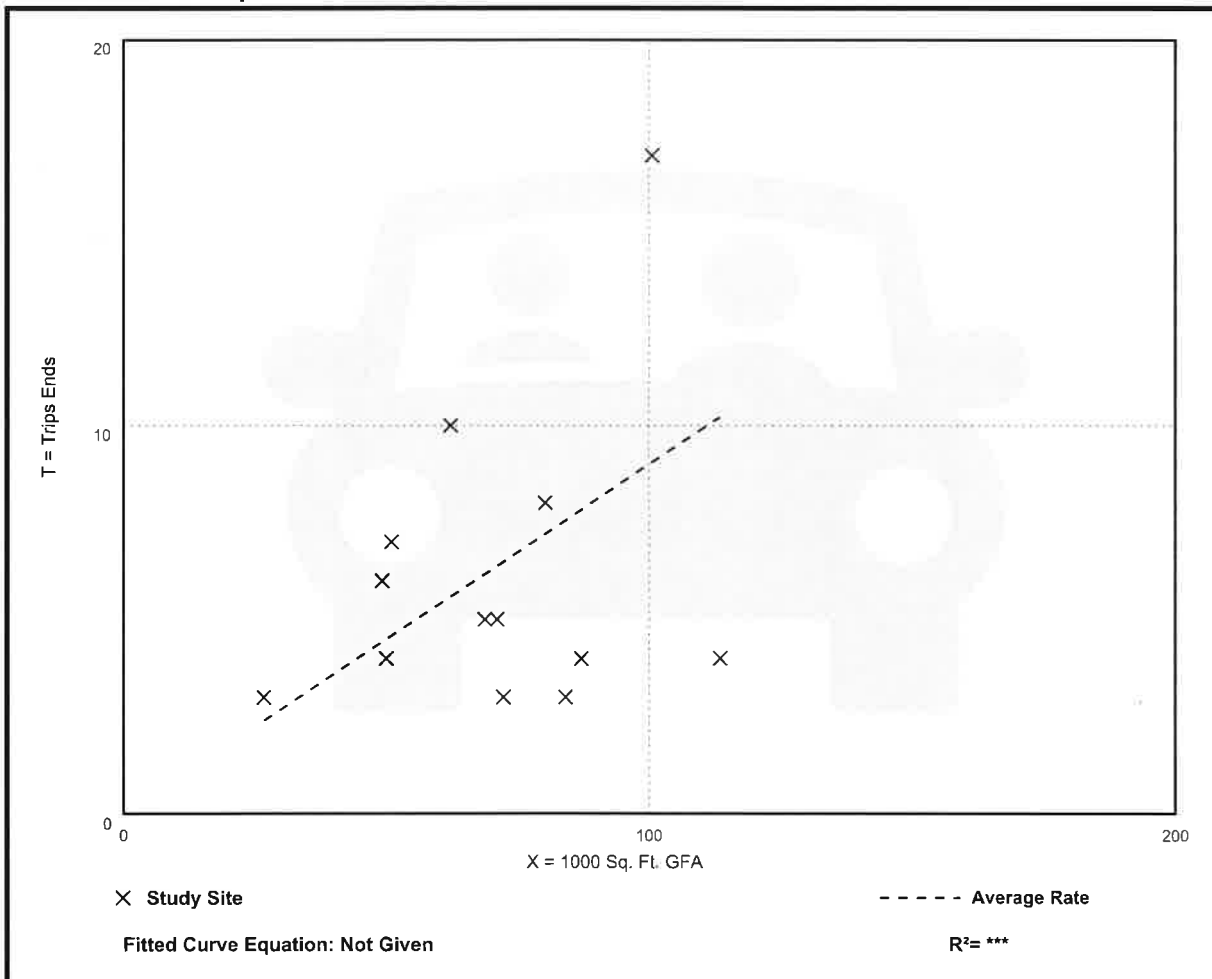
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.17	0.05

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 18

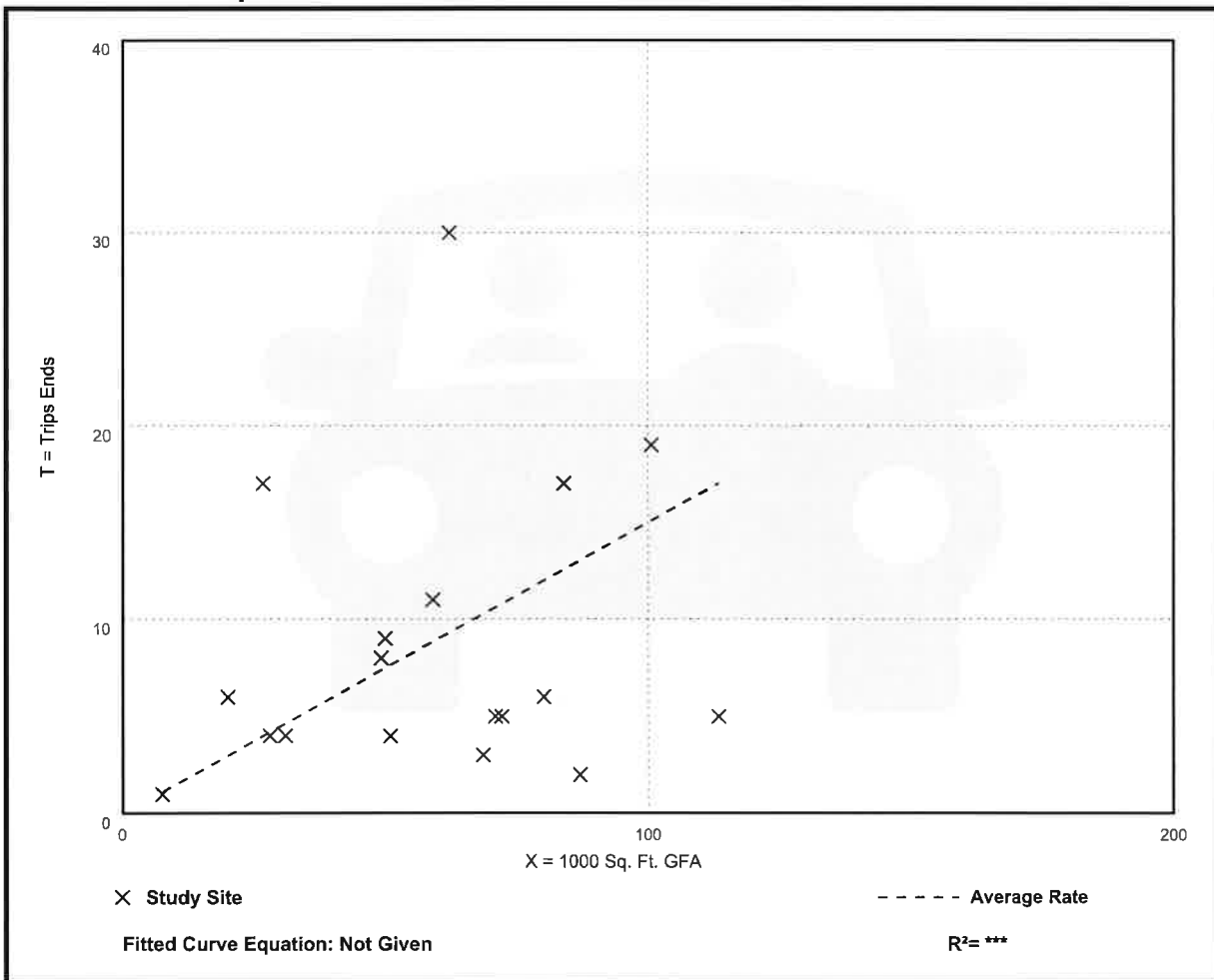
Avg. 1000 Sq. Ft. GFA: 59

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

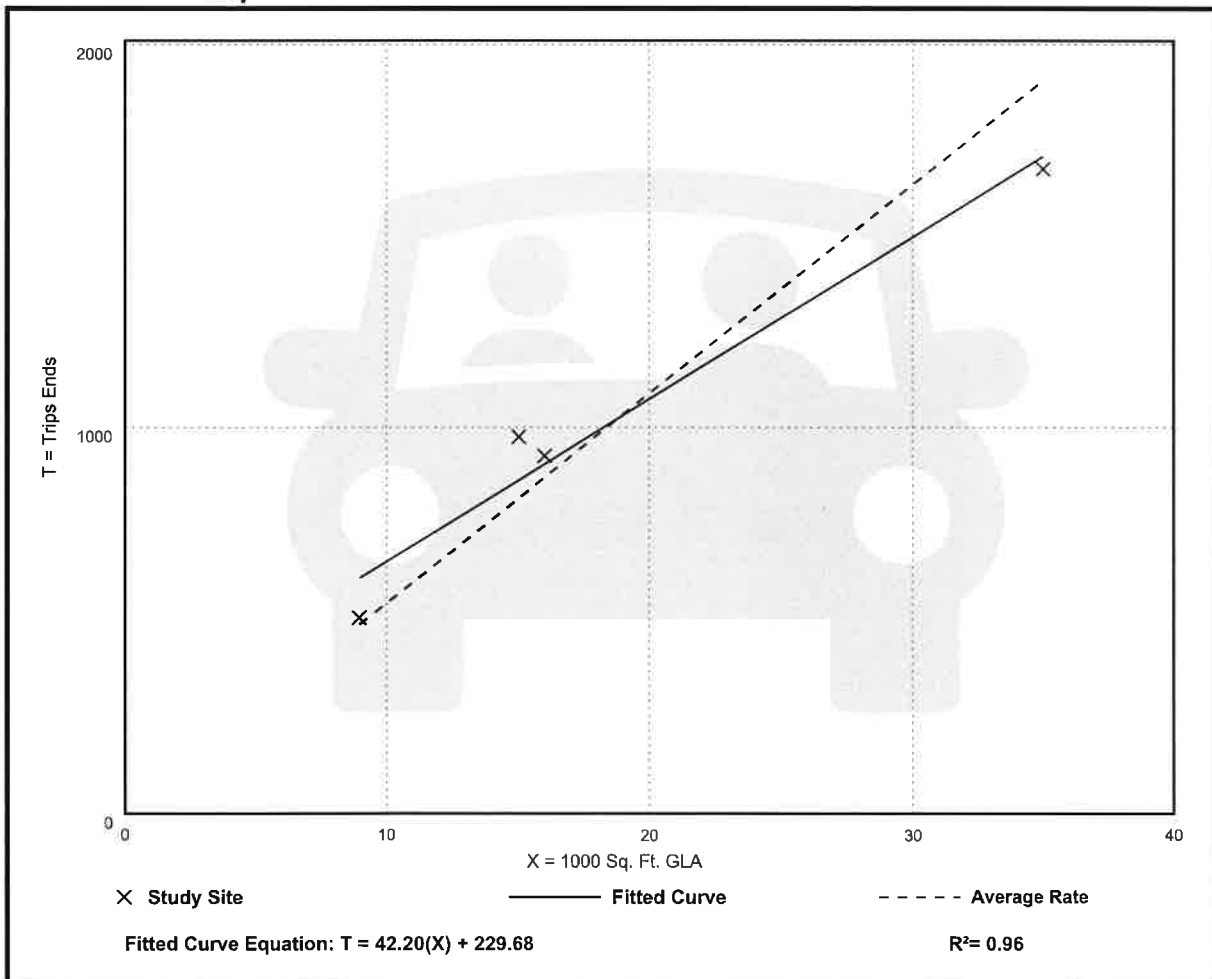
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 5

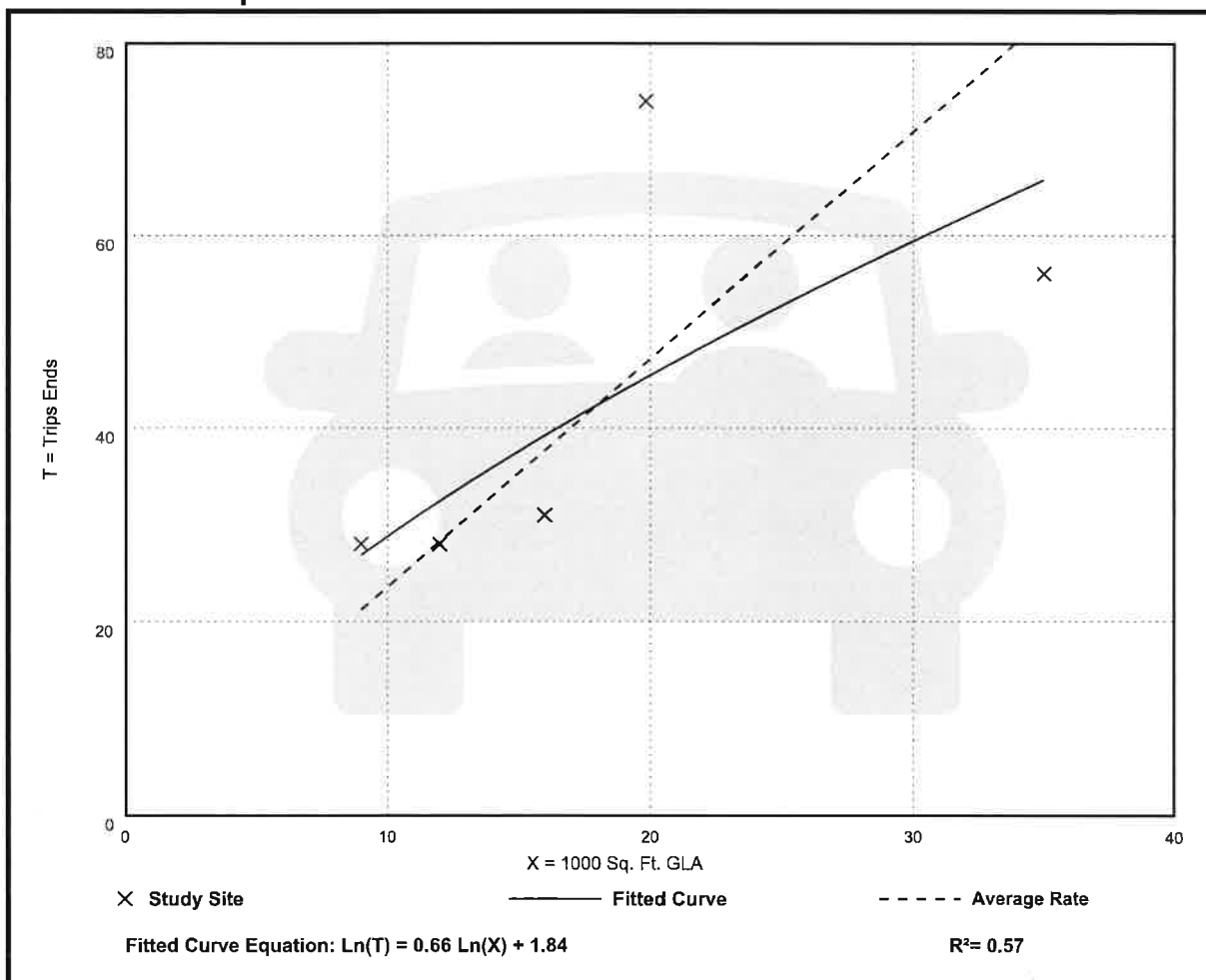
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 25

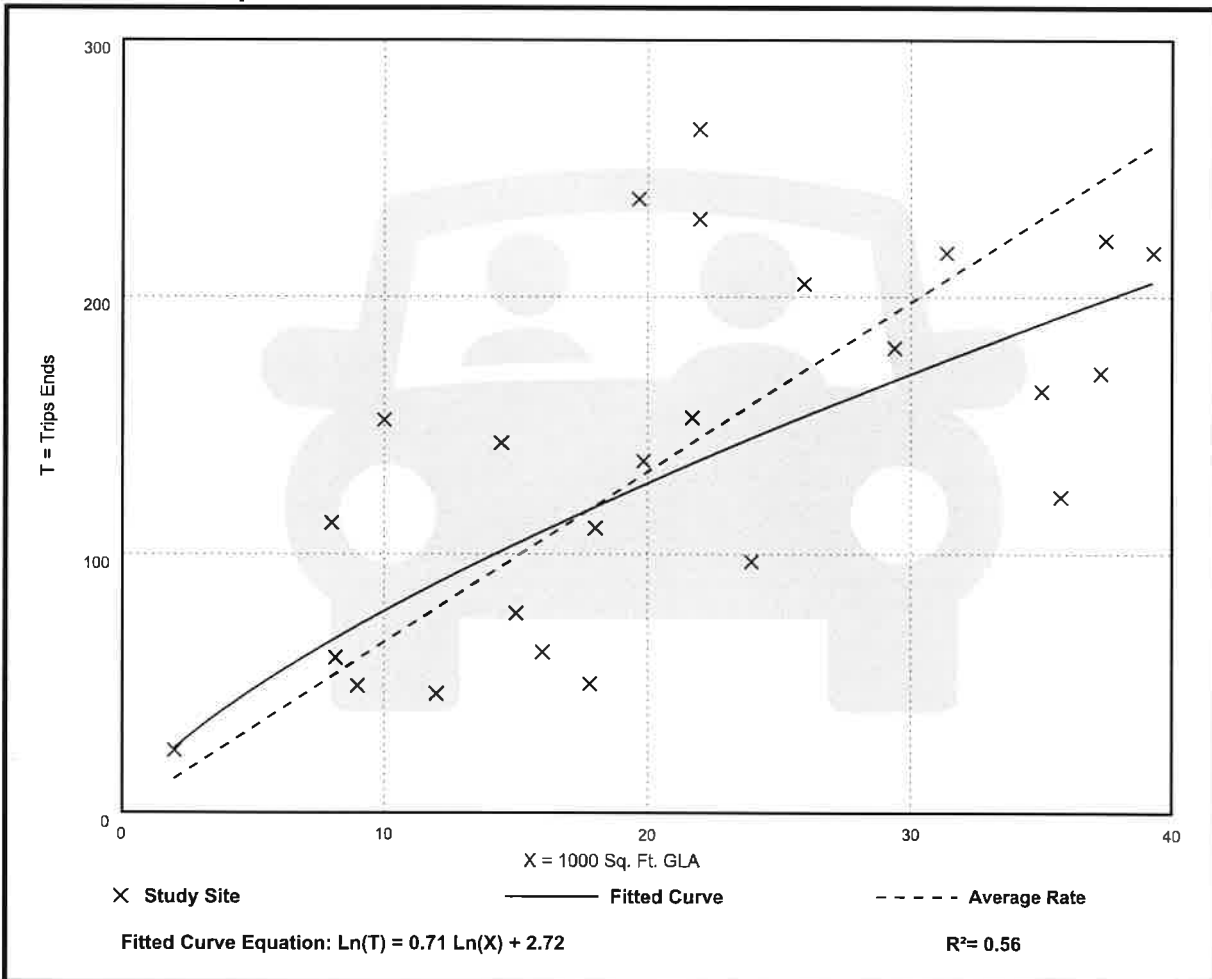
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 71

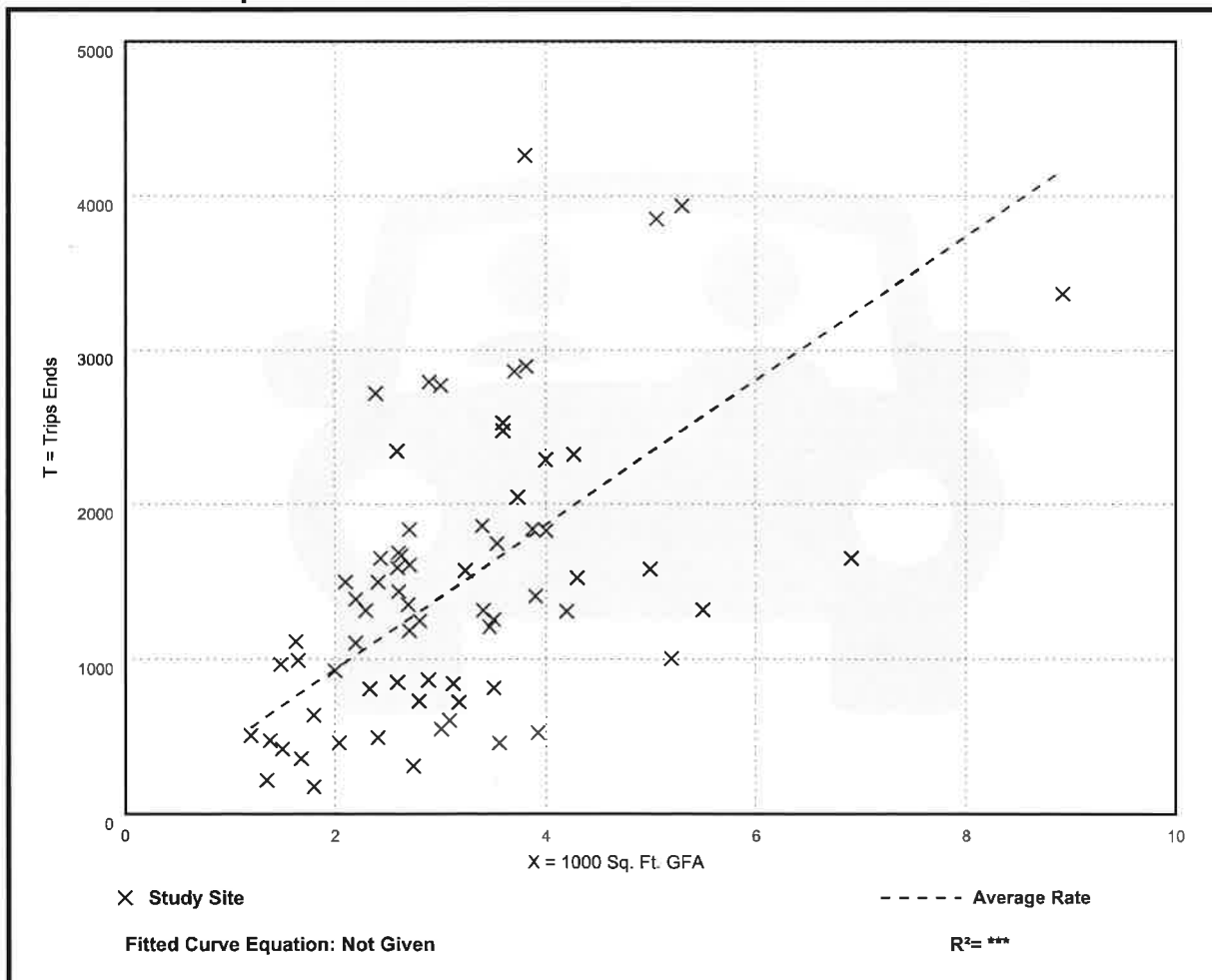
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 96

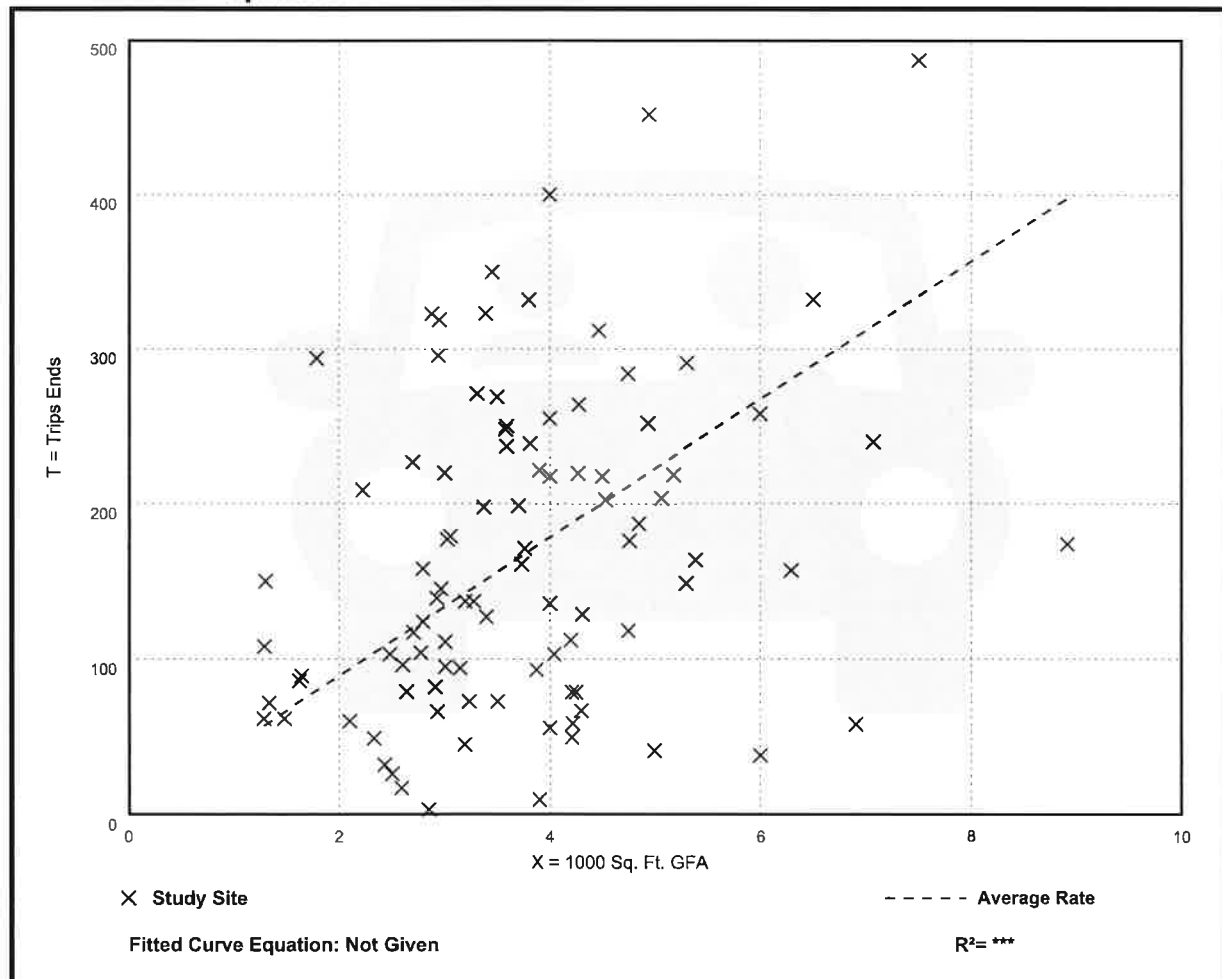
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 190

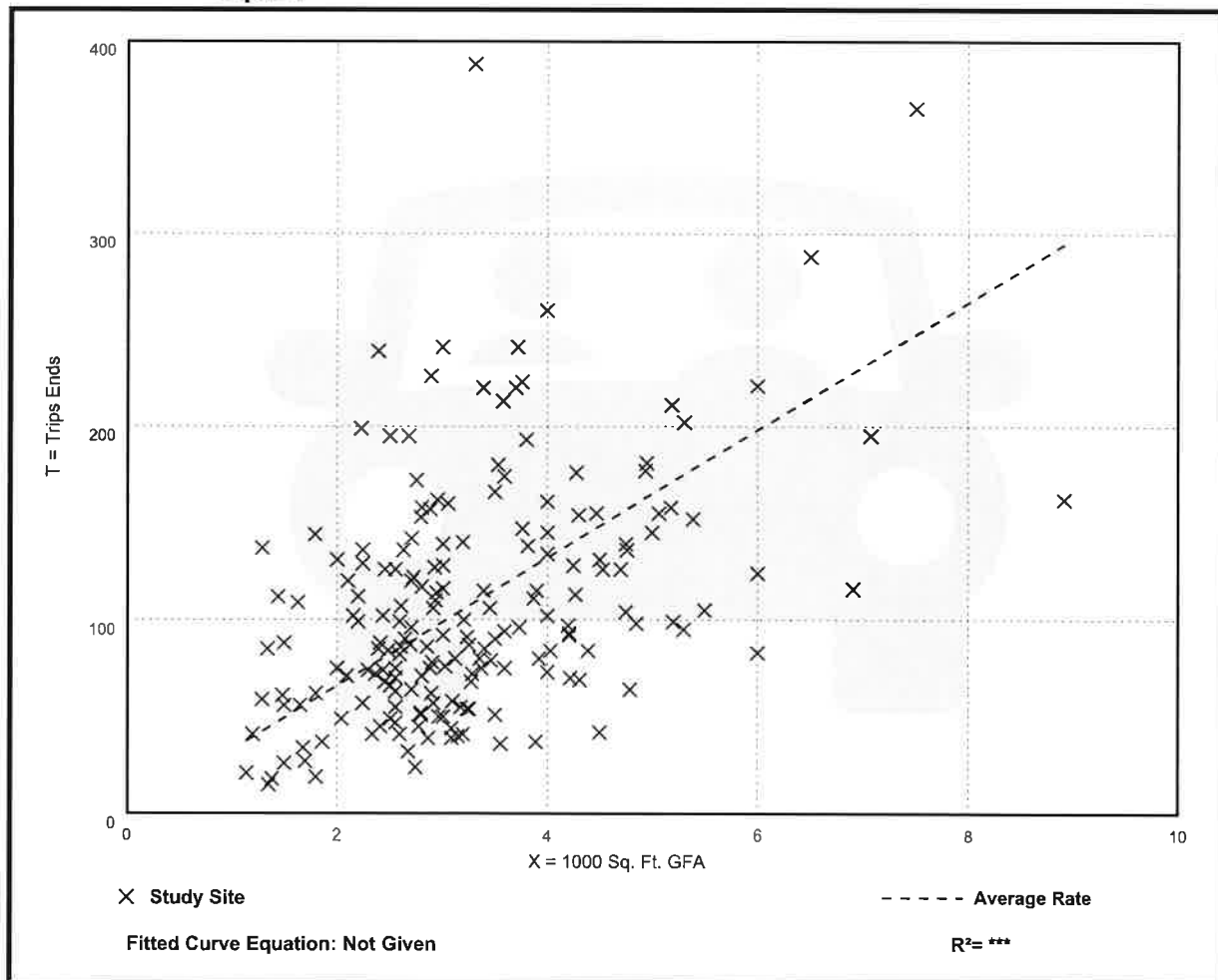
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Quick Lubrication Vehicle Shop (941)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

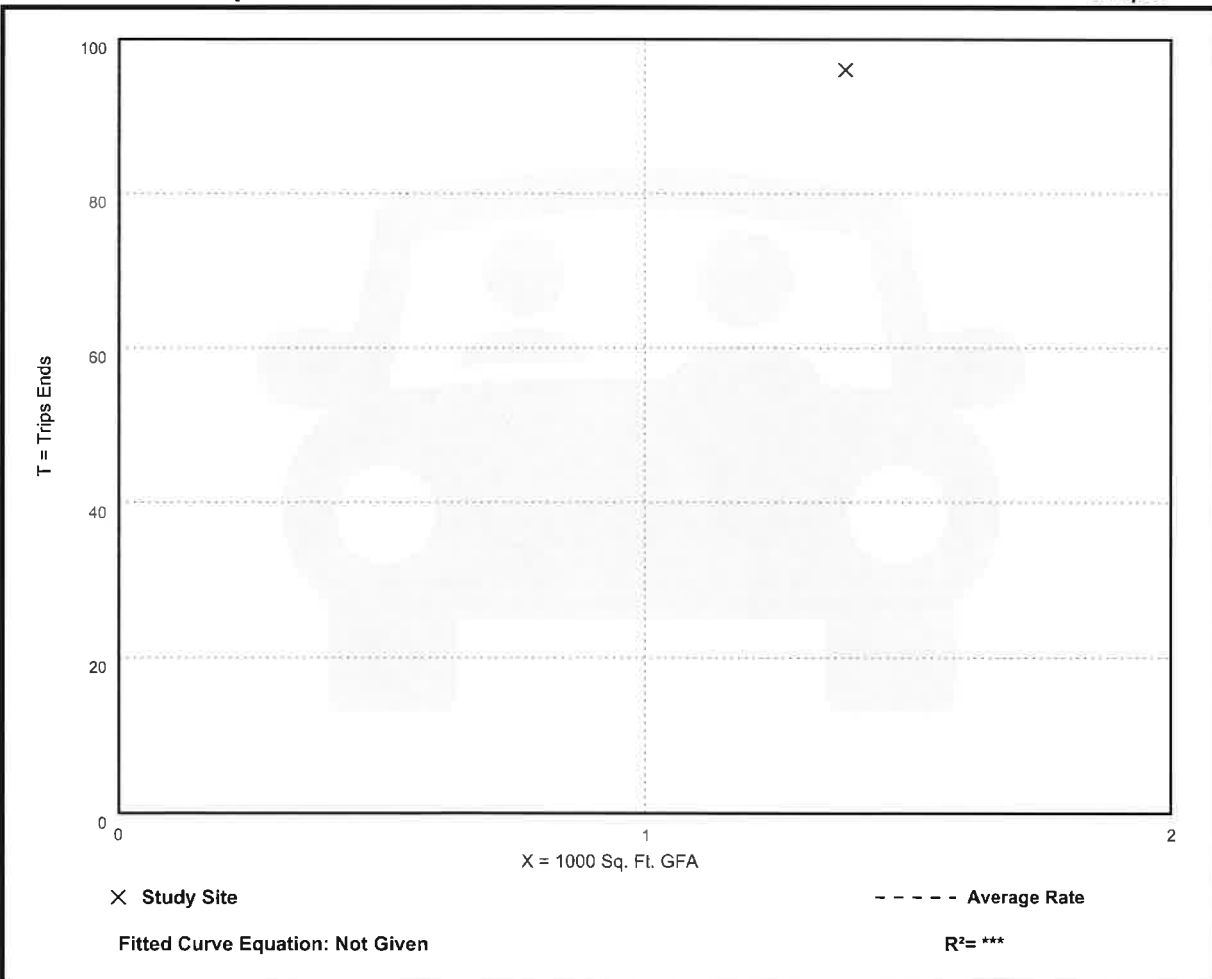
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
69.57	69.57 - 69.57	***

Data Plot and Equation

Caution – Small Sample Size



Quick Lubrication Vehicle Shop (941)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

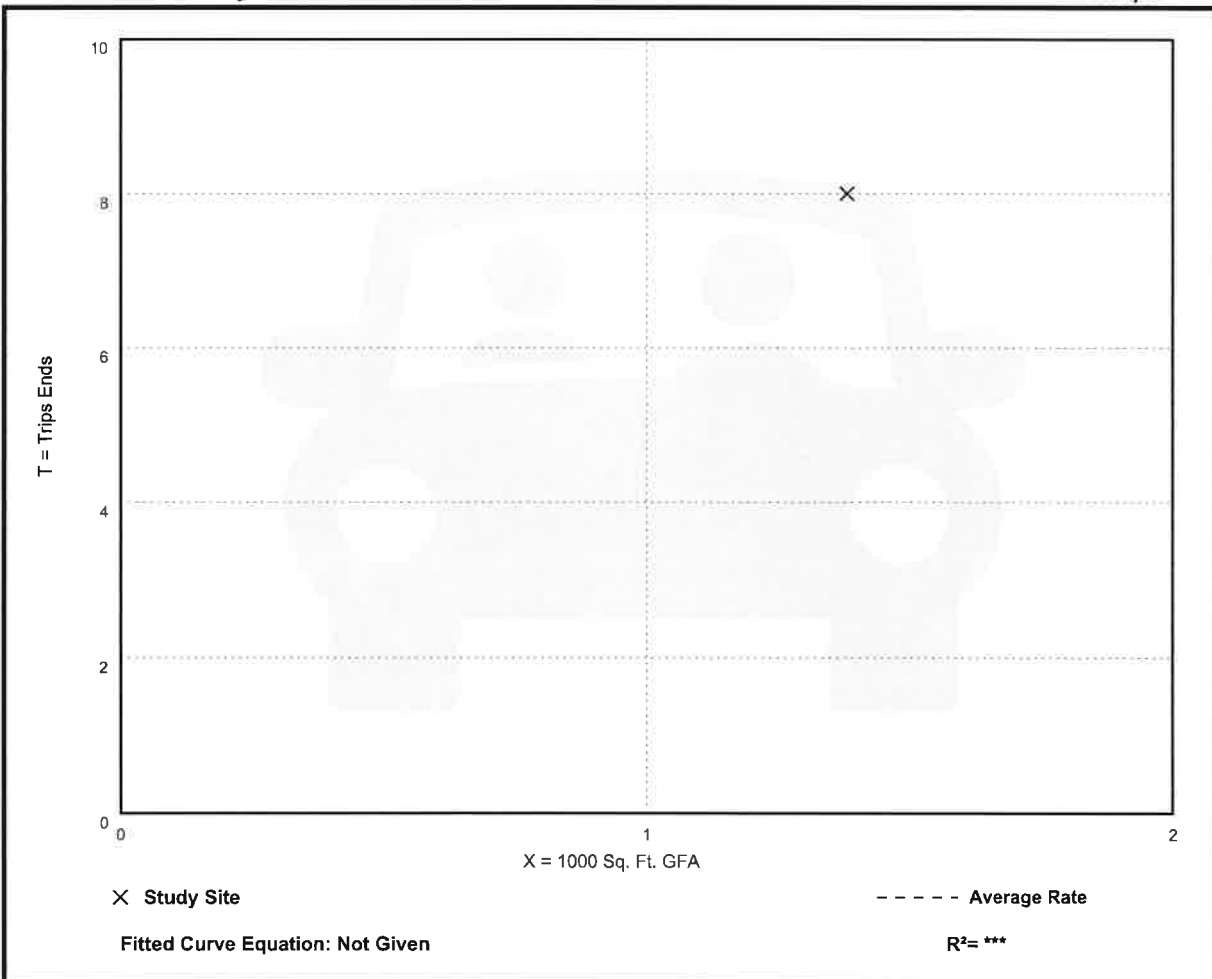
Directional Distribution: 75% entering, 25% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.80	5.80 - 5.80	***

Data Plot and Equation

Caution – Small Sample Size



Quick Lubrication Vehicle Shop (941)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

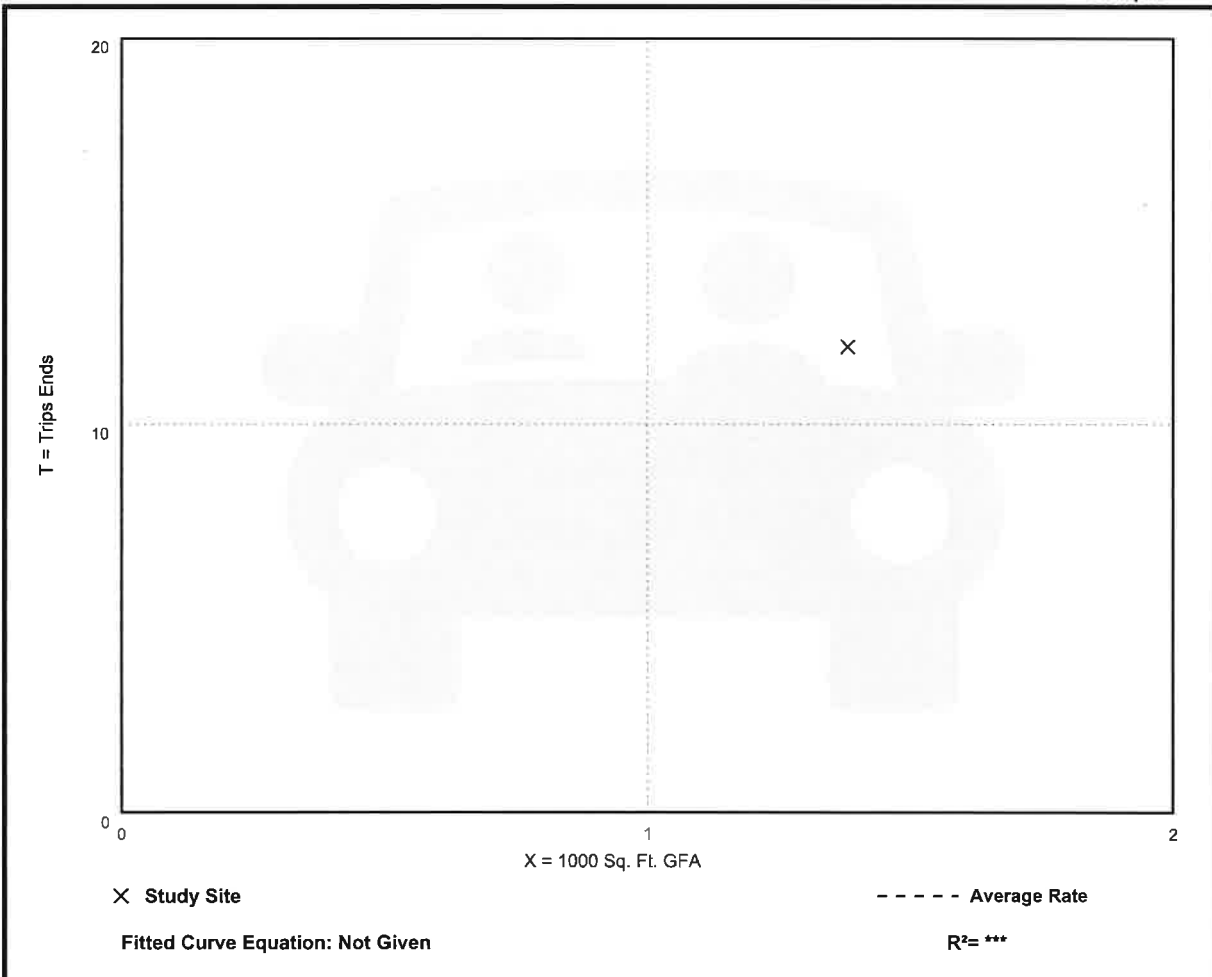
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.70	8.70 - 8.70	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

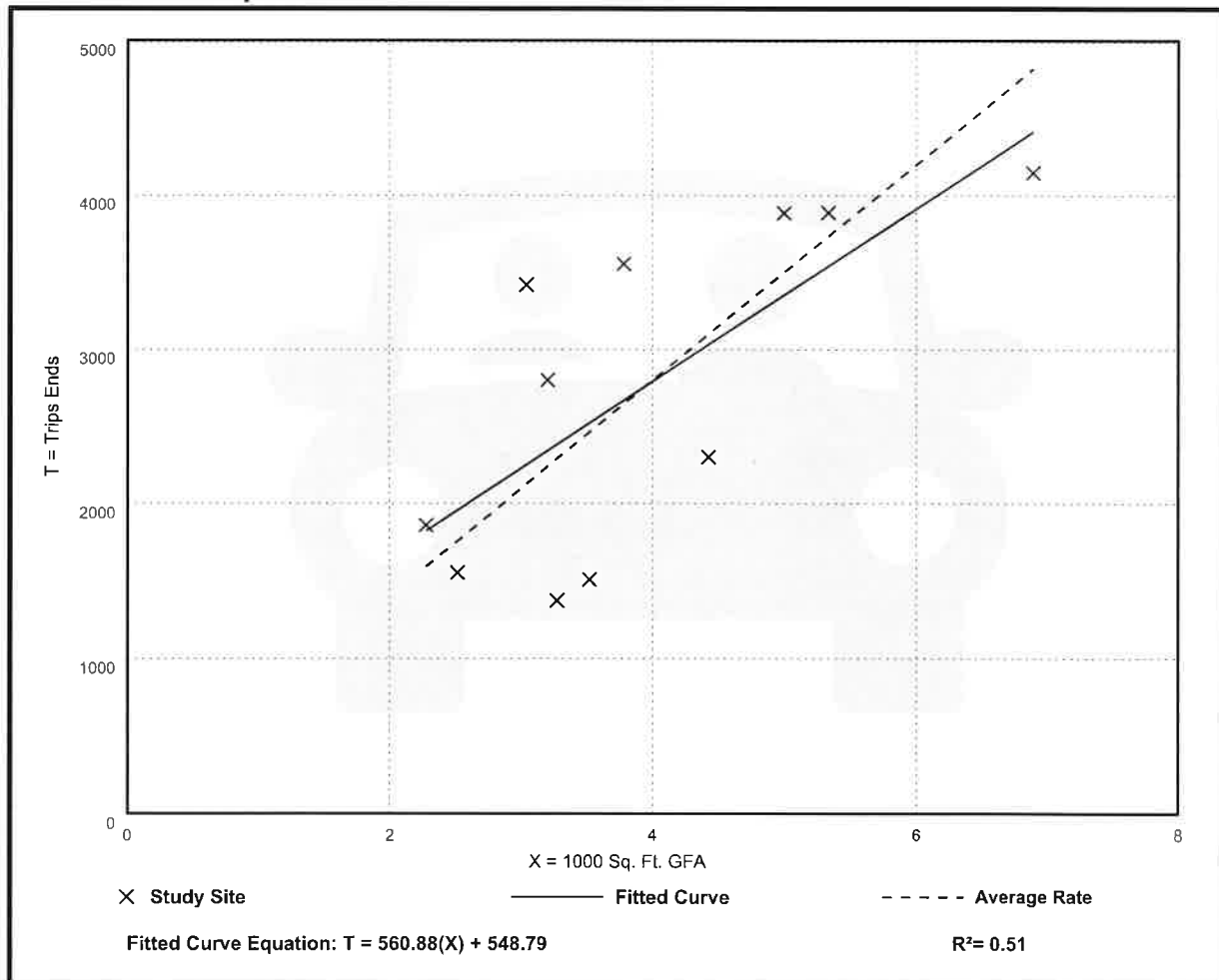
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
700.43	419.93 - 1125.00	206.44

Data Plot and Equation



Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 34

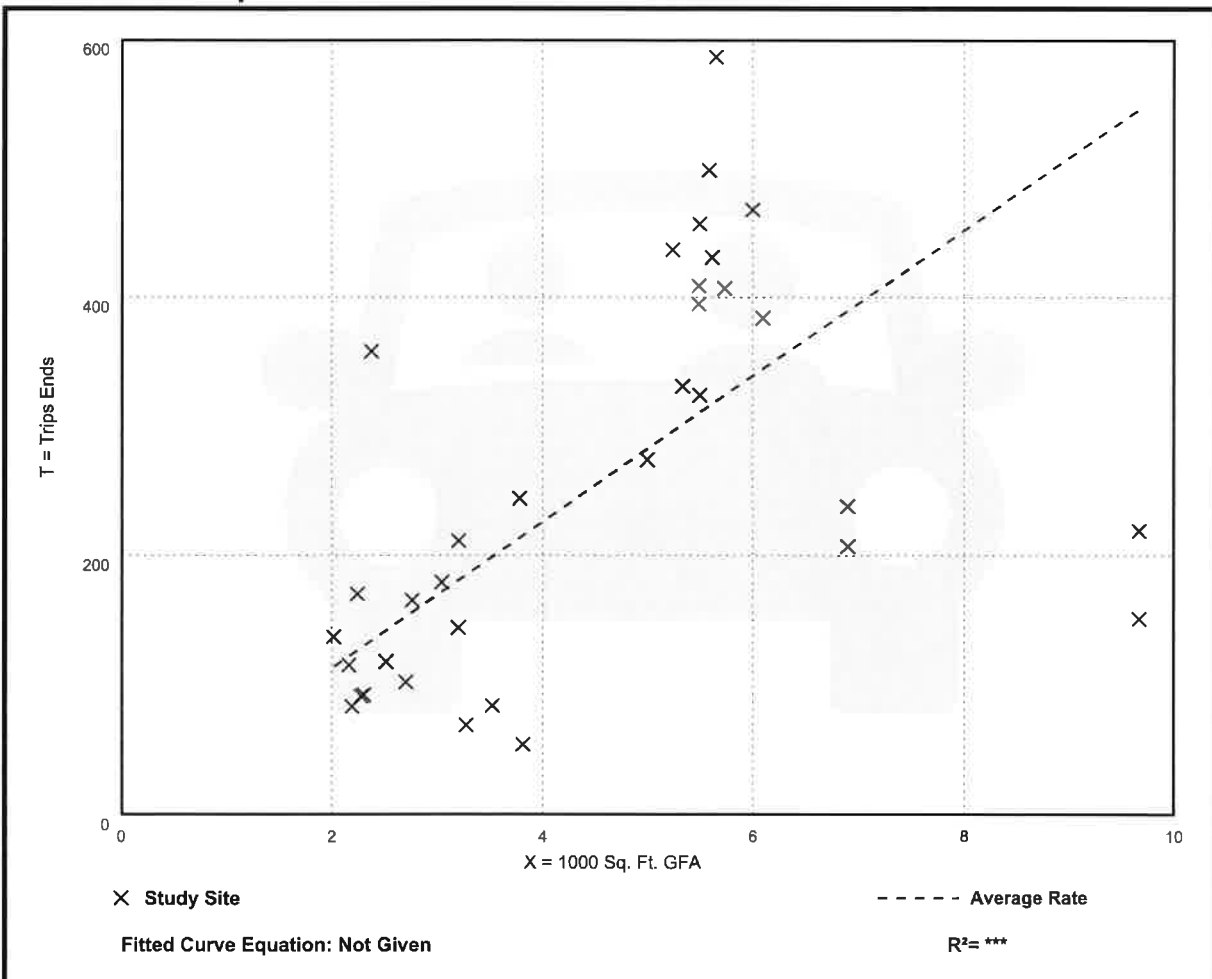
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
56.52	14.17 - 150.67	27.56

Data Plot and Equation



Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 39

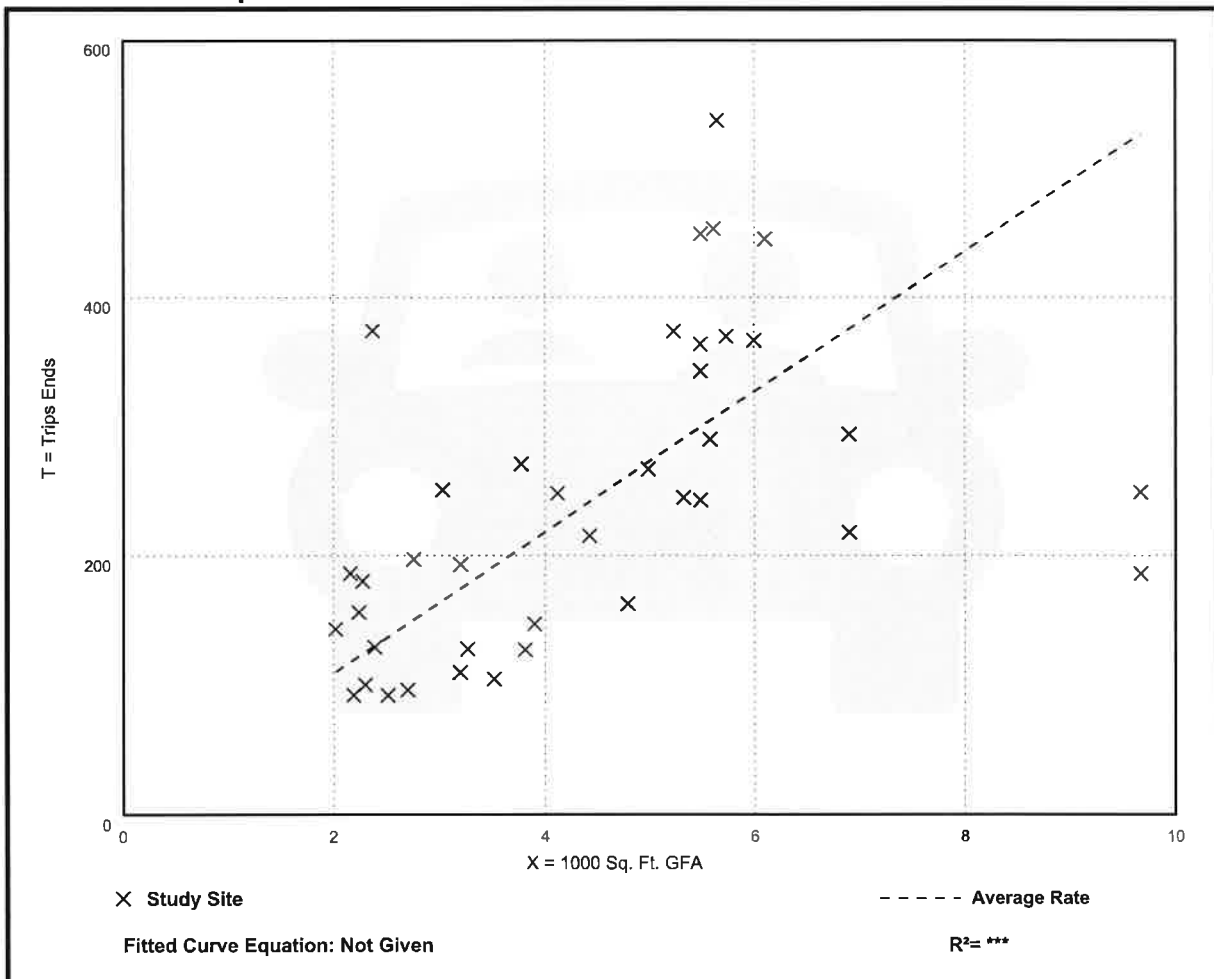
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.52	19.23 - 157.41	23.69

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: Car Wash Tunnels

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: 3

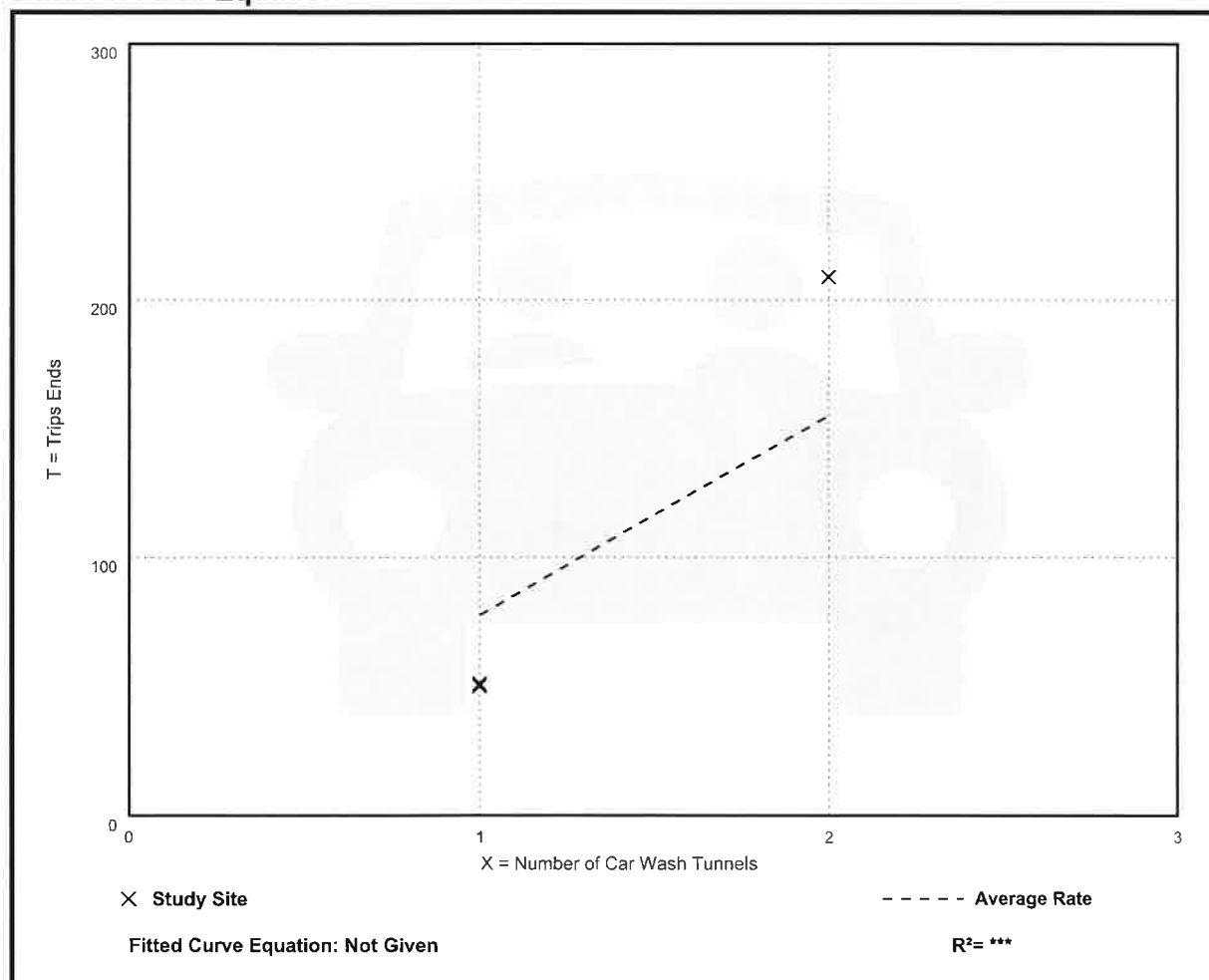
Avg. Num. of Car Wash Tunnels: 1

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Car Wash Tunnel

Average Rate	Range of Rates	Standard Deviation
77.50	50.00 - 104.50	33.07

Data Plot and Equation



**ITE PARKING GENERATION
MANUAL**

**LAND USE: 151 MINI-WAREHOUSE
TIME OF DAY DISTRIBUTION FOR
PARKING DEMAND**

Land Use: 151 Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as "self-storage" facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (nine study sites) and a Saturday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Saturday
12:00–4:00 a.m.	0	–
5:00 a.m.	0	–
6:00 a.m.	0	–
7:00 a.m.	0	–
8:00 a.m.	14	–
9:00 a.m.	71	–
10:00 a.m.	50	–
11:00 a.m.	79	–
12:00 p.m.	57	–
1:00 p.m.	64	91
2:00 p.m.	64	27
3:00 p.m.	79	55
4:00 p.m.	71	100
5:00 p.m.	100	91
6:00 p.m.	14	27
7:00 p.m.	0	0
8:00 p.m.	0	–
9:00 p.m.	0	–
10:00 p.m.	0	–
11:00 p.m.	0	–

UPDATED PARKING SUMMARY DATA

Extra Space Storage
2399 Champion Ring Road
City of Fort Myers

Total Spaces in Lot	12	Number of Storage Units
Total Building Square Feet	103,801	666

<u>Suvery Date</u>	<u>Day</u>	<u>Time</u>	<u>Occupied Spaces</u>	<u>% Occupied</u>	
11/10/2022	Thu	11:10 AM	6	50%	
11/10/2022	Thu	2:00 PM	3	25%	
11/10/2022	Thu	4:20 PM	3	25%	
11/12/2022	Sat	10:30 AM	8	67%	HIGH
11/12/2022	Sat	1:25 PM	6	50%	
11/12/2022	Sat	3:25 PM	5	42%	
11/12/2022	Sat	6:20 PM	0	0%	
11/13/2022	Sun	10:00 AM	0	0%	
11/13/2022	Sun	1:00 PM	0	0%	
11/13/2022	Sun	2:50 PM	0	0%	
11/13/2022	Sun	5:10 PM	0	0%	
11/14/2022	Mon	10:30 AM	1	8%	
11/14/2022	Mon	1:25 PM	1	8%	
11/14/2022	Mon	6:00 PM	3	25%	
11/15/2022	Tue	10:40 AM	2	17%	
11/15/2022	Tue	12:15 PM	2	17%	
11/15/2022	Tue	3:15 PM	1	8%	
11/16/2022	Wed	9:20 AM	1	8%	
11/16/2022	Wed	4:45 PM	2	17%	
11/17/2022	Thu	10:50 AM	4	33%	
11/17/2022	Thu	2:50 PM	3	25%	
11/17/2022	Thu	4:10 PM	4	33%	
11/19/2022	Sat	11:55 AM	3	25%	
11/19/2022	Sat	2:40 PM	3	25%	
11/19/2022	Sat	5:15 AM	3	25%	
11/20/2022	Sun	10:15 AM	3	25%	
11/20/2022	Sun	12:50 PM	2	17%	
11/28/2022	Mon	10:20 AM	1	8%	
11/28/2022	Mon	12:40 PM	1	8%	
11/28/2022	Mon	1:50 PM	1	8%	
11/28/2022	Mon	4:35 PM	1	8%	
11/28/2022	Mon	5:50 PM	1	8%	
11/29/2022	Tue	10:40 AM	1	8%	
11/29/2022	Tue	4:05 PM	2	17%	
11/30/2022	Wed	9:55 AM	0	0%	
11/30/2022	Wed	3:30 PM	2	17%	
12/1/2022	Thu	10:50 AM	1	8%	
12/1/2022	Thu	3:00 PM	2	17%	
Average			2.2	18%	

Parking Demand Per Storage Unit

One Space for Every 83.3 Units

0.77 Spaces Per 10,000 Sq. Ft.

Based on Peak Parking Demand

The Lock-Up Self Storage

9901 Estero Oaks Drive

Lee County

Total Spaces in Lot	33	Number of Storage Units
Total Building Square Feet	85,898	714

<u>Survey Date</u>	<u>Day</u>	<u>Time</u>	<u>Occupied</u>	
			<u>Spaces</u>	<u>% Occupied</u>
11/10/2022	Thu	11:50 AM	6	18%
11/10/2022	Thu	1:50 PM	6	18%
11/10/2022	Thu	3:17 PM	6	18%
11/12/2022	Sat	11:10 AM	4	12%
11/12/2022	Sat	12:40 PM	6	18%
11/12/2022	Sat	4:20 PM	5	15%
11/12/2022	Sat	5:35 PM	2	6%
11/13/2022	Sun	11:15 AM	0	0%
11/13/2022	Sun	12:30 PM	2	6%
11/13/2022	Sun	3:20 PM	0	0%
11/13/2022	Sun	4:35 PM	1	3%
11/14/2022	Mon	11:15 AM	5	15%
11/14/2022	Mon	1:55 PM	5	15%
11/14/2022	Mon	4:36 PM	7	21%
11/15/2022	Tue	11:15 AM	9	27%
11/15/2022	Tue	1:00 PM	6	18%
11/15/2022	Tue	3:20 PM	6	18%
11/16/2022	Wed	10:15 AM	2	6%
11/16/2022	Wed	2:50 PM	4	12%
11/17/2022	Thu	11:25 AM	7	21%
11/17/2022	Thu	3:15 PM	3	9%
11/19/2022	Sat	10:50 AM	4	12%
11/19/2022	Sat	3:10 PM	4	12%
11/19/2022	Sat	4:35 PM	2	6%
11/20/2022	Sun	10:50 AM	4	12%
11/20/2022	Sun	12:15 PM	1	3%
11/28/2022	Mon	12:10 PM	6	18%
11/28/2022	Mon	10:50 AM	5	15%
11/28/2022	Mon	2:30 PM	8	24%
11/28/2022	Mon	3:50 PM	6	18%
11/28/2022	Mon	5:05 PM	4	12%
11/29/2022	Tue	10:20 AM	8	24%
11/29/2022	Tue	3:30 PM	4	12%
11/30/2022	Wed	10:30 AM	3	9%
11/30/2022	Wed	4:10 PM	3	9%
12/1/2022	Thu	12:00 PM	8	24%
12/1/2022	Thu	2:40 PM	6	18%
Average			4.54	14%

Parking Demand Per Storage Unit**One Space for Every 79.3 Units****1.05 Spaces Per 10,000 Sq. Ft.**

Based on Peak Parking Demand

HIGH

Public Storage
20091 Tiburon Way
Village of Estero

Number of Storage Units

Total Spaces in Lot **30**
Total Building Square Feet **84,339**

600

<u>Suvery Date</u>	<u>Day</u>	<u>Time</u>	<u>Occupied</u>		
			<u>Spaces</u>	<u>% Occupied</u>	
11/10/2022	Thu	12:00 PM	2	7%	
11/10/2022	Thu	1:30 PM	4	13%	
11/10/2022	Thu	3:25 PM	6	20%	
11/12/2022	Sat	11:15 AM	3	10%	
11/12/2022	Sat	12:25 PM	1	3%	
11/12/2022	Sat	4:25 PM	4	13%	
11/12/2022	Sat	5:30 PM	2	7%	
11/13/2022	Sun	11:20 AM	2	7%	
11/13/2022	Sun	12:35 PM	4	13%	
11/13/2022	Sun	3:30 PM	7	23%	HIGH
11/13/2022	Sun	4:30 PM	6	20%	
11/14/2022	Mon	11:20 AM	5	17%	
11/14/2022	Mon	2:00 PM	4	13%	
11/14/2022	Mon	4:45 PM	1	3%	
11/15/2022	Tue	11:20 AM	4	13%	
11/15/2022	Tue	1:00 PM	1	3%	
11/15/2022	Tue	3:30 PM	2	7%	
11/16/2022	Wed	2:45 PM	4	13%	
11/17/2022	Thu	11:30 AM	6	20%	
11/17/2022	Thu	3:20 PM	4	13%	
11/19/2022	Sat	10:55 AM	6	20%	
11/19/2022	Sat	3:20 PM	4	13%	
11/19/2022	Sat	4:30 PM	1	3%	
11/20/2022	Sun	11:00 AM	3	10%	
11/20/2022	Sun	12:10 PM	3	10%	
11/28/2022	Mon	11:00 AM	3	10%	
11/28/2022	Mon	12:00 PM	2	7%	
11/28/2022	Mon	2:20 PM	3	10%	
11/28/2022	Mon	4:00 PM	4	13%	
11/28/2022	Mon	5:15 PM	3	10%	
11/29/2022	Tue	10:10 AM	7	23%	HIGH
11/29/2022	Tue	3:20 PM	1	3%	
11/30/2022	Wed	10:37 AM	3	10%	
11/30/2022	Wed	4:15 PM	6	20%	
12/1/2022	Thu	12:05 PM	4	13%	
12/1/2022	Thu	2:30 PM	3	10%	
Average			3.56	11.9%	

Parking Demand Per Storage Unit

One Space for Every 85.7 Units

0.83 Spaces Per 10,000 Sq. Ft.

Based on Peak Parking Demand

Public Storage

11995 FL-82

City of Fort Myers

Total Spaces in Lot	17	Number of Storage Units
Total Building Square Feet	119,952	897

<u>Suvery Date</u>	<u>Day</u>	<u>Time</u>	<u>Occupied</u>	
			<u>Spaces</u>	<u>% Occupied</u>
11/10/2022	Thu	11:25 AM	2	12%
11/10/2022	Thu	2:25 PM	3	18%
11/10/2022	Thu	4:00 PM	1	6%
11/12/2022	Sat	10:40 AM	2	12%
11/12/2022	Sat	1:15 PM	0	0%
11/12/2022	Sat	3:45 PM	2	12%
11/12/2022	Sat	6:00 PM	0	0%
11/13/2022	Sun	10:20 AM	3	18%
11/13/2022	Sun	1:05 PM	2	12%
11/13/2022	Sun	3:00 PM	1	6%
11/13/2022	Sun	5:05 PM	1	6%
11/14/2022	Mon	10:40 AM	1	6%
11/14/2022	Mon	1:30 PM	2	12%
11/14/2022	Mon	5:30 PM	1	6%
11/15/2022	Tue	10:50 AM	2	12%
11/15/2022	Tue	12:29 PM	1	6%
11/15/2022	Tue	3:26 PM	1	6%
11/16/2022	Wed	9:30 AM	1	6%
11/16/2022	Wed	4:35 PM	3	18%
11/17/2022	Thu	11:00 AM	1	6%
11/17/2022	Thu	4:00 PM	0	0%
11/19/2022	Sat	11:50 AM	2	12%
11/19/2022	Sat	2:45 PM	3	18%
11/19/2022	Sat	5:10 PM	2	12%
11/20/2022	Sun	10:25 AM	0	0%
11/20/2022	Sun	12:45 PM	4	24%
11/28/2022	Mon	10:35 AM	1	6%
11/28/2022	Mon	12:35 PM	1	6%
11/28/2022	Mon	1:55 PM	3	18%
11/28/2022	Mon	4:30 PM	1	6%
11/28/2022	Mon	5:40 PM	2	12%
11/29/2022	Tue	10:45 AM	2	12%
11/29/2022	Tue	4:00 PM	0	0%
11/30/2022	Wed	10:05 AM	2	12%
11/30/2022	Wed	3:35 PM	0	0%
12/1/2022	Thu	10:55 AM	2	12%
12/1/2022	Thu	3:05 PM	5	29% HIGH
Average			1.6	10%

Parking Demand Per Storage Unit

One Space for Every 179.4 Units

0.42 Spaces Per 10,000 Sq. Ft.

Based on Peak Parking Demand

Public Storage
10688 Colonial Blvd
City of Fort Myers

Total Spaces in Lot	24	Number of Storage Units
Total Building Square Feet	95,220	650

<u>Suvery Date</u>	<u>Day</u>	<u>Time</u>	<u>Occupied</u>		
			<u>Spaces</u>	<u>% Occupied</u>	
11/10/2022	Thu	11:15 AM	7	29%	HIGH
11/10/2022	Thu	2:20 PM	4	17%	
11/10/2022	Thu	4:15 PM	1	4%	
11/12/2022	Sat	10:45 AM	4	17%	
11/12/2022	Sat	1:10 AM	2	8%	
11/12/2022	Sat	3:35 AM	3	13%	
11/12/2022	Sat	6:20 AM	0	0%	
11/13/2022	Sun	10:51 AM	2	8%	
11/13/2022	Sun	1:10 PM	6	25%	
11/13/2022	Sun	3:00 M	2	8%	
11/13/2022	Sun	5:00 PM	4	17%	
11/14/2022	Mon	10:45 AM	3	13%	
11/14/2022	Mon	1:40 AM	3	13%	
11/14/2022	Mon	5:20PM	2	8%	
11/15/2022	Tue	11:00 AM	5	21%	
11/15/2022	Tue	12:23 PM	7	29%	HIGH
11/15/2022	Tue	3:22 PM	5	21%	
11/16/2022	Wed	9:35 AM	5	21%	
11/16/2022	Wed	4:29 PM	0	0%	
11/17/2022	Thu	11:05 AM	5	21%	
11/17/2022	Thu	3:55 PM	4	17%	
11/19/2022	Sat	11:42 AM	6	25%	
11/19/2022	Sat	5:00 PM	1	4%	
11/20/2022	Sun	10:35 AM	3	13%	
11/20/2022	Sun	12:40 PM	2	8%	
11/28/2022	Mon	10:40 AM	4	17%	
11/28/2022	Mon	12:30 PM	5	21%	
11/28/2022	Mon	2:00 PM	4	17%	
11/28/2022	Mon	4:20 PM	5	21%	
11/28/2022	Mon	5:35 PM	3	13%	
11/29/2022	Tue	10:55 AM	6	25%	
11/29/2022	Tue	3:50 PM	2	8%	
11/30/2022	Wed	10:07 AM	5	21%	
11/30/2022	Wed	3:45 PM	4	17%	
12/1/2022	Thu	11:00 AM	4	17%	
12/1/2022	Thu	3:00 PM	3	13%	

Parking Demand Per Storage Unit

One Space for Every 92.9 Units

0.74 Spaces Per 10,000 Sq. Ft.

Based on Peak Parking Demand

Indoor Self Storage Parking Survey Summary

REVISED 8-21-2023

Location	One Space Per XX Unit	Spaces/10,000 Sq. Ft. GFA
Extra Space Champion Ring Road 666 Units/103,801 Sq. Ft.	83.3	0.77
Lock-Up Lee County 714 Units/85,898 Sq. Ft.	79.3	1.05
Public Storage Tiburon Way 600 Units/84,339 Sq. Ft.	85.7	0.83
Public Storage SR 82 897 Units/119,952 Sq. Ft.	179.4	0.42
Public Storage Colonial Blvd. 650 Units/95,220 Sq. Ft.	92.9	0.74
Average	104.1	0.76

One Parking Space Per 104 Units

0.76 Spaces for every 10,000 Sq. Ft of Gross Floor Area

Average of Unit Count of Surveyed Sites	705.4	Units
Average of Floor Area of Surveyed Sites	97,842	SF

**LEE COUNTY PROPERTY APPRAISER
PROPERTY APPRAISAL DETAILS
2023 TRIM NOTICES**

CHAMPION RING ROAD SITE



Champion Ring Ro. Site

Previous Parcel Number Next Parcel Number Multiple Accounts Estimator Tax Bill Print

Property Data

STRAP: 22-44-25-P3-1400A.0000 Folio ID: 10587833

Generated on 8/21/2023 11:10 AM

Owner Of Record - Sole Owner

[\[Change Address\]](#)



2399 CHAMPION RINGS PROP CO LL
813 TYE CROSSING CT
BURLESON TX 76028

Site Address

Site Address maintained by [E911 Program Addressing](#)

2399 CHAMPION RING RD
FORT MYERS FL 33905

Property Description

Do not use for legal documents!



CENTER COURT AT THE FORUM TRACT A AS DESC IN INST
2018000222403

[Tax Map Viewer]



[Pictometry Aerial Viewer]

Image of Structure



◀ Photo Date July of 2019 ▶ ☐ View other photos

Last Inspection Date: 02/22/2019



Current Working Values



[Hurricane Ian Tax Roll Value Letter](#)

[Tax Refund Status](#)



Just	10,621,009
Attributes	
Land Units Of Measure	SF
Units	114420.00
Total Number of Buildings	4
Total Bedrooms / Bathrooms	0 / 3.0
Gross Building Area (multiple buildings, see Appraisal Details below)	103,321
1st Year Building on Tax Roll	2019
Historic Designation	No

Exemptions / Classified Use (Current)

Generated on 8/21/2023 11:10 AM

Exemptions / Classified Use (2023 TRIM)

Generated on 8/21/2023 11:10 AM



Values (2023 TRIM)



Generated on 8/21/2023 11:10 AM

Taxing Authorities

Generated on 8/21/2023 11:10 AM

Sales / Transactions

Generated on 8/21/2023 11:10 AM

Building / Construction Permit Data

Generated on 8/21/2023 11:10 AM

Parcel Numbering History

Generated on 8/21/2023 11:10 AM

Location Information

Generated on 8/21/2023 11:10 AM

Solid Waste (Garbage) Roll Data

Generated on 8/21/2023 11:10 AM

Flood and Storm Information

Generated on 8/21/2023 11:10 AM

Address History

Generated on 8/21/2023 11:10 AM

Appraisal Details (2023 TRIM)

Generated on 8/21/2023 11:10 AM

Land**Land Tracts**

Use Code	Use Code Description	Number of Units	Unit of Measure
4800	Warehousing	114420.00	Square Feet

Land Features

Description	Year Added	Units
BLACK TOP - IMPROVED	2019	30,330
WALL - DECORATIVE - C.B.S.	2019	300
FENCE - ALUM/VINYL - 6 FEET	2019	60
PAVEMENT - CONCRETE	2019	672

Buildings**Building 1 of 4****Building Characteristics**

Improvement Type	Model Type	Stories	Living Units
83 - Personal Storage Facilities	6 - WAREHOUSE/INDUSTRIAL	3.0	0
Bedrooms	Bathrooms	Year Built	Effective Year Built
0	3.0	2019	2019

Building Subareas

Description	Heated / Under Air	Area (Sq Ft)
AOF - AVERAGE OFFICE	Y	1,244
BAS - BASE	Y	27,599
FOP - FINISHED OPEN PORCH	N	480
FUS - FINISHED UPPER STORY	Y	28,843
FUS - FINISHED UPPER STORY	Y	28,843

Building Features

Description	Year Added	Units
ELEVATOR - PASSENGER	2019	6
OVERHEAD DOOR - LARGE 10X10 OR LARGER	2019	42

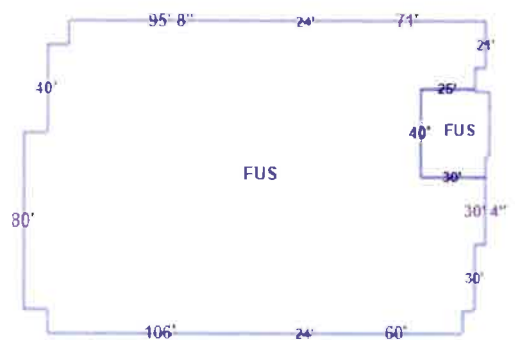
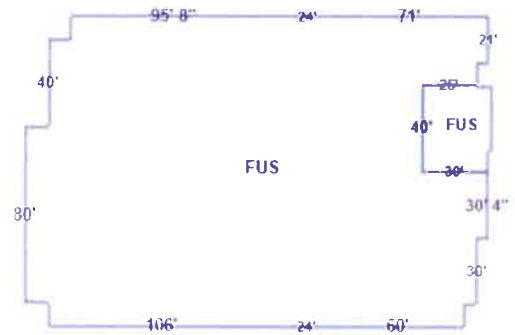
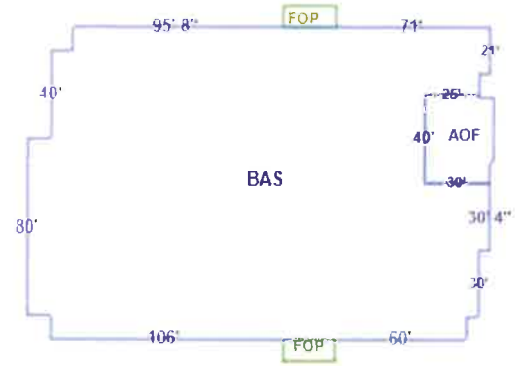
87,809⁰

Building Front Photo



Photo Date: July of 2019

Building Footprint



Building 2 of 4

Building Characteristics

Improvement Type	Model Type	Stories	Living Units
83 - Personal Storage Facilities	6 - WAREHOUSE/INDUSTRIAL	1.0	0

Bedrooms	Bathrooms	Year Built	Effective Year Built
0	0.0	2019	2019
Building Subareas			
Description	Heated / Under Air	Area (Sq Ft)	
BAS - BASE	Y	6,308	
Building Features			
Description	Year Added	Units	
OVERHEAD DOOR - LARGE 10X10 OR LARGER	2019	20	

Building Front Photo



Photo Date:

Building Footprint

6,308⁰

Building 3 of 4			
Building Characteristics			
Improvement Type	Model Type	Stories	Living Units
83 - Personal Storage Facilities	6 - WAREHOUSE/INDUSTRIAL	1.0	0
Bedrooms	Bathrooms	Year Built	Effective Year Built
0	0.0	2019	2019
Building Subareas			
Description	Heated / Under Air	Area (Sq Ft)	
BAS - BASE	Y	2,609	
Building Features			
Description	Year Added	Units	
OVERHEAD DOOR - LARGE 10X10 OR LARGER	2019	12	

2,609⁰

Building Front Photo

 Front Photo

Photo Date:

Building Footprint



Building 4 of 4

Building Characteristics

Improvement Type
83 - Personal Storage Facilities

Model Type
6 - WAREHOUSE/INDUSTRIAL

Stories
1.0

Living Units
0

Bedrooms
0

Bathrooms
0.0

Year Built
2019

Effective Year Built
2019

Building Subareas

Description	Heated / Under Air	Area (Sq Ft)
BAS - BASE	Y	7,875

Building Features

Description	Year Added	Units
OVERHEAD DOOR - LARGE 10X10 OR LARGER	2019	25

Building Front Photo

 Front Photo

Photo Date:

Building Footprint



$$87,809^{\phi} + 6,308^{\phi} + 2,609^{\phi} + 7,875^{\phi} = 103,801^{\phi}$$

Appraisal Details (Current Working Values)

Generated on 8/21/2023 11:10 AM

TRIM (proposed tax) Notices are available for the following tax years
[[2018](#) [2019](#) [2020](#) [2021](#) [2022](#) [2023](#)]

COLONIAL BLVD SITE



Colonial Bvo Site

Property Record Number Next Parcel Number Tangible Accounts Tax Estimate Tax Bills Print

Property Data

STRAP: 35-44-25-P2-03500.0040 Folio ID: 10548275

Generated on 8/21/2023 11:19 AM

Owner Of Record - Sole Owner

[\[Change Address\]](#)



PS FLORIDA ONE INC
701 WESTERN AVE
GLENDALE CA 91201

Site Address

Site Address maintained by [E911 Program Addressing](#)

10688 COLONIAL BLVD
FORT MYERS FL 33913

Property Description

Do not use for legal documents!

ARBORGATE
DESC IN INST #2007000319643
TRACT 4

[\[Tax Map Viewer \]](#)



[\[Pictometry Aerial Viewer \]](#)

Image of Structure



◀ Photo Date November of 2022 ▶ ☐ View other photos

Last Inspection Date: 11/22/2022



Current Working Values



[Hurricane Ian Tax Roll Value Letter](#)

[Tax Refund Status](#)



Just	16,791,216
Attributes	
Land Units Of Measure	SF
Units	140832.00
Total Number of Buildings	2
Total Bedrooms / Bathrooms	0 / 8.0
Gross Building Area (multiple buildings, see Appraisal Details below)	95,220
1st Year Building on Tax Roll	2019
Historic Designation	No

Exemptions / Classified Use (Current)

Generated on 8/21/2023 11:19 AM

Exemptions / Classified Use (2023 TRIM)

Generated on 8/21/2023 11:19 AM



[Values \(2023 TRIM\)](#)



Generated on 8/21/2023 11:19 AM

Taxing Authorities

Generated on 8/21/2023 11:19 AM

Sales / Transactions

Generated on 8/21/2023 11:19 AM

Building / Construction Permit Data

Generated on 8/21/2023 11:19 AM

Parcel Numbering History

Generated on 8/21/2023 11:19 AM

Location Information

Generated on 8/21/2023 11:19 AM

Solid Waste (Garbage) Roll Data

Generated on 8/21/2023 11:19 AM

Flood and Storm Information

Generated on 8/21/2023 11:19 AM

Address History

Generated on 8/21/2023 11:19 AM

Appraisal Details (2023 TRIM)

Generated on 8/21/2023 11:19 AM

Land**Land Tracts**

Use Code	Use Code Description	Number of Units	Unit of Measure
4800	Warehousing	140832.00	Square Feet

Land Features

Description	Year Added	Units
SLAB - CONCRETE	2019	430
WALL - DECORATIVE - C.B.S.	2019	300
FENCE - CHAIN LINK - 6 FOOT	2019	450
BLACK TOP - IMPROVED	2019	35,670

Buildings**Building 1 of 2****Building Characteristics**

Improvement Type	Model Type	Stories	Living Units
83 - Personal Storage Facilities	6 - WAREHOUSE/INDUSTRIAL	2.0	0
Bedrooms	Bathrooms	Year Built	Effective Year Built
0	8.0	2019	2019

Building Subareas

Description	Heated / Under Air	Area (Sq Ft)
AOF - AVERAGE OFFICE	Y	1,200
BAS - BASE	Y	42,750
FUS - FINISHED UPPER STORY	Y	43,950

Building Features

Description	Year Added	Units
OVERHEAD DOOR - LARGE 10X10 OR LARGER	2019	33

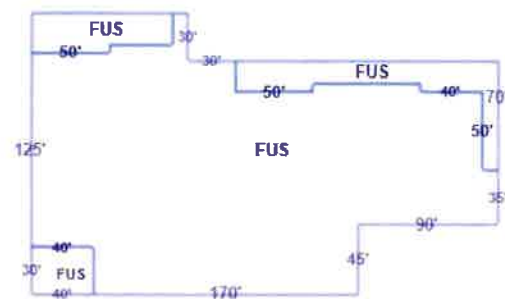
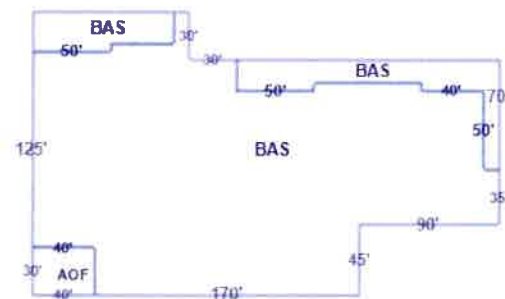
87,900⁰

Building Front Photo



Photo Date: November of 2022

Building Footprint



Building 2 of 2

Building Characteristics

Improvement Type
83 - Personal Storage Facilities

Model Type
6 - WAREHOUSE/INDUSTRIALStories
1.0Living Units
0Bedrooms
0Bathrooms
0.0Year Built
2019Effective Year Built
2019

Building Subareas

Description

Heated / Under Air

Area (Sq Ft)

BAS - BASE

Y

7,320

Building Features

Description

Year Added

Units

OVERHEAD DOOR - LARGE 10X10 OR LARGER

2019

12

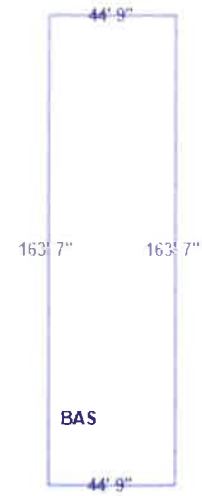
7.320

Building Front Photo



Photo Date: November of 2022

Building Footprint

**Appraisal Details (Current Working Values)**

Generated on 8/21/2023 11:19 AM

[Previous Parcel Number](#)

Generated on 8/21/2023 11:19 AM

[Next Parcel Number](#) [New](#)

TRIM (proposed tax) Notices are available for the following tax years

[Query](#) [Search Results](#) [[2008](#) [2009](#) [2010](#) [2011](#) [2012](#) [2013](#) [2014](#) [2015](#) [2016](#) [2017](#) [2018](#) [2019](#) [2020](#) [2021](#) [2022](#) [2023](#)][Home](#)

$$87,900^{\$} + 7,320^{\$} \\ = 95,220^{\$}$$

SR 82 SITE



SR 82 Site

[Previous Parcel Number](#) [Next Parcel Number](#) [Unassigned Accounts](#) [Tax Estimator](#) [Tax Bills Print](#)

Property Data

STRAP: 36-44-25-P2-00060.0000 Folio ID: 10254969

Generated on 8/21/2023 11:22 AM

Owner Of Record - Sole Owner

[\[Change Address\]](#)


STOR-ALL STATE ROAD 82 LLC
701 WESTERN AVE
GLENDALE CA 91201

Site Address

Site Address maintained by [E911 Program Addressing](#)

11995 STATE ROAD 82
FORT MYERS FL 33913

Property Description

Do not use for legal documents!

N 1/2 SEC LESS SR 82 +
LESS PARCELS 1.300 THRU
1.7000

[Tax Map Viewer]



[Pictometry Aerial Viewer]

Image of Structure


[◀ Photo Date December of 2022 ▶](#) [View other photos](#)

Just 15,937,074

Attributes

Land Units Of Measure	SF
Units	217800.00
Total Number of Buildings	1
Total Bedrooms / Bathrooms	0 / 4.0
Gross Building Area	119,952
1st Year Building on Tax Roll	2020
Historic Designation	No

[Hurricane Ian Tax Roll Value Letter](#)
[Tax Refund Status](#)

Exemptions / Classified Use (Current)

Generated on 8/21/2023 11:22 AM

Exemptions / Classified Use (2023 TRIM)

Generated on 8/21/2023 11:22 AM

Values (2023 TRIM)

Generated on 8/21/2023 11:22 AM

Taxing Authorities

Generated on 8/21/2023 11:22 AM

Sales / Transactions

Generated on 8/21/2023 11:22 AM

Building / Construction Permit Data

Generated on 8/21/2023 11:22 AM

Location Information

Generated on 8/21/2023 11:22 AM

Solid Waste (Garbage) Roll Data

Generated on 8/21/2023 11:22 AM

Flood and Storm Information

Generated on 8/21/2023 11:22 AM

Address History

Generated on 8/21/2023 11:22 AM

Appraisal Details (2023 TRIM)

Generated on 8/21/2023 11:22 AM

Land**Land Tracts**

Use Code	Use Code Description	Number of Units	Unit of Measure
4800	Warehousing	217800.00	Square Feet

Land Features

Description	Year Added	Units
BLACK TOP - IMPROVED	2020	25,630
PAVEMENT - CONCRETE	2020	820
WALL - DECORATIVE - C.B.S.	2020	420
FENCE - CHAIN LINK - 6 FOOT	2020	460

Buildings**Building 1 of 1****Building Characteristics**

Improvement Type	Model Type	Stories	Living Units
131 - High Rise Storage	6 - WAREHOUSE/INDUSTRIAL	3.0	0
Bedrooms	Bathrooms	Year Built	Effective Year Built
0	4.0	2020	2020

Building Subareas

Description	Heated / Under Air	Area (Sq Ft)
AOF - AVERAGE OFFICE	Y	600
BAS - BASE	Y	38,904
FUS - FINISHED UPPER STORY	Y	39,984
FUS - FINISHED UPPER STORY	Y	39,984
SDA - STORE DISPLAY AREA - AVERAGE	Y	480

Building Features

Description	Year Added	Units
ELEVATOR - PASSENGER	2020	6

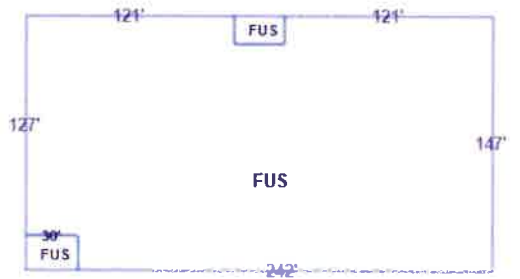
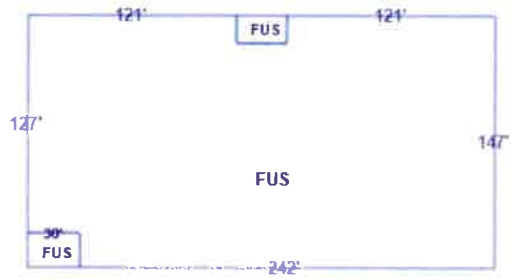
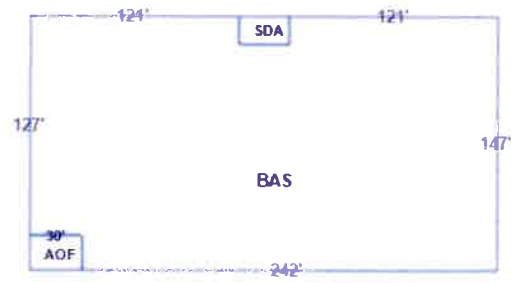
119,952

Building Front Photo



Photo Date: December of 2022

Building Footprint



Appraisal Details (Current Working Values)

Generated on 8/21/2023 11:22 AM

Extra Space Storage

4500 Somerset Drive
City of Fort Myers

Total Spaces in Lot 7
Total Building Square Feet 102,993
Number of Storage Units 780

<u>Survey Date</u>	<u>Day</u>	<u>Max. Veh.</u>	
		<u>Hour</u>	<u>Observed</u>
		<u>Begin</u>	<u>Parked</u>
10/25/2023	Wed	8:00 AM	3
10/25/2023	Wed	9:00 AM	7
10/25/2023	Wed	10:00 AM	3
10/25/2023	Wed	11:00 AM	5
10/25/2023	Wed	12:00 PM	3
10/25/2023	Wed	1:00 PM	6
10/25/2023	Wed	2:00 PM	6
10/25/2023	Wed	3:00 PM	5
10/25/2023	Wed	4:00 PM	7
10/25/2023	Wed	5:00 PM	3
10/25/2023	Wed	6:00PM	2
10/25/2023	Wed	7:00 PM	2
10/25/2023	Wed	8:00 PM	0
10/26/2023	Thurs	8:00 AM	2
10/26/2023	Thurs	9:00 AM	3
10/26/2023	Thurs	10:00 AM	4
10/26/2023	Thurs	11:00 AM	4
10/26/2023	Thurs	12:00 PM	7
10/26/2023	Thurs	1:00 PM	6
10/26/2023	Thurs	2:00 PM	6
10/26/2023	Thurs	3:00 PM	4
10/26/2023	Thurs	4:00 PM	8
10/26/2023	Thurs	5:00 PM	4
10/26/2023	Thurs	6:00PM	2
10/26/2023	Thurs	7:00 PM	4
10/26/2023	Thurs	8:00 PM	2
10/27/2023	Fri	8:00 AM	2
10/27/2023	Fri	9:00 AM	3
10/27/2023	Fri	10:00 AM	8
10/27/2023	Fri	11:00 AM	4
10/27/2023	Fri	12:00 PM	6
10/27/2023	Fri	1:00 PM	4
10/27/2023	Fri	2:00 PM	8
10/27/2023	Fri	3:00 PM	7
10/27/2023	Fri	4:00 PM	5
10/27/2023	Fri	5:00 PM	4
10/27/2023	Fri	6:00PM	1

Parking Demand Per Storage Unit

One Space for Every 78.0 Units

0.97 Spaces Per 10,000 Sq. Ft.

Based on Peak Parking Demand

10/27/2023	Fri	7:00 PM	1
10/27/2023	Fri	8:00 PM	2
10/28/2023	Sat	8:00 AM	1
10/28/2023	Sat	9:00 AM	3
10/28/2023	Sat	10:00 AM	2
10/28/2023	Sat	11:00 AM	5
10/28/2023	Sat	12:00 PM	8
10/28/2023	Sat	1:00 PM	6
10/28/2023	Sat	2:00 PM	2
10/28/2023	Sat	3:00 PM	7
10/28/2023	Sat	4:00 PM	10
10/28/2023	Sat	5:00 PM	5
10/28/2023	Sat	6:00PM	2
10/28/2023	Sat	7:00 PM	1
10/28/2023	Sat	8:00 PM	2
10/29/2023	Sun	8:00 AM	3
10/29/2023	Sun	9:00 AM	2
10/29/2023	Sun	10:00 AM	4
10/29/2023	Sun	11:00 AM	5
10/29/2023	Sun	12:00 PM	4
10/29/2023	Sun	1:00 PM	2
10/29/2023	Sun	2:00 PM	9
10/29/2023	Sun	3:00 PM	8
10/29/2023	Sun	4:00 PM	10
10/29/2023	Sun	5:00 PM	7
10/29/2023	Sun	6:00PM	8
10/29/2023	Sun	7:00 PM	5
10/29/2023	Sun	8:00 PM	4
10/30/2023	Mon	8:00 AM	0
10/30/2023	Mon	9:00 AM	0
10/30/2023	Mon	10:00 AM	4
10/30/2023	Mon	11:00 AM	5
10/30/2023	Mon	12:00 PM	5
10/30/2023	Mon	1:00 PM	3
10/30/2023	Mon	2:00 PM	4
10/30/2023	Mon	3:00 PM	5
10/30/2023	Mon	4:00 PM	7
10/30/2023	Mon	5:00 PM	6
10/30/2023	Mon	6:00PM	2
10/30/2023	Mon	7:00 PM	2
10/30/2023	Mon	8:00 PM	3
10/30/2023	Mon	8:00 PM	2

Average 4.3

The Surveyed Vehicle is the highest vehicle count observed parked on-site during that 60-minute hour

Indoor Self Storage Parking Survey Summary

REVISED 11-10-2023

Location	One Space Per XX Unit	Spaces/10,000 Sq. Ft. GFA
Extra Space Champion Ring Road 666 Units/103,801 Sq. Ft.	83.3	0.77
Lock-Up Lee County 714 Units/85,898 Sq. Ft.	79.3	1.05
Public Storage Tiburon Way 600 Units/84,339 Sq. Ft.	85.7	0.83
Public Storage SR 82 897 Units/119,952 Sq. Ft.	179.4	0.42
Public Storage Colonial Blvd. 650 Units/95,220 Sq. Ft.	92.9	0.74
Extra Space Sommerset 780 Units/102,993 Sq. Ft.	78.0	0.97
Average	99.8	0.80

One Parking Space Per 100 Units

0.80 Spaces for every 10,000 Sq. Ft of Gross Floor Area

Average of Unit Count of Surveyed Sites	718	Units
Average of Floor Area of Surveyed Sites	98,701	SF

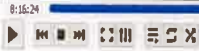




10-29-2023.mp4 - VLC media player

Media Playback Audio Video Subtitle Tools View Help

cc001019 2023/10/29 14:39:12



Summary Analysis of
2014 Florida Building Code
Prepared for: Fort Myers Self Storage

1. USE AND OCCUPANCY CLASSIFICATION: CHAPTER 3
STORAGE: Moderate Hazard Storage - Group S-1 (311.2)
(Mini-Warehouse Self Storage)
OFFICE: Business - Group B (304.1)

Occupancy Classification (307.1)
Nonseparated occupancies shall be individually classified in accordance with Section 302.1. The requirements of this code shall apply to each portion of the building based on the occupancy classification of that space. In addition, the nonseparative provisions of Chapter 9 which apply in the nonseparated occupancies shall apply to the total nonseparated occupancy area.

2. TYPES OF CONSTRUCTION: CHAPTER 6
STORAGE: Unprotected, Non-Combustible: Type II-B (602.2)
Sprinklered

a. Fire-Resistance Rating Requirements For Building Elements (Table 601)

Building Element	Type II-B
Primary Structural Frame	0
Interior Bearing Walls	0
Exterior Bearing Walls	0
Interior Non-Bearing Walls	0
Exterior Non-Bearing Walls	0
Floor Construction	0
Roof Construction	0

b. Fire-Resistance Rating Requirements For Exterior Walls Based on Fire Separation Distance (Table 602)

Group S-1, Type II-B	X = 5	= 2 hour
	5 = X < 10	= 1 hour
	10 = X < 30	= 0 hour
	X = 30	= 0 hour

c. Allowable Area of Openings (Table 603)

Exception 1. In other than Group II occupancies, unglazed unprotected openings are permitted in the first story above grade plane either:
1.1. Where the wall faces a street and has a fire separation distance of more than 15 feet (4572 mm); or
1.2. Where the wall faces an unoccupied space. The unoccupied space shall be on the same lot or dedicated for public use, shall not be less than 20 feet (6104 mm) in width and shall have access from a street by a posted fire lane in accordance with the Florida Fire Prevention Code.

Exception 2. Buildings whose exterior bearing walls, exterior non-bearing walls and exterior primary structural frame are not required to be fire-resistance rated shall be permitted to have unlimited unprotected openings.

GENERAL BUILDING HEIGHTS AND AREAS: CHAPTER 5

a. Allowable Height and Area of Buildings (Table 501)

Use, Type II-B	Allowable	Provided
Maximum Height, Feet	25	31' 0"
Maximum Stories	2	3
Maximum Building Area	17,500 SF	34,758 SF

b. Height Modification (Section 502)

Modification to allow height beyond that described in Table 501 is not necessary as this building is within compliance of the base allowance of 25'.

c. Area Modification (Section 503)

Modification beyond the base area limits allowable in accordance with Table 501 shall be in accordance with the following modification calculations:

Type II-B		Sprinkler		Total Area		Total Area	
Use Area	Frontage	Increase SF	Decrease SF	Allowable	Provided	Stories Provided	Stories Allowed
First Floor	17,500 SF	13,125 SF	35,000 SF (200%)	66,625 SF	34,758 SF	3	3

FIRE-RESISTANCE-RATED CONSTRUCTION: CHAPTER 7

a. Maximum Area of Exterior Wall Openings (Section 703.8.1)

In occupancies other than Group II, unlimited unprotected openings are permitted in the first story of exterior walls facing a street that have a fire separation distance of greater than 15 feet (4572 mm), or facing an unoccupied space. The unoccupied space shall be on the same lot or dedicated for public use, shall not be less than 20 feet (6104 mm) in width, and shall have access from a street by a posted fire lane in accordance with the Florida Fire Prevention Code.

b. Fire Partitions (Section 704)

709.1 Exception 3. In mini-warehouses self-storage buildings, walls used to separate tenants shall not be required to have fire-resistance rating, provided a sprinkler system meeting the requirements of Ordinary Hazard Group II as defined by NFPA 13, is installed employing quick response heads.

FIRE PROTECTION SYSTEMS: CHAPTER 9

a. Automatic Sprinkler Systems (Section 901)

Group S-1 requirements (Section 903.2.9)
An automatic sprinkler system shall be provided in all buildings where:
i. the fire area exceeds 12,600 SF;
ii. the building is more than 2 stories above grade plane;
iii. the combined fire area on all floors, including mezzanines, exceeds 24,000 SF.

NFPA 1 Fire Code: Fire Protection Systems

13.2.2.7.4 Mini-Storage Building. An automatic sprinkler system shall be installed throughout all mini-storage buildings greater than 2500 sq ft (232 m²), where any of the individual storage units are separated by less than 1-hour fire-resistance-rated barrier [5600.30 3.5.3].

c. Standpipe Requirements (Section 903.5.1.1)

Buildings or areas required to be equipped with an automatic sprinkler system shall comply with the requirements of NFPA 13.

d. Standpipe System Supervision and Alarm (Section 903.5.1.2)

All valves controlling the water supply for automatic sprinkler systems, pumps, tanks, water levels and temperatures, critical air pressure and water-flow switches on all sprinkler systems shall be electrically supervised (local fire alarm control unit) and in accordance with NFPA 72. Additionally, approved audible devices shall be connected to every automatic sprinkler system. Such sprinkler water-flow alarm devices shall be activated by water flow equivalent to the flow of a single sprinkler of the smallest orifice size installed in the system. Alarm devices shall be provided on the exterior of the building in an approved location. Where a fire alarm system is installed, activation of the automatic sprinkler system shall activate the building fire alarm system.

e. Standpipe Systems (Section 903)

Required Installation Based on Building Height (Section 903.1)

Standpipes are not required at the floor level of the highest or the lowest story is less than 30 feet from the vehicular access level of the building.

f. Portable Fire Extinguishers (Section 904)

Portable fire extinguishers shall be installed in accordance Table 904-3(1) and with the Florida Fire Prevention Code as follows:

A minimum 2-A rated extinguisher shall be located with a maximum travel distance to the extinguisher not to exceed 75 feet, with a maximum floor area per extinguisher of 11,250 sq ft.

g. Fire Alarm and Detection Systems (Section 907)

STORAGE: Storage Group S-1: Absent from the requirements of Sections 907.2.1 thru 907.2.23. Therefore, no manual or automatic fire alarm systems are required by this code.

OFFICE: Group B: (Section 907.2.2)

Requirements for automatic and manual alarm systems do not apply to this project as occupancy loads are below the threshold criteria for this occupancy group.

h. Dual Smoke Detectors (Section 907.1.1)

Dual detectors shall not be required as no fire alarm system requirements exist for any use group applicable to this project.

MEANS OF EGRESS: CHAPTER 10

a. Occupant Load Calculations (Table 1004.1.1)

Interior Floor Area	Occupant Load Factor	Occupant Load	Total Occupant Load
First Floor			
Group S-1	32,436 SF	500 gross	67
Group B	462 SF	100 gross	9
Second Floor			
Group S-1	34,331 SF	500 gross	69
Third Floor			
Group S-1	34,331 SF	500 gross	69

b. Egress Width Requirements (Section 1005)

Occupant Load	Minimum Width	Width Required	Width Provided
Storage Area, Group S-1 Ground Floor: 67 (worst case)	0.2'	13' 4"	36"

c. Stairways with Landings (Table 1006.1.1)

Third Floor	Minimum Width	Width Required	Width Provided
Occupant Load	0.3	20' 7"	48"
Stairs total	69		

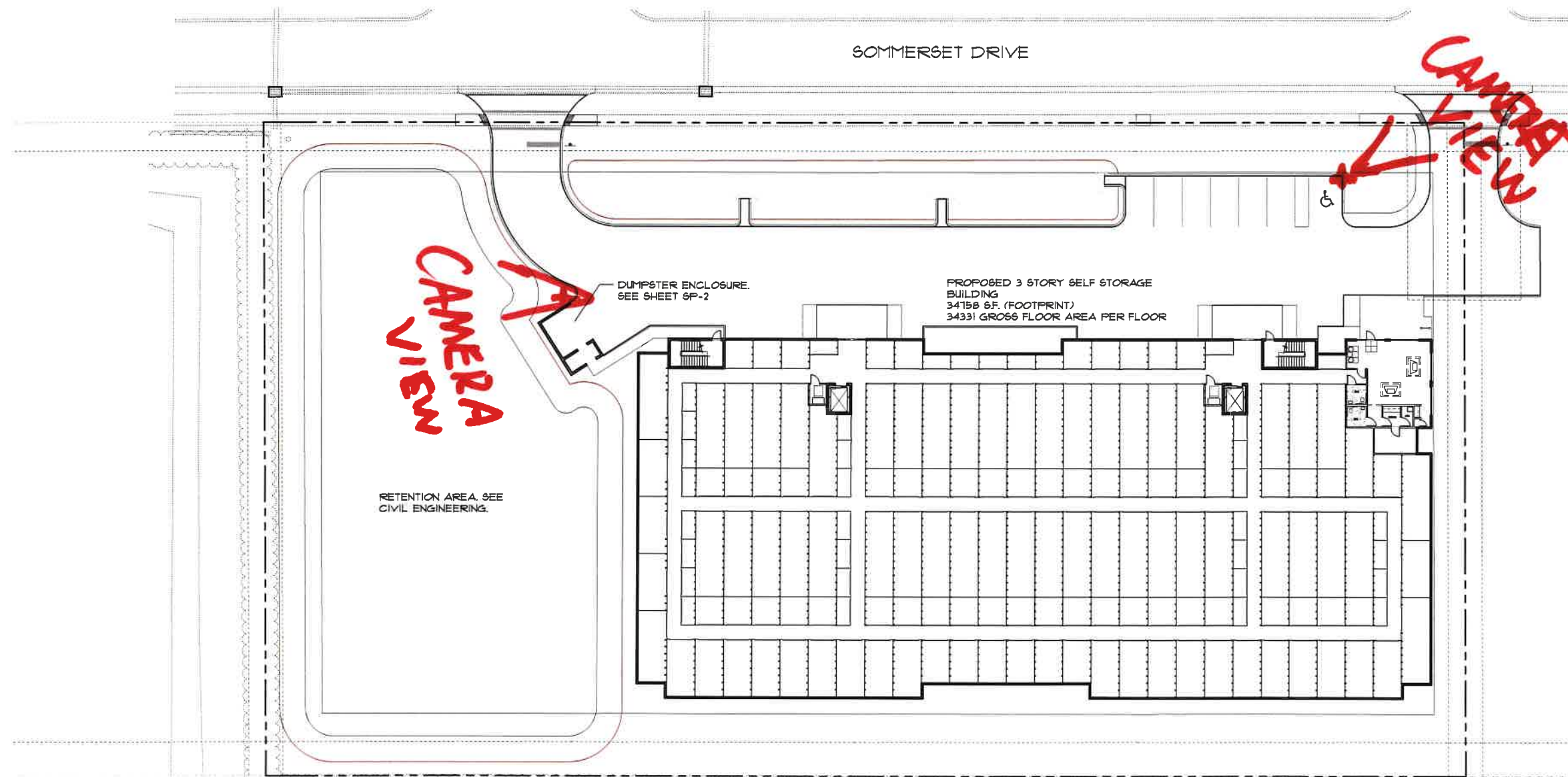
d. Exit Access Minimum Travel Distance (Table 1006.1.2)

Max. Distance	Min. Distance	Distance
Sprinklered	Un-sprinklered	Provided
Office, Group B	N/A	50 ft
Storage Area, Group S-1	N/A	195 ft

e. Minimum Number of Exits (Table 1021.2(2))

Allowable Load	Calculated Occupancy	Exits Required	Exits Provided
Storage Area, Group S-1	500 gross	2	2
Business Area, Group B	67 gross	1	1

Additional Codes Applicable to this Project:
• 2014 Florida Building Code
• 2014 Florida Building Code (Mechanical)
• 2014 Florida Building Code (Plumbing)
• 2014 Florida Building Code (Fuel Gas)
• 2014 Florida Building Code (Accessibility)
• 2014 Florida Building Code (Fair Housing Guidelines)
• 2014 Florida Building Code (Energy)
• 2014 Florida Building Code (Fire)
• Florida Fire Prevention Code 5th Edition
a) NFPA 1, Uniform Fire Code, 2012 Edition
b) NFPA 101, Life Safety Code, 2012 Edition
c) NFPA 13, 2010 Edition (fire sprinklers)
d) NFPA 72, 2010 Edition (Fire Alarm Systems)

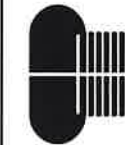


SEE CIVIL ENGINEERING DRAWINGS PREPARED BY DELISH
FITZGERALD, INC. FOR ALL SITE IMPROVEMENTS.

ARCHITECTURAL SITE PLAN
SCALE: 1" = 20'



PATRICK M. PILLOT
ARCHITECT
SARASOTA, FLORIDA 34236
(941) 955-7375
FAX (941) 955-2281
EMAIL: PATM@PILLOTTARCH.COM



A NEW SELF STORAGE FACILITY FOR:
FORT MYERS SELF STORAGE
4500 SOMMERSET DRIVE - FORT MYERS, FLORIDA

DATE:
JUNE 10, 2016

JOB NO.
201609

FILE NO.
FMSS-A1

SHEET

SP-1

OF 2



Pine Island Road CPD Schedule of Deviations & Justification

Deviation 1 seeks relief from LDC Section 34-2013(b)(3), Access Maximum Width, which allows a maximum 35-foot parking lot entrance at the property line, to allow for a maximum of 56-foot parking lot entrance at the property line along Herron Road.

Justification: The Applicant is proposing to increase the maximum parking lot entrance width at the property line from 35 feet to 56 feet. LDC Section 34-2013(b) states “The Director may determine the high traffic volumes or other special circumstances warrant other requirements”. The possible “gas station” and mini-storage use of the subject site will require the access along Herron Road to be designed for larger vehicles to be able to egress and ingress the site. The 30-foot driveways with 50-foot radii width entrance will assure the necessary turning movements by these large trucks are possible without having to compromise the landscaping areas adjacent to the driveways or impact adjacent property owners along Herron Road. Furthermore, the channelization of vehicles will be achieved via striping. Therefore, the granting of this deviation will uphold public health, safety, and welfare.

Deviation 2 seeks relief from LDC Sections 34-2020(b), required parking spaces for non-residential uses, which requires warehouse, mini-warehouse to provide a minimum of 1 space per 25 storage units, with a minimum of 5 spaces, to allow for a minimum of 1 space per 50 storage units, with a minimum of 5 spaces.

Justification: The Applicant is proposing to allow for a minimum of 1 space per 50 storage units, with a minimum of 5 spaces required which would be consisted with the true parking needs for the warehouse, mini-warehouse use. The number of parking spaces required by code is estimated to be 20 parking spaces as the exact number of storage units is calculated to be around 500+/- units based on the possible maximum buildout. The applicant is proposing a minimum of 5 parking spaces. Loading and unloading zones have been designated in addition to parking spaces to the north of the mini-warehouse building outside of parking drive aisles. Based on the trip count and parking demand study for the mini-warehouse use these areas are enough for patrons and employees to utilize the facility safely.

As identified by the Traffic Impact Statement by TR Transportation Consultants Inc. the use will generate a very limited amount of trips to the development and provide a limited demand of parking needs for a warehouse, mini-warehouse which are consistent with the Applicants deviation request.

The request to reduce the number of required parking spaces for a mini-warehouse consistent with the established parking needs of the use as identified by the Arbor Village mini-warehouse parking demand study.

Additionally, the request removes additional unnecessary impervious area for a use that provides a minimal amount of traffic.

Furthermore, the requests will enhance the objectives of the planned development allowing for flexible design within the CPD and will preserve and promote the protection of public health, safety and welfare.

PINE ISLAND ROAD CPD**PRESERVE MANAGEMENT PLAN**

Lee County STRAP #'s:

*03-44-24-01-00000.008A; 03-44-24-01-00000.0080; 03-44-24-06-00000.0040; 03-44-24-11-00000.0080;
03-44-24-11-00000.0090; 03-44-24-11-00000.0100; 03-44-24-11-00000.0110; 03-44-24-11-00000.0120;
03-44-24-11-00000.0130; 03-44-24-11-00000.0140 & 03-44-24-01-00000.008B*

December 2023

Prepared For:

Phoenix Associates of South Florida
c/o: Randy Johns
13180 Livingston Road, Suite 204
Naples, Florida 34109
Phone: 239-596-9111
Email: rjohns@phoenix-associates.com
Prepared By:



BearPaws Environmental Consulting
1599 Covington Circle East
Phone: (239) 340-0678
Email: BearPaws.Env.Consulting@GMail.com

INTRODUCTION

The 9.71± acre Pine Island Road CPD project site is located in Section 3, Township 44S, and Range 24E, of Lee County, Florida. More specifically, the site is located in the southwest corner of the intersection of Pine Island Road (SR 78) and US 41 (Tamiami Trail North), in North Fort Myers, Florida. Please see the attached Project Location Map (Exhibit A).

PROPERTY DESCRIPTION

The upland preserve area is located in the southern portion of the site, just north of the proposed dry detention area and will encompass 1.00± acres of mixed uplands. Please see the attached Exhibit B, Master Concept Plan. Per the Lee County, Land Development Code (LDC), Section 10-415(b)(1), large developments, with existing indigenous native vegetation, must provide open space requirement through the onsite preservation of existing indigenous native vegetation. The property is composed mainly of upland forest with abandoned commercial. The goal of this preserve management plan is to improve the condition of the uplands and provide a natural preserve area for the flora and fauna on the property. The on-site preserve area provides habitat for nesting and create foraging areas for all kinds of wildlife species.

MITIGATION & MAINTENANCE PLAN

The purpose of this plan is to ensure that preserves are maintained exotic free in perpetuity and nuisance plants are controlled to healthy levels thru a scheduled maintenance program. The list of exotic and nuisance plant species are defined under the Lee County, Land Development Code (LDC), Section 10-420(h). This program is incorporated into a two-phase process: the initial exotic removal and the subsequent annual maintenance. The exotic and nuisance plant removal and maintenance program will ensure the viability, value, and aesthetics of the preserve. The exotic plant removal and maintenance program will be implemented by and the responsibility of the owner or their successor. Exotic and nuisance plants often dominate native plants, which in return reduces habitat values, consequently, negatively impact aesthetic values. Exotic and nuisance plants will be killed in a manner consistent with the LDC, Section 10-415(b)(4), following current approved exotic and nuisance plant removal practices and will occur in spring and/or fall.

All small exotic saplings and exotic shrubs are to be treated in place. All large exotic trees, with greater than 4-inch DBH, will be cut at stump height and removed from the preserve area; the remaining stumps will be treated in place. Any trees too large to be practically cut will be treated standing in place, upon the Lee County Environmental Staff approval. Any herbicides applied will be required to be EPA approved and conducted with a tracer dye. All exotic vegetation removed from the preserve area will be to be taken off-site and disposed of; there will be no exotics stockpiled within the preserve area. Any staging areas for the removal of exotic debris will be placed outside of the preserve and the exact location will be determined by the contractor.

The County requires all Category I and II species to be removed from preserves and not exceed a level of 5 percent, per LDC Sec. 10-420(h). Native nuisance coverage will be expected to be maintained as necessary. Exotic and nuisance plants will be killed in a manner consistent with current approved removal practices; all removal practices will be conducted according to current standards and applied by a licensed herbicide applicator. The established preserve maintenance program will be conducted in perpetuity.

The on-site preserve area provides habitat for nesting and create foraging areas for all kinds of wildlife species. On-site enhancement activities will be conducted concurrently with the on-site construction activities. These enhancement activities will include the hand removal of exotic and nuisance vegetation from the upland preserve area. The exotics to be eradicated include, but are not limited to, melaleuca (*Melaleuca quinquenervia*), and Brazilian pepper (*Schinus terebinthifolius*).

INDIGENOUS RESTORATION

Indigenous Preserve - Supplemental Plantings (1.00± Acres)

The supplemental Plantings will be installed within the 1.00± acres of the upland preserve to restore native vegetation resulting from exotic removal. This area will then be replanted with 56 trees, in a minimum of 5-gallon containers, at 4-6 foot in height, on 20 foot centers; this area will also be planted with 152 shrubs, in a minimum of 3-gallon containers, 2-3 foot in height, on 12 foot centers; this area will also be planted with 340 herbaceous groundcover, in a minimum of 1-gallon containers, 1-2 foot in height, on 8 foot centers.

The tree plantings will include a minimum of two (2) species, depending on availability at time of planting; it's anticipated that this area will be replanted with Slash Pine (*Pinus elliottii*), Live Oak (*Quercus virginiana*), and Dahoon holly (*Ilex cassine*). The shrub plantings will include a minimum of three (3) species, depending on availability at time of planting; it's anticipated that this area will be replanted with beauty berry (*Callicarpa Americana*), myrsine (*Rapanea guinensis*), coco plum (*Chrysobalanus icaco*), and wax myrtle (*Myrica cerifera*). The herbaceous plantings will include a minimum of four (4) species, depending on availability at time of planting; it's anticipated that this area will be replanted Sand cordgrass (*Spartina bakeri*), Fakahatchee grass (*Tripsacum dactyloides*), lantana (*Lantana involucrate*), and Purple muhly grass (*Muhlenbergia capillaris*). Please see Table 1 below for specific details of species requirements. These plantings will mimic natural conditions found in the surrounding habitats.

Table 1. Recommended Supplemental - Restoration Plantings

Common Name	Scientific Name	Minimum size or better	Planting Density	Plant Numbers**
Trees				
Slash pine	<i>Pinus elliottii</i>	5 g. / 4-6'	20' o.c.	56 Trees Total
Live oak	<i>Quercus virginiana</i>	5 g. / 4-6'	20' o.c.	
Dahoon holly	<i>Ilex cassine</i>	5 g. / 4-6'	20' o.c.	
Shrubs				
Beauty berry	<i>Callicarpa Americana</i>	3 g. / 2-3'	12' o.c.	152 Shrubs Total
Myrsine	<i>Rapanea guinensis</i>	3 g. / 2-3'	12' o.c.	
Coco plum	<i>Chrysobalanus icaco</i>	3 g. / 2-3'	12' o.c.	
Wax-myrtle	<i>Myrica cerifera</i>	3 g. / 2-3'	12' o.c.	
Ground Cover				
Sand cordgrass	<i>Spartina bakeri</i>	1 g. / 1-2'	8' o.c.	340 Herbaceous Total
Fire bush	<i>Hamelia patens</i>	1 g. / 1-2'	8' o.c.	
Fakahatchee grass	<i>Tripsacum dactyloides</i>	1 g. / 1-2'	8' o.c.	
Lantana	<i>Lantana involucrate</i>	1 g. / 1-2'	8' o.c.	
Muhly grass	<i>Muhlenbergia capillaris</i>	1 g. / 1-2'	8' o.c.	

DEBRIS REMOVAL

Debris and garbage in the preserve area will be removed as needed within the preserve area. No large debris is currently located within the preserve area. Any garbage found will be removed from the preserve and disposed of in the proper receptacles.

MITIGATION SUCCESS CRITERIA

Monitoring of the preserve area shall be conducted for a minimum of five years with annual reports submitted to the County. If native upland species does not achieve an 80% native coverage within the initial two years of the monitoring, native species shall be planted in accordance with the maintenance program. At end of the monitoring program the entire preserve area shall contain 80% coverage of desirable native species.

All mitigation areas will consist of no more than five percent cover by exotic and/or nuisance species at all times. Exotic and nuisance vegetation species are identified as those exotic species listed as CAT I and CAT II by the Florida Exotic Pest Plant Council (FEPPC). The preserve areas will be managed such that exotic/nuisance plant species do not dominate any one section of areas within the preserves. This is also applicable to native vegetation to ensure diversity within the upland habitats. Perpetual maintenance of the preserve areas is recommended to ensure coverage by native desirable vegetation is maintained as specified in the permit.

MONITORING

Sampling Methodology

The proposed monitoring of the preserve area will begin concurrently with construction and will consist of baseline, time-zero, and annual monitoring of vegetation, and wildlife. The baseline monitoring report will document conditions in the project site as they currently exist. The time-zero report will document the conditions immediately following completion of mitigation activities. The annual reports will document the extent of success of the project and, if needed, identify specific actions to be taken to improve the conditions within the project area. Sampling transects and methodology for the baseline, time-zero, and annual reports will utilize identical methods of data collection from identical sampling stations. The location of the proposed sampling stations will be taken along the edge of the preserve areas, immediately adjacent to the upland buffer area. The Open Space Exhibit and Landscape Plan, showing the indigenous preserve areas, is included as Exhibit B.

Wildlife Monitoring

Regular observations of wildlife will be made during the monitoring event by qualified ecologists. Observations will consist of recording evidence and signs of wildlife (i.e., direct sightings, vocalizations, burrows, nests, tracks, droppings, etc.).

Photographic Documentation

Permanent fixed-point photograph stations will be established in the preserve area providing physical documentation of the condition and appearance of an area, as well as any changes taking place within it. Monitoring photographs will accompany vegetation data in each report. Locations of photograph stations will remain the same throughout the duration of the monitoring program.

MONITORING REPORTS

Concurrently with construction, the permittee will submit annual monitoring reports to the County documenting the success of the mitigation program and general condition of the preserve area. Within 60 days of permit issuance or modification, the baseline monitoring for the preserve area will be submitted to the County. The time-zero monitoring report will be submitted within 60 days of completion of enhancement activities. Annual monitoring reports will include the following information:

- Brief description of mitigation and maintenance work performed since the previous report along with a discussion of any modifications to the mitigation or maintenance program.
- Brief description of anticipated mitigation and maintenance work to be conducted over the next year.
- Results of vegetation monitoring conducted in the preserve area.
- A list of observed wildlife species.
- Monitoring photographs taken at photograph stations within the preserve area.

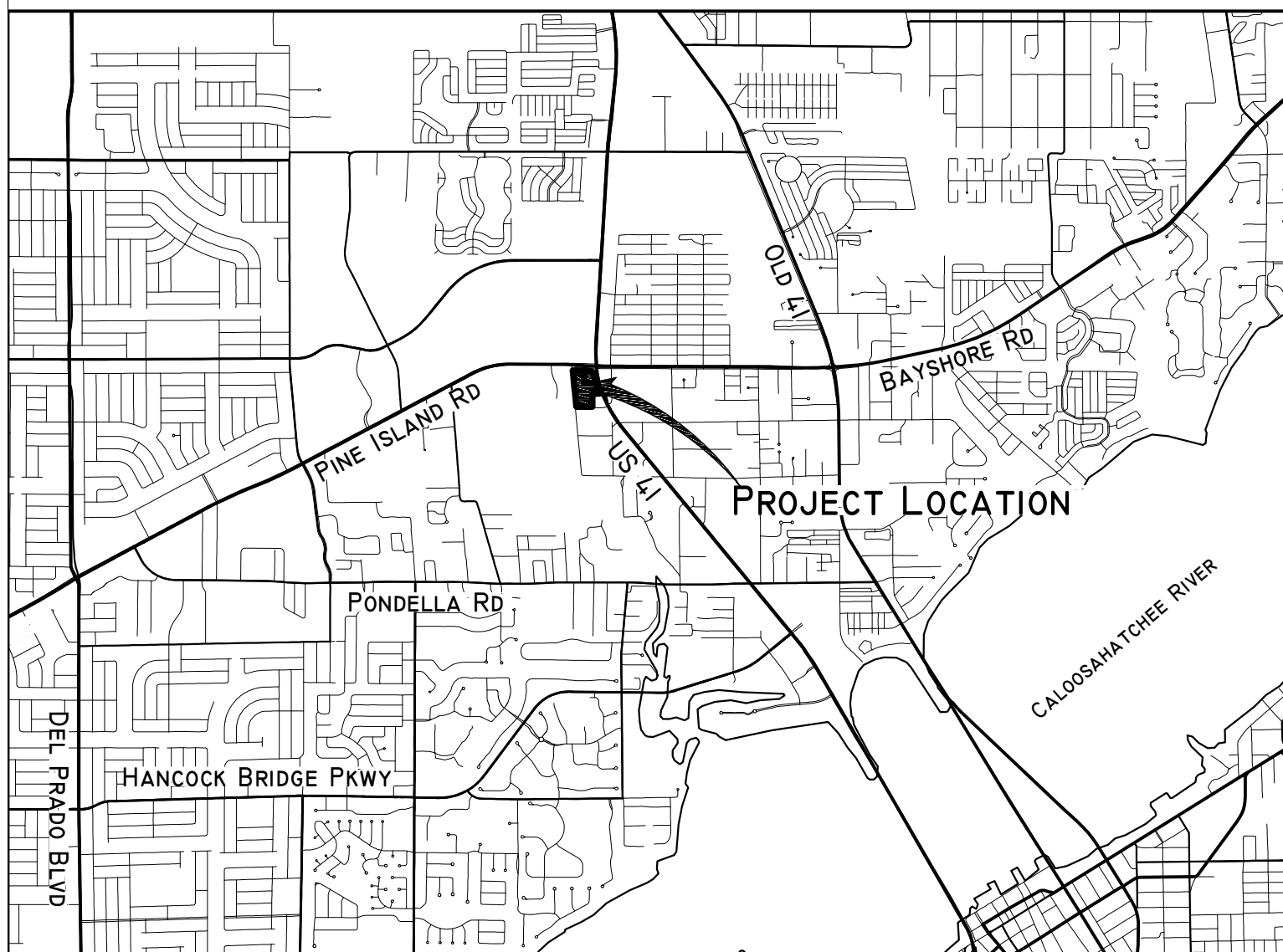
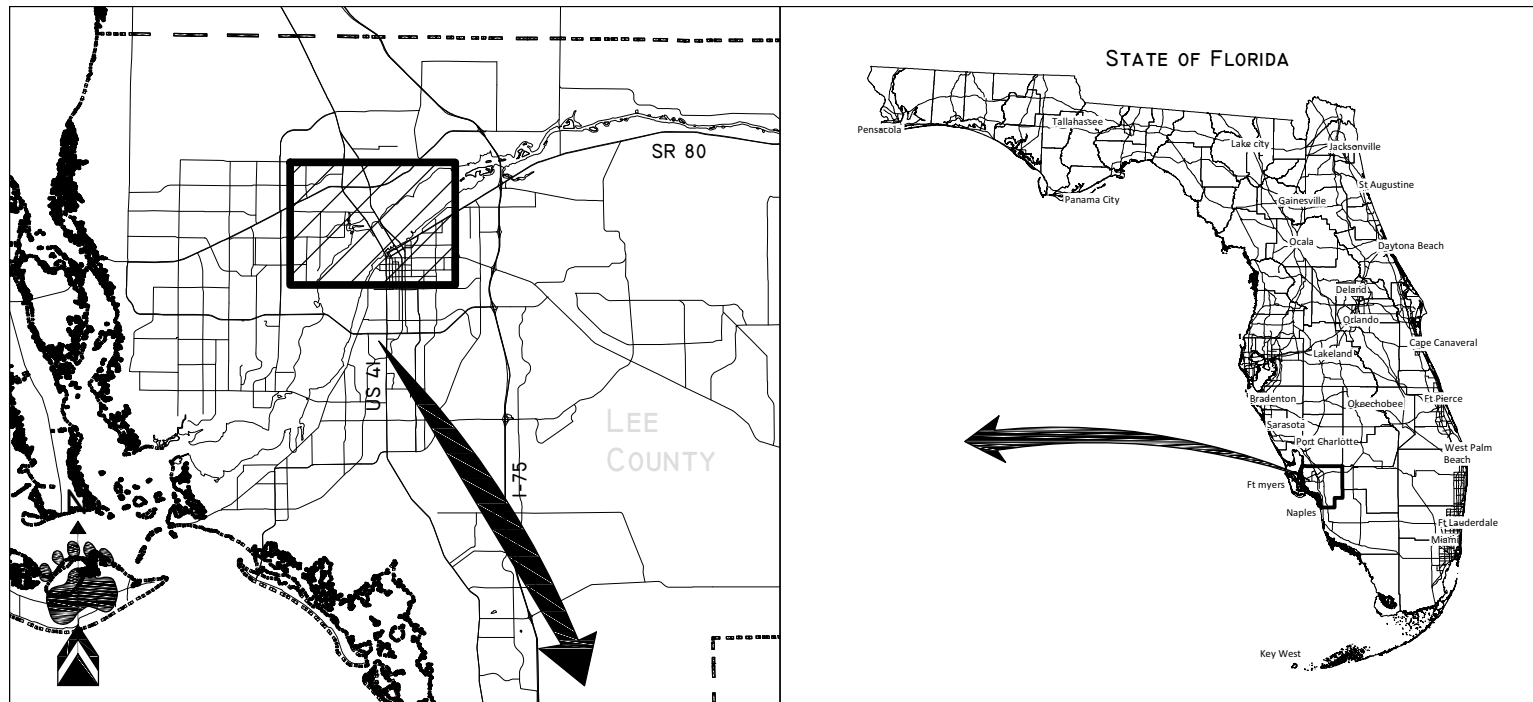
MAINTENANCE AND LONG-TERM MANAGEMENT

Following the completion of the initial exotic removal effort upon the commencement of construction, annual inspections of the mitigation area will occur for the first five (5) years. During these inspections, the mitigation area will be traversed by a qualified ecologist. Locations of nuisance and/or exotic species will be identified for immediate treatment with an appropriate herbicide. Any additional potential problems will also be noted and corrective actions taken. Once exotic/nuisance species levels have been reduced to acceptable limits (i.e., less than five percent cover), inspections of the preserve area will be conducted annually.

Maintenance will be conducted in perpetuity to ensure that the preserve area are free of exotic vegetation (as currently defined by the FEPPC) immediately following maintenance and that exotic and nuisance species will constitute no more than five percent of total combined cover. A mitigation and monitoring work schedule will be prepared, submitted, and approved by the County, prior to issuance of the vegetation removal permit.

Exhibit A

Project Location Map



DRAWN BY:	DATE:	CATEGORY
BWS	2/22/23	LOCATION
JOB NUMBER		SCALE:
		NTS
S/T/R		COUNTY
3/44S/24E		LEE

Pine Island Road CPD

Location Map



PAGE

EXHIBIT

Exhibit B

Master Concept Plan

