



Civil Engineers • Land Surveyors • Planners • Landscape Architects

June 6, 2024

Lee County Community Development Department
1500 Monroe Street
Fort Myers, FL 33901

RE: 7-Eleven Island Park Shopping Center Special Exception – Submittal 1

To whom it may concern:

Enclosed, please find the completed Application for Special Exception (SE) to permit a convenience food and beverage store with greater than 8 fuel pumps, to be redeveloped on the former site of a Bank. This request seeks to provide a maximum of 16 fuel pumps (8 fueling positions) on this property. The additional fuel pumps are requested due to the traffic volumes of the adjacent roads, anticipated number of customers to the site, and for the customers' convenience to eliminate wait time for fueling.

We are proposing a condition of approval of the SEZ for staff and Hearing Examiner consideration relating to the potential minor revisions to the SEZ site plan as it proceeds through Development Order review by staff. Our proposed condition is:

Development of the convenience store with fueling facilities must be in substantial compliance with the SEZ site plan and is subject to minor modifications which may be authorized by administrative deviations per the Land Development Code.

Please let us know your thoughts on the proposed language.

The subject 1.84+/- acre property is located at 16510 S. Tamiami Trail in Section 01, Township 46, range 24, Lee County, FL.

Documents filed with submittal 1 include the following:

1. Cover Letter
2. Application
3. Affidavit of Authorization
4. Disclosure of Interest
5. Legal description and Sketch

Lee County Community Development Department

RE: 7-Eleven Pine Island Shopping Center Special Exception – Submittal 1

June 6, 2024

Page 2 of 2

6. List and Map of Surrounding Property Owners
7. Mailing labels
8. Request Statement
9. Traffic Impact Statement (TIS)
10. Approved Site Plan
11. Proposed Site Plan
12. Potable Water & Sanitary Sewer

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Wayne Arnold".

D. Wayne Arnold, AICP

Cc: Creighton Companies, LLC
GradyMinor File (CC71141IP)



APPLICATION FOR SPECIAL EXCEPTION PUBLIC HEARING UNINCORPORATED AREAS ONLY

Project Name: 7-Eleven Island Park Shopping Center

Special Exception for:

- ☒ Use (LCLDC section number and description): Sec. 34-844 Table 34-844 Note (19) Increase from 8 to 16 pumps
- ☐ Solar or Wind energy modifications [34-202(b)(5)(d)1.]
- ☐ On-premise consumption of alcoholic beverages [34-202(b)(5)(d)2.]
- ☐ Private aircraft landing facilities [34-202(b)(5)(d)3.]
- ☐ Wireless Communication Facilities [34-1441]
- ☐ Model Homes [34-1954]
- ☐ Permitted Uses for Model Home on arterial street in RS-1 zoning district in Lehigh Acres [33-1431]

PART 1 APPLICANT/AGENT INFORMATION

- A. Name of Applicant:** Creighton Companies, LLC
Address: 2240 W First ST, Suite 101
City, State, Zip: Fort Myers, FL 33901
Phone Number: 239-210-0455 **E-mail:** levans@creightondev.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: Q. Grady Minor & Associates, P.A.
Contact Person: D. Wayne Arnold, AICP
Address: 3800 Via Del Rey
City, State, Zip: Bonita Springs, FL 34134
Phone Number: 239-947-1144 **Email:** warnold@gradymenor.com
- 2. [Additional Agent\(s\)](#):** Provide the names of other agents that the County may contact concerning this application. [34-202(a)(4)]

PART 2 PROPERTY OWNERSHIP

- A. Property owner(s): If multiple owners (corporation, partnership, trust, association), provide a list with owner interest. [34-202(a)(2)]**
Name: RLR1, LLC
Address: 600 Gilliam Road
City, State, Zip: Wilmington, OH 45177
Phone Number: 239-210-0455 **Email:** levans@creightondev.com
- B. Disclosure of Interest [34-202(a)(2)]**
☒ Attach [Disclosure of Interest](#) Form.

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

C. Multiple parcels: Not Applicable

- ☐ Property owners list. [34-202(a)(8)]
☐ Property owners map. [34-202(a)(8)]

D. Certification of Title and Encumbrances [34-202(a)(7)]

1. Title certification document, no greater than 90 days old.
 2. Date property was acquired by present owner(s): 07/16/2018

**PART 3
PROPERTY INFORMATION**

A. STRAP Number(s): [Attach extra sheets if additional space is needed.] [34-203(a)(5)]01-46-24-L3-00007.002A**B. Street Address of Property:** 16510 S. Tamiami Trail**C. Legal Description (must submit) [34-202(a)(5)]:**

- ☒ Legal description (metes and bounds) (8½"x11") and sealed sketch of the legal description.

OR

- ☐ Legal description (NO metes and bounds) if the property is located within a subdivision platted per F.S. Chapter 177, and is recorded in the Official Records of Lee County under Instruments or Plat Books. ([Click here](#) to see an example of a legal description with no metes and bounds.)

AND**Boundary Survey [34-202(a)(6)]:**

- ☒ A Boundary survey, tied to the state plane coordinate system.

OR

- ☐ Not required if the property is located within a subdivision platted per F.S. Chapter 177.

D. Surrounding property owners (within 500 feet of the perimeter of the subject parcel or portion thereof that is subject of the request):

1. ☒ List of surrounding property owners. [34-202(a)(9)]
 2. ☒ Map of surrounding property owners. [34-202(a)(9)]
 3. ☒ One set of mailing labels. [34-202(a)(9)]

Note: When the case is found complete/ sufficient, a new list and mailing labels must be submitted.

E. Current Zoning of Property: C-1

- ☒ Provide a list of all Zoning Resolutions and Zoning Approvals applicable to the subject property.
SEZ2022-00008

F. Use(s) of Property:

1. Current uses of property are: Commercial (demolished bank)
 2. Intended uses of property are: Convenience store with fuel pumps

G. Future Land Use Classification (Lee Plan):

<u>Suburban</u>	<u>1.84+/-</u>	Acres	<u>100</u>	% of Total
		Acres		% of Total
		Acres		% of Total

H. Property Dimensions:

1. Width (average if irregular parcel): 236+/- Feet
 2. Depth (average if irregular parcel): 279+/- Feet
 3. Total area: 1.84+/- **Acres** or square feet
 4. Frontage on road or street: 236+/- Feet on S. Tamiami Trail Street
 2nd Frontage on road or street: 279+/- Feet on Island Park Road Street

- I. Planning Communities/Community Plan Area Requirements:** If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session.
- ☒ Not Applicable
 - ☐ Estero Planning Community. [33-54(a)&(b); Lee Plan Policy 19.5.3]
 - ☐ Captiva Planning Community (Captiva Island). [33-1612(a)&(b); Lee Plan Policy 13.1.7]
 - ☐ North (Upper) Captiva Community Plan area. [33-1711; Lee Plan Policy 25.1.1]
 - ☐ Boca Grande Planning Community. [Lee Plan Policy 22.1.5]
 - ☐ Caloosahatchee Shores Community Plan area. [33-1482(a)&(b); Lee Plan Policy 21.6.3]
 - ☐ Page Park Community Plan area. [33-1203(a) & (b); Lee Plan Policy 27.10.1]
 - ☐ Palm Beach Boulevard Community Plan area. [Lee Plan Policy 23.5.2]
 - ☐ Buckingham Planning Community. [Lee Plan Policy 17.7.2]
 - ☐ Pine Island Planning Community. [33-1004(a) & (b); Lee Plan Policy 14.7.1]
 - ☐ Lehigh Acres Planning Community. [33-1401(a)&(b); Lee Plan Policy 32.12.2]
 - ☐ North Fort Myers Planning Community. [33-1532(a)&(b)]
 - ☐ North Olga Community Plan area. [33-1663(a)&(b)]
- J. Waivers from Application Submission Requirements:** Attach waivers, if any, approved by the Director of Zoning. [34-201(c)]

PART 4 ACTION REQUESTED

- A. Request Statement:** Explain the nature of the request and how the property qualifies for the special exception based on the findings/review criteria set forth in 34-145(c)(3) and listed below. [34-202(b)(5)(a)]
1. The request is consistent with the goals, objectives, policies, and intent of the Lee Plan.
 2. The request will protect, conserve, or preserve environmentally critical and sensitive areas and natural resources, where applicable.
 3. The request will be compatible with existing and planned uses.
 4. The request will not be injurious to the neighborhood or detrimental to the public welfare.
 5. The request will be in compliance with zoning regulations pertaining to the use and other applicable regulations.
 6. In the case of new antenna supporting structure wireless communication facilities, meets the additional criteria of 34-145(c)(3)b.
- B. Traffic Impact Statement (TIS):** Attach a traffic impact analysis of projected trip generation for the use. A TIS is not required for special exceptions for consumption on premises or for solar or wind modifications. [34-202(b)(5)(b)]
- C. Site Plan:** Attach a site plan showing: [34-202(b)(5)(c)]
1. The location and current use of all existing structures on the site.
 2. All proposed structures and uses to be developed on the site.
 3. Any existing public streets, easements or land reservations within the site, and the proposed means of vehicular access to and from the site.
 4. Other information specific to the type of application or which may be required by the Director.
- D. Additional Information:** Any other reasonable information which may be required by the Director which is commensurate with the intent and purpose of the Land Development Code [34-202(b)(5)(d)]

PART 5 ADDITIONAL REQUIREMENTS

- A. Potable Water:** Will the project be connected to potable water and central sewer as part of any development of the property?
- ☒ **YES** (Provide letter from the appropriate utility to which the connection(s) are proposed confirming availability of service.) [34-202(a)(10)]
 - ☐ **NO** (Provide a narrative explaining why the connection is not planned and how the water and sewer needs of the project will be met.) [34-202(a)(10)]

B. Flood Hazard:

- ☒ Not applicable
- ☐ The property is within an Area of Special Flood Hazard as indicated in the Flood Insurance Rate Maps (FIRM)s.
- ☒ The minimum elevation required for the first habitable floor is AE-EL10 NAVD (MSL)

C. Excavations/Blasting:

- ☒ No blasting will be used in the excavation of lakes or other site elements.
- ☐ If blasting is proposed, provide Information Regarding Proposed Blasting (including soil borings, a map indicating the location of the proposed blasting, and other required information).

D. Existing Agricultural Use: If the property owner intends to continue an existing agricultural use on the property subsequent to the zoning approval, an Existing Agricultural Use Affidavit must be provided. Entitle as "Existing Agricultural Uses at Time of Zoning Application". **[34-202(a)(12)]****E. Airport Zones & Lee County Port Authority (LCPA) Requirements:**

- ☒ Not Applicable
- ☐ Property is located within _____ Airport Noise Zone: **[34-1004]**
- ☐ Property is located within Airport Runway Protection Zone. Indicate which Zone below. **[34-1105]**
- ☐ Property is located within Airport Residential and Educational Protection Zone: **[34-1106]**
- ☐ Property is located in an Airport Obstruction Notification Zone and subject to LCPA regulations. **[34-1107]**
- ☐ A Tall Structures Permit is required. **[34-1108]**

F. Solar Or Wind Energy Modifications: [34-202(b)(5)(d)1.]

1. Evidence that the proposed modifications are the minimum necessary to provide for the solar or wind energy proposal.
2. Evidence that the proposed modifications will not adversely affect adjacent properties. (See LCLDC Section 34-2196.)
3. Evidence that the modifications do not decrease total lot area.
4. Evidence that the principal use, absent the solar or wind aspects, is a permitted use in the zoning district for which it is located.

G. On-Premises Consumption Of Alcoholic Beverages: [34-202(b)(5)(d)2.]

1. A written statement describing the type of state liquor license to be acquired, e.g., 2 COP, SRX, 11C, etc., and the anticipated hours of operation for the business.
2. The site plan must include a detailed parking plan.

H. Private Aircraft Landing Facilities: [34-202(b)(5)(d)3.]

1. Indicate the type of facility, as set forth in Florida Administrative Code chapter 14-60.
2. A certified list of all airports and municipalities within 15 miles of the proposed site and all property owners within 1,000 feet of the property or within the minimum required approach zone, whichever is greater.
3. The site plan must indicate the proposed location and length of the effective landing facility, as well as the area included in the approach zone.

I. Wireless Communication Facilities: [34-1441 et. seq.]

1. Documentation of authority/acceptance of responsibility for compliance with these regulations, executed by property owner, applicant, and provider who will be placing antennas on the proposed or existing wireless communications facility. **[34-1446 (a) (1)]**
2. Name, address, and telephone contact information for the owners(s) of all proposed or existing antenna-supporting structures and wireless communication facilities with an affidavit that such contact information will be updated annually or upon a change of ownership after the application is approved. **[34-1446(a)(2)]**
3. A copy of license issued by FCC. A broadcast structure must submit a construction permit. **[34-1446(a)(3)]**
4. New antenna-supporting structures must demonstrate there are no existing suitable structures available or higher priority zoning districts in the geographic search area. As part of that demonstration, the application must include a graphical representation of the geographic search area. **[34-1446(a)(4)]**
5. A statement confirming the overall height of the facility and all other facilities on the subject property, in terms of grad and sea-level. **[34-1446(a)(5)]**
6. A letter demonstrating consent from the Executive Director of Lee County Port Authority if the wireless communications facility is to be located within the County airspace notification limits of LCLDC Section 34-1008. **[34-1446(a)(6)a.]**
7. For any wireless communications facility exceeding 35 feet, a letter confirming review and recommendation from the Lee County Mosquito Control District, Sheriff's Department, and Director of Public Safety. **[34-1446(a)(6)b.]**
8. A letter demonstrating evidence of compliance with applicable Federal Aviation Administration requirements under 14 C.F.R. s. 77, as amended, and evidence of proper Federal Communications Commission licensure, or other evidence of Federal Communications Commission authorized spectrum use. **[34-1446(a)(6)c.]**
9. The Boundary Survey, completed by a registered land surveyor, must show all existing conditions. **[34-1446(a)(7)]**
10. Photo-simulated post-construction renderings of the proposed wireless communications facility, equipment enclosures, and ancillary appurtenances as they would look after construction from areas where the proposed wireless communications facility will be visible according to the balloon test and sight lines. **[34-1446(a)(8)]**
11. Shared use plan or copy of an executed shared use plan must be provided for the existing facility (see Supplement A). **[34-1446(a)(9)]**
12. For all new antenna support structures, a list and map identifying all existing wireless communications facilities to which the proposed facility will be a handoff candidate, including latitude, longitude, and power levels of each. **[34-1446(a)(10)]**
13. Floor plans, elevations, and cross sections on 24" X 36" size paper at a scale no smaller than 1/4" = 1' (1:48) of any proposed accessory structures. **[34-1446(a)(11)]**
14. To scale elevation drawings, indicating the roof, facades, doors, and other exterior appearance and materials of the proposed wireless communication facility (signed and sealed by Professional Engineer). **[34-1446(a)(12)]**
15. If the property owner is not a provider, a copy of an executed lease agreement or memorandum of lease between the application or property owner and provider. If no lease agreement has been executed, an affidavit signed by provider attesting to provider's intent to make an application for development order approval to place antennas on the wireless communications facility if the zoning application is approved. **[34-1446(b)(1)]**
16. For antenna supporting structures, the graphic results of the balloon test conducted by the applicant pursuant to the requirements of LCLDC Section 34-1446(d). **[34-1446(b)(2)]**

J. Model Homes: Narrative and plans that demonstrate compliance with provisions of LCLDC Chapter 34, Division 24. **[34-1954(a)(2)]**

PART 6
SUBMITTAL REQUIREMENT CHECKLIST

Two copies required for submittal
Clearly label your attachments as noted in bold below

☒	Completed application for Public Hearing [34-202(a)(1)]
☐	Filing Fee - [34-201(d)]
☐	Bonus Density Filing Fee - (if applicable) [34-202(a)(11)]
☒	Affidavit of Authorization (notarized) Form [34-202(a)(3)]
☐	Additional Agents [34-202(a)(4)]
☐	Multiple Owners List (if applicable) [34-202(a)(2)]
☒	Disclosure of Interest Form (multiple owners) [34-202(a)(2)]
☒	Legal description (must submit one) [34-202(a)(1)]
☒	Legal description (metes and bounds) and sealed sketch of legal description
	OR
☐	Legal description (NO metes and bounds) if the property is located within a subdivision platted per F.S. Chapter 177, and is recorded in the Official Records of Lee County under Instruments or Plat Books. (Click here to see an example of a legal description with no metes and bounds.)
☒	Boundary Survey (not required if platted lot) [34-202(a)(2); 34-373(a)(4)a.]
☐	Property Owners list (if applicable) [34-202(a)(5)]
☐	Property Owners map (if applicable) [34-202(a)(5)]
☒	Confirmation of Ownership/Title Certification [34-202(a)(3)]
☐	STRAP Numbers (if additional sheet is required) [34-202(a)(1)]
☒	List of Surrounding Property Owners [34-202(a)(6)]
☒	Map of Surrounding Property Owners [34-202(a)(7)]
☐	Mailing labels [34-202(a)(9)]
☐	List of Zoning Resolutions and Approvals
☐	Summary of Public Informational Session (if applicable)
☐	Waivers from Application Submission Requirements [34-201(c)]
☒	Request Statement [34-202(b)(5)(a)]
☒	Traffic Impact Statement (TIS) [34-202(b)(5)(b)]
☒	Site Plan [34-202(b)(5)(c)]
☐	Additional Information (if applicable) [34-202(b)(5)(d)]
☒	Potable Water & Sanitary Sewer. Letter from the appropriate utility entity indicating the utility entity or explanation of how water and sewer needs will be met if connection will not be made. [34-202(a)(10)]
☐	Existing Agricultural Use Affidavit (if applicable) [34-202(a)(12)]
☐	Excavations/Blasting (if applicable)
☐	Tall Structures Permit (if applicable) [34-1108]
☐	Solar or Wind Energy Modifications (if applicable) [34-202(b)(5)(d)1.]
☐	Consumption on Premises (COP) (if applicable) [34-202(b)(5)(d)2.]
☐	Private Aircraft Landing Facilities (if applicable) [34-202(b)(5)(d)3.]
☐	Wireless Communication Facilities (if applicable) [34-1441 et. seq.]
☐	Model Homes (if applicable) [34-1954(a)(2) & (b)]

AFFIDAVIT OF AUTHORIZATION

APPLICATION IS SIGNED BY INDIVIDUAL OWNER, APPLICANT, CORPORATION, LIMITED LIABILITY COMPANY (L.L.C.), LIMITED COMPANY (L.C.), PARTNERSHIP, LIMITED PARTNERSHIP, OR TRUSTEE

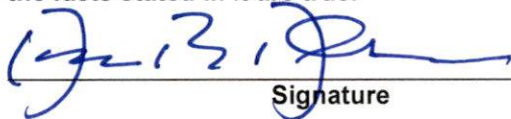
I, Donald Deluca (name), as Vice President, Secretary (owner/title) of RLR1, L.L.C. (company/property), swear or affirm under oath, that I am the owner or the authorized representative of the owner(s) of the property and that:

1. I have full authority to secure the approval(s) requested and to impose covenants and restrictions on the referenced property as a result of any action approved by the County in accordance with this application and the Land Development Code;
2. All answers to the questions in this application and any sketches, data or other supplementary matter attached hereto and made a part of this application are honest and true;
3. I have authorized the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made thru this application; and that
4. The property will not be transferred, conveyed, sold or subdivided unencumbered by the conditions and restrictions imposed by the approved action.

***Notes:**

- If the applicant is a corporation, then it is usually executed by the corp. pres. or v. pres.
- If the applicant is a Limited Liability Company (L.L.C.) or Limited Company (L.C.), then the documents should typically be signed by the Company's "Managing Member."
- If the applicant is a partnership, then typically a partner can sign on behalf of the partnership.
- If the applicant is a limited partnership, then the general partner must sign and be identified as the "general partner" of the named partnership.
- If the applicant is a trustee, then they must include their title of "trustee."
- In each instance, first determine the applicant's status, e.g., individual, corporate, trust, partnership, estate, etc., and then use the appropriate format for that ownership.

Under penalties of perjury, I declare that I have read the foregoing Affidavit of Authorization and that the facts stated in it are true.


Signature

5.20.24
Date

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

STATE OF FLORIDA
COUNTY OF ~~LEE~~ Marion

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 20 day of May, 2024, by Donald R. Deluca, VP (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

STAMP/SEAL




Signature of Notary Public

LETTER OF AUTHORIZATION

Date: 05/13/2024

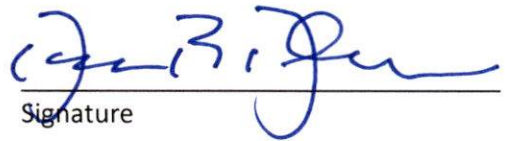
RE: 16510 S Tamiami TRL Ft. Myers, FL 33908
Lee County Parcel ID's: 01-46-24-00-00007.002A

TO WHOM IT MAY CONCERN:

Please be advised by this correspondence that Creighton Companies, LLC and Grady Minor are authorized to act as Applicant/Agent on our behalf for the purpose of making application submittals for permits and negotiating conditions for the above referenced project.

Donald R. DeLuca
Vice President

Print Name



Signature

RLR1, LLC

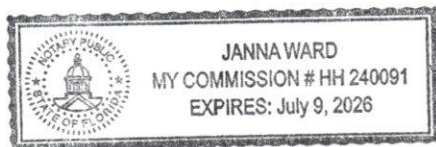
STATE OF Florida

COUNTY OF Marion

Sworn to and subscribed before me, the undersigned Notary Public, this 20 day of May, 2024.


Notary Public


Printed Name



AFFIDAVIT OF AUTHORIZATION**APPLICATION IS SIGNED BY INDIVIDUAL OWNER, APPLICANT, CORPORATION, LIMITED LIABILITY COMPANY (L.L.C.), LIMITED COMPANY (L.C.), PARTNERSHIP, LIMITED PARTNERSHIP, OR TRUSTEE**

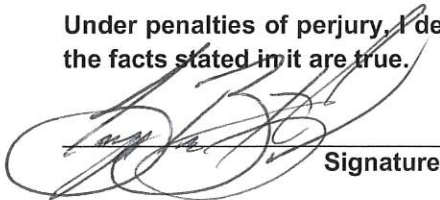
I, Grayson Brent Evans (name), as Manager
(owner/title) of Creighton Companies, LLC (company/property), swear or affirm under oath, that
I am the owner or the authorized representative of the owner(s) of the property and that:

1. I have full authority to secure the approval(s) requested and to impose covenants and restrictions on the referenced property as a result of any action approved by the County in accordance with this application and the Land Development Code;
2. All answers to the questions in this application and any sketches, data or other supplementary matter attached hereto and made a part of this application are honest and true;
3. I have authorized the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made thru this application; and that
4. The property will not be transferred, conveyed, sold or subdivided unencumbered by the conditions and restrictions imposed by the approved action.

***Notes:**

- If the applicant is a corporation, then it is usually executed by the corp. pres. or v. pres.
- If the applicant is a Limited Liability Company (L.L.C.) or Limited Company (L.C.), then the documents should typically be signed by the Company's "Managing Member."
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- If the applicant is a limited partnership, then the general partner must sign and be identified as the "general partner" of the named partnership.
- If the applicant is a trustee, then they must include their title of "trustee."
- In each instance, first determine the applicant's status, e.g., individual, corporate, trust, partnership, estate, etc., and then use the appropriate format for that ownership.

Under penalties of perjury, I declare that I have read the foregoing Affidavit of Authorization and that the facts stated in it are true.


Signature

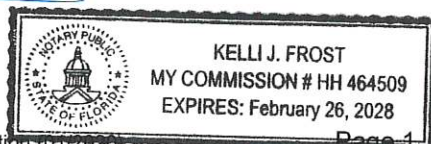
5/21/24
Date

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

STATE OF FLORIDA
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 21 day of MAY, 2024, by G BRENT EVANS (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

STAMP/SEAL




Signature of Notary Public

DISCLOSURE OF INTEREST AFFIDAVIT

BEFORE ME this day appeared Donald Deluca as Vice President, Secretary of RLR1, L.L.C., who, being first duly sworn and deposed says:

1. That I am the record owner, or a legal representative of the record owner, of the property that is located at 16510 S. Tamiami Trail (STRAP Numbers 01-46-24-L3-00007.002A) and is the subject of an application for zoning action (hereinafter the "Property").

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

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

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

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

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

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

Name and Address	Percentage of Ownership
N.A.	

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


Property Owner

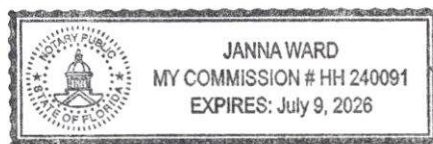
Donald Deluca as Vice President, Secretary of RLR1, L.L.C.
Print Name

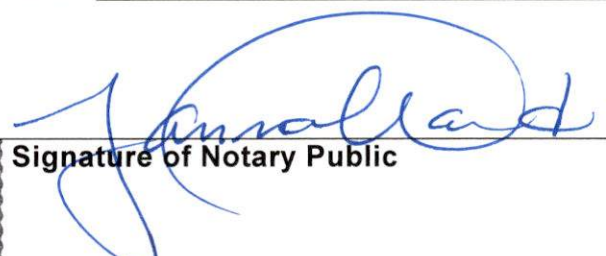
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STATE OF FLORIDA
COUNTY OF ~~LEE~~ Marion

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, on 5/20/24 (date) by Donald R Deluca, VP (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

STAMP/SEAL




Signature of Notary Public

DESCRIPTION

A PARCEL OF LAND BEING THE LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA AND A PORTION OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2015000242014, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERLY MOST CORNER OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE ALONG THE SOUTH LINE OF SAID LANDS AND THE EXTENSION THEREOF SOUTH 58°08'20" WEST, A DISTANCE OF 279.49 FEET; THENCE NORTH 31°51'40" WEST, A DISTANCE OF 287.65 FEET TO AN INTERSECTION WITH THE SOUTHEAST RIGHT-OF-WAY OF ISLAND PARK RD; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY NORTH 58°22'42" EAST, A DISTANCE OF 255.64 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY EASTERLY 39.27 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 90°00'22", (CHORD BEARING SOUTH 76°37'07" EAST, A DISTANCE OF 35.36 FEET) TO AN INTERSECTION WITH THE SOUTHWEST RIGHT-OF-WAY OF U.S. 41 (TAMIAMI TRAIL); THENCE ALONG SAID SOUTHWEST RIGHT-OF-WAY SOUTH 31°37'18" EAST, A DISTANCE OF 236.62 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE LEFT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY SOUTHEASTERLY 24.85 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 5,797.58 FEET, A CENTRAL ANGLE OF 00°14'44", (CHORD BEARING SOUTH 31°44'18" EAST, A DISTANCE OF 24.85 FEET) TO THE POINT OF BEGINNING.

CONTAINING 1.84 ACRES, MORE OR LESS.

NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON THE STATE PLANE COORDINATE SYSTEM ESTABLISHED BY THE NATIONAL GEODETIC SURVEY FOR FLORIDA WEST ZONE, 1983 DATUM WITH 1990 ADJUSTMENT OBTAINED UTILIZING RTK GPS OBSERVATIONS ON THE FDOT NETWORK AND REFER TO THE SOUTHEAST RIGHT-OF-WAY LINE OF ISLAND PARK RD, LEE COUNTY, FLORIDA AS BEING N 58°22'42" E.
2. DIMENSIONS SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.
3. THIS SKETCH AND DESCRIPTION IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR THE DIGITAL SIGNATURE AND DIGITAL SEAL OF A LICENSED FLORIDA SURVEYOR AND MAPPER. NO ADDITIONS OR DELETIONS TO THIS SKETCH AND DESCRIPTION ARE PERMITTED WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE SIGNING PARTY.

*NOT VALID WITHOUT
SHEET 2 OF 2*

DRAWN BY:	AH
CHECKED BY:	TJD
JOB CODE:	CC71141IP
SCALE:	N/A
DATE:	2 JUNE 2022
FILE:	21-126-SL
SHEET:	1 of 2

* NOT A SURVEY *

SKETCH AND DESCRIPTION

A PARCEL OF LAND

LYING IN
SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA



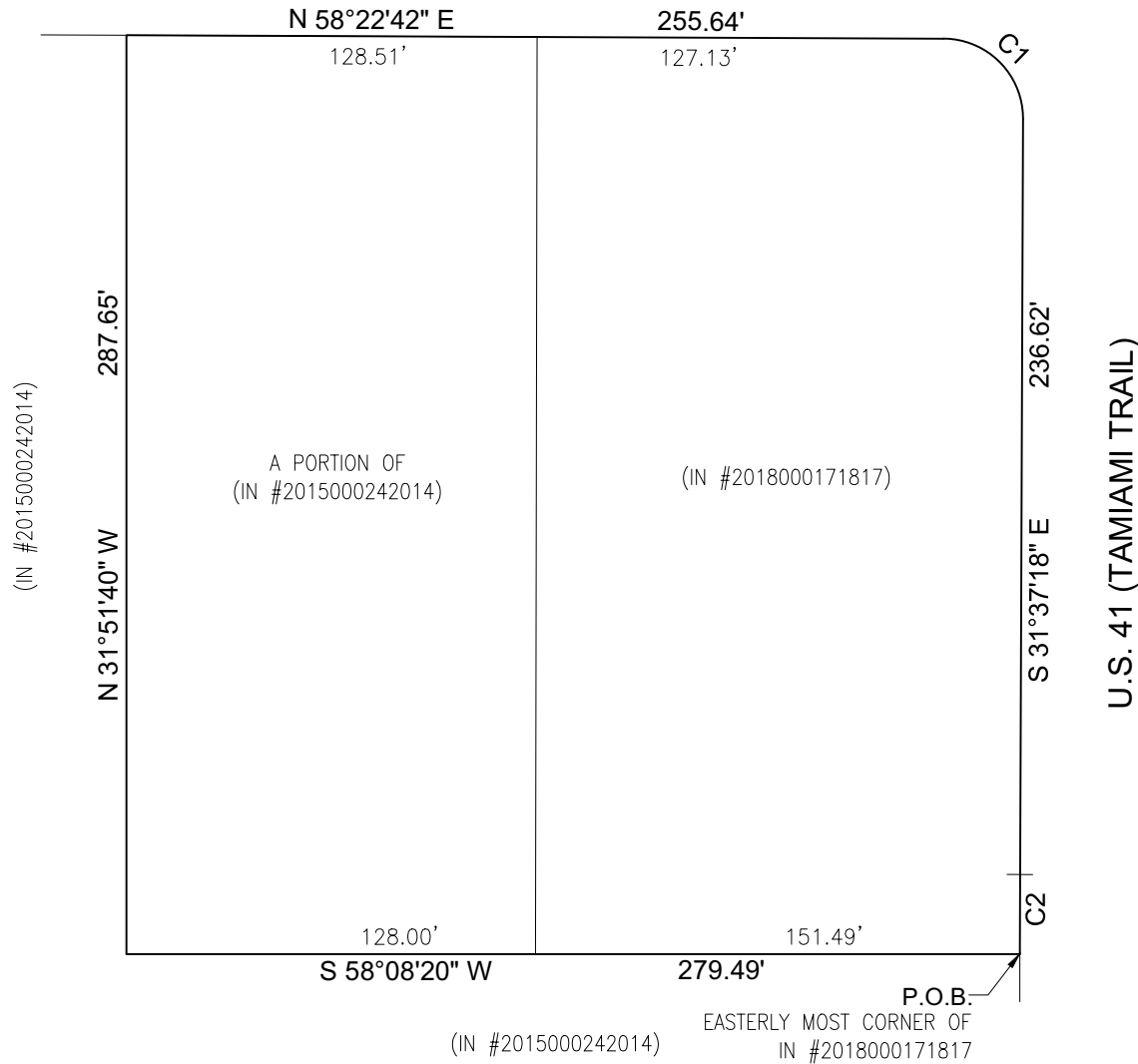
GradyMinor

Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

Civil Engineers • Land Surveyors • Planners • Landscape Architects
Cert. of Auth. EB 0005151 Cert. of Auth. LB 0005151 Business LC 26000266
Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380

DATE SIGNED
Digitally signed by
Timothy Jon
DeVries, P.S.M
Date: 2024.05.14
08:34:04 -04'00'
TIMOTHY J. DEVRIES, P.S.M
FL LICENSE #6758
FOR THE FIRM

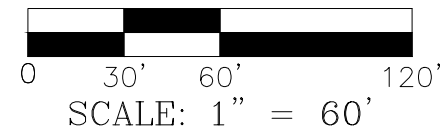
ISLAND PARK RD



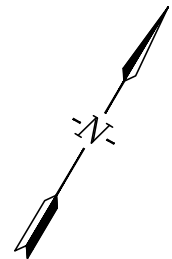
CURVE TABLE					
CURVE #	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	25.00'	39.27'	90°00'22"	S 76°37'07" E	35.36'
C2	5797.58'	24.85'	0°14'44"	S 31°44'18" E	24.85'

LEGEND

POB POINT OF BEGINNING
IN INSTRUMENT NUMBER



THIS PLAN MAY HAVE BEEN ENLARGED OR
REDUCED FROM INTENDED DISPLAY SCALE FOR
REPRODUCTION REASONS



* NOT A SURVEY *

*NOT VALID WITHOUT
SHEET 1 OF 2*



GradyMinor

Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

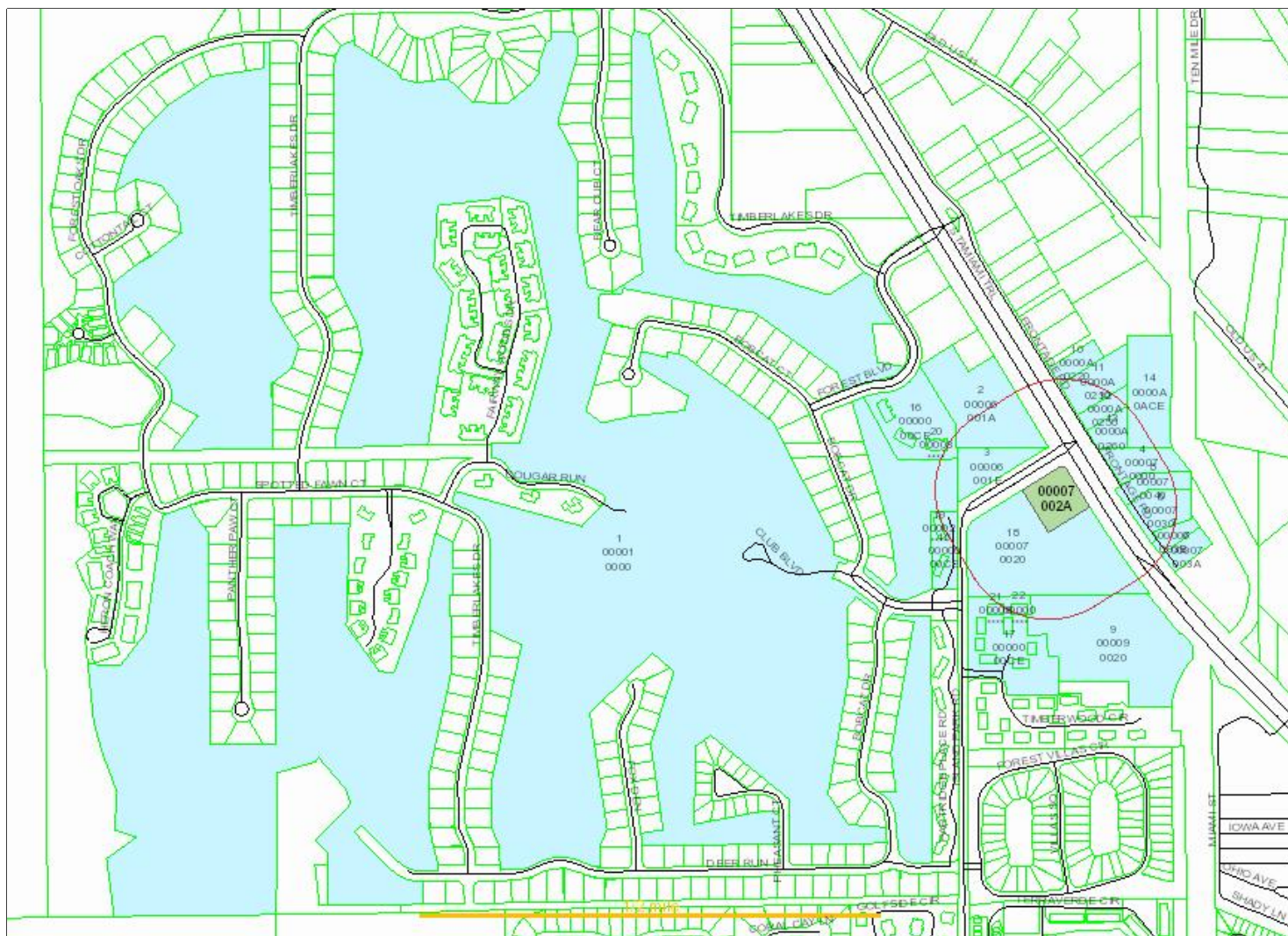
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SKETCH AND DESCRIPTION

A PARCEL OF LAND

LYING IN
SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

DRAWN BY: AH
CHECKED BY: TJD
JOB CODE: CC71141IP
SCALE: 1" = 60'
DATE: 2 JUNE 2022
FILE: 21-126-SL
SHEET: 2 of 2



Date of Report: May 02, 2024

Buffer Distance: feet

Parcels Affected: 42

Subject Parcel: **01-46-24-L3-00007.002A**

[Click here to download the map image, mailing labels \(Avery 5161\) and CSV formatted information.](#)

To change, add or remove subject parcels please change the parcel selection in [GeoView](#)

OWNER NAME AND ADDRESS	STRAP AND LOCATION	LEGAL DESCRIPTION	MAP INDEX
FOREST COUNTRY CLUB MEMBERSHIP 6100 CLUB BLVD SW FORT MYERS FL 33908	01-46-24-00-00001.0000 6227 DEER RUN FORT MYERS FL 33908	PARL DESC OR 2042 PG 4511 SEC 1 + 2 FOREST GOLF COURSE	1
FOREST PLAZA LLC 1943 MARAVILLA AVE FORT MYERS FL 33901	01-46-24-00-00006.001A 16440/470 S TAMIAMI TRL FORT MYERS FL 33908	PT OF N 880 FT OF E 1/2 OF NE 1/4 OF SECTION 1 LYING N OF ISLAND PK RD AND W OF US 41 LESS PORT DESC IN INST #2013000257058	2
PIEDMONT FGIM FT MYERS S TAMIAMI 108 GATEWAY BLVD STE 104 MOORESVILLE NC 28117	01-46-24-00-00006.001E 16523 ISLAND PARK RD FORT MYERS FL 33908	PT OF N 880 FT OF E 1/2 OF SE 1/4 OF SECT LYING N OF IS PK RD + W OF US 41	3
DRG PROPERTY HOLDINGS LLC 16521 S TAMIAMI TRL FORT MYERS FL 33908	01-46-24-00-00007.0000 16521 S TAMIAMI TRL FORT MYERS FL 33908	E 1/2 OF SE 1/4 LYING E OF US 41 LESS OR 1886/2015 + OR 1987/479+ OR 2728/0228	4
A & M PROPERTIES OF THE GULFCO 2518 CAPE CORAL PKWY W CAPE CORAL FL 33914	01-46-24-00-00007.0030 16571 S TAMIAMI TRL FORT MYERS FL 33908	PARL IN E1/2 OF SE1/4 E OF US41 DESC OR 4225 PG 3503	5

COASTAL FUN SPORTS INC 15067 ESTUARY CIR BONITA SPRINGS FL 34135	01-46-24-00-00007.003A 16611 S TAMIAMI TRL FORT MYERS FL 33908	PAR LYING IN SE 1/4 OF SECTION E OF US 41 DESC IN OR 3336 PG 0160	6
INSURANCENTER LLC 16591 S TAMIAMI TRL FORT MYERS FL 33908	01-46-24-00-00007.003B 16591 S TAMIAMI TRL FORT MYERS FL 33908	PAR IN E1/2 OF SE1/4 SEC 01+ + SW1/4 SEC 06-46-25 DESC OR 3132 + PG2009	7
EYDEL MANAGEMENT LLC 16551 S TAMIAMI TRL FORT MYERS FL 33908	01-46-24-00-00007.0040 16551 S TAMIAMI TRL FORT MYERS FL 33908	PARL IN E 1/2 OF SE 1/4 DESC IN OR 2764/0318	8
ISLAND PARK LAND HOLDING LLC AJS REALTY GROUP INC 5020 TAMIAMI TRL N STE 112 NAPLES FL 34103	01-46-24-00-00009.0020 ACCESS UNDETERMINED FORT MYERS FL 33908	PARL NE 1/4 OF SE 1/4 W OF US 41 DESC IN OR 2123 PG 2737 LESS ROW DESC IN 2008000106271	9
COUGAR RUN PROPERTY LLC 6113 DEER RUN FORT MYERS FL 33908	01-46-24-01-0000A.0220 16343 S TAMIAMI TRL FORT MYERS FL 33908	LEE CO INDUSTRIAL PARK BLK A PB 30 PG 95 LOT 21 SLRY25FT + LOT22 WLRY300FT	10
J + R CO PROPERTIES INC JEFFREY JAFFRAY 7150 GREEN ACRE LN FORT MYERS FL 33912	01-46-24-01-0000A.0230 16361/365 S TAMIAMI TRL FORT MYERS FL 33908	LEE CO INDUSTRIAL PARK BLK A PB 30 PG 95 LOTS 23 + 24	11
16387 S TAMIAMI LLC BRIAN OHLIS 5935 PREMIER WAY UNIT 1416 NAPLES FL 34109	01-46-24-01-0000A.0250 16387 S TAMIAMI TRL FORT MYERS FL 33908	LEE CO INDUSTRIAL PARK BLK A PB 30 PG 95 LOT 25	12
OMA REAL ESTATE INVESTOR LLC 9602 BLUE STONE CIRCLE FORT MYERS FL 33913	01-46-24-01-0000A.0260 16401 S TAMIAMI TRL FORT MYERS FL 33908	LEE CO INDUSTRIAL PARK BLK A PB 30 PG 95 LOT 26	13
MILLER KEITH A 3432 CLEVELAND AVE FORT MYERS FL 33901	01-46-24-01-0000A.0ACE LEE INDUSTRIAL PARK C/E FORT MYERS FL 33912	LEE CO INDUSTRIAL PARK PB 30 PG 95 TRACT A	14
PARTRIDGE COURT CONDO ASSN P + M PROPERTY MGMT 14360 S TAMIAMI TRL STE B FORT MYERS FL 33912	01-46-24-06-00000.00CE 16640 ISLAND PARK RD FORT MYERS FL 33908	PARTRIDGE COURT CONDO DESC OR 1544P0228 POOL + ALL COMMON ELEMENTS	15
QUAIL COVE CONDO SENTRY MANAGEMENT INC 2180 W SR 434 #5000 LONGWOOD FL 32779	01-46-24-09-00000.00CE 16671 FOREST BLVD FORT MYERS FL 33908	QUAIL COVE CONDO DESC OR 1606 PG 1563 POOL TENNIS+ALL COMMON ELEM	16
TIMBERWOOD VILLAGE RECREATION PO BOX 7198 FORT MYERS FL 33911	01-46-24-14-00000.00CE 6001 TIMBERWOOD CIR FORT MYERS FL 33908	COMMON ELEMENTS TIMBERWOOD VILLAGE I II + III DESC OR 1794 PG 2466	17
RLR1 LLC CORPORATE LEGAL DEPT 600 GILLAM RD WILMINGTON OH 45177	01-46-24-L3-00007.0020 16520 S TAMIAMI TRL FORT MYERS FL 33908	PORTION OF LAND IN SEC 01 TWP 46 RNG 24 DESC IN INST 2015000242014 AS DESC IN INSTRUMENT 2023000040853	18
KURZ THEODORE B & AMY W 16577 BEAR CUB CT FORT MYERS FL 33908	01-46-24-06-00002.1010 16530 PARTRIDGE CLUB RD #101 FORT MYERS FL 33908	PARTRIDGE COURT CONDO BLDG 2 OR 1544 PG 228 UNIT 101	19
WILES MARK THOMAS & 7851 SUPPLY DR FORT MYERS FL 33912	01-46-24-06-00002.1020 16530 PARTRIDGE CLUB RD #102 FORT MYERS FL 33908	PARTRIDGE COURT CONDO BLDG 2 OR 1544 PG 228 UNIT 102	19
BENITEZ ORLANDO & OLGA L 16530 PARTRIDGE CLUB RD #103 FORT MYERS FL 33908	01-46-24-06-00002.1030 16530 PARTRIDGE CLUB RD #103 FORT MYERS FL 33908	PARTRIDGE COURT CONDO BLDG 2 OR 1544 PG 228 UNIT 103	19
FULK JAMES 6108 DEER RUN	01-46-24-06-00002.1040 16530 PARTRIDGE CLUB RD #104	PARTRIDGE COURT CONDO BLDG 2 OR 1544 PG 228	19

FORT MYERS FL 33908	FORT MYERS FL 33908	UNIT 104	
33 WILDWOOD PL LLC 451 SHULTZ RD ELMA NY 14059	01-46-24-06-00002.2010 16530 PARTRIDGE CLUB RD #201 FORT MYERS FL 33908	PARTRIDGE COURT CONDO BLDG 2 OR 1544 PG 228 UNIT 201	19
BECKER MICHAEL W 16530 PARTRIDGE CLUB RD #202 FORT MYERS FL 33908	01-46-24-06-00002.2020 16530 PARTRIDGE CLUB RD #202 FORT MYERS FL 33908	PARTRIDGE COURT CONDO BLDG 2 OR 1544 PG 228 UNIT 202	19
BOUTIN MICHAEL B & 12 GOLDENROD WAY NORTH HAMPTON NH 03862	01-46-24-06-00002.2030 16530 PARTRIDGE CLUB RD #203 FORT MYERS FL 33908	PARTRIDGE COURT CONDO BLDG 2 OR 1544 PG 228 UNIT 203	19
PINEAU JANET A + 16530 PARTRIDGE CLUB RD #204 FORT MYERS FL 33908	01-46-24-06-00002.2040 16530 PARTRIDGE CLUB RD #204 FORT MYERS FL 33908	PARTRIDGE COURT CONDO BLDG 2 OR 1544 PG 228 UNIT 204	19
VIOLA ROBERT F & MARGARET P 27 PIONEER LN BRIDGTON ME 04009	01-46-24-09-00003.1010 16683 FOREST BLVD #101 FORT MYERS FL 33908	QUAIL COVE CONDO BLDG 3 OR 1606 PG 1563 UNIT 101	20
EBRIGHT RODERICK M & LYNN B L/ 3347 COLCHESTER RD # 102 UPPER ARLINGTON OH 43221	01-46-24-09-00003.1020 16683 FOREST BLVD #102 FORT MYERS FL 33908	QUAIL COVE CONDO BLDG 3 OR 1606 PG 1563 UNIT 102	20
MAHALIK RUDOLPH JR & 24511 EMYVALE CT PLAINFIELD IL 60586	01-46-24-09-00003.1030 16683 FOREST BLVD #103 FORT MYERS FL 33908	QUAIL COVE CONDO BLDG 3 OR 1606 PG 1563 UNIT 103	20
STOUFER RICHARD C 16683 FOREST BLVD #104 FORT MYERS FL 33908	01-46-24-09-00003.1040 16683 FOREST BLVD #104 FORT MYERS FL 33908	QUAIL COVE CONDO BLDG 3 OR 1606 PG 1563 UNIT 104	20
BELSTRA KAREN K 16683 FOREST BLVD #201 FORT MYERS FL 33908	01-46-24-09-00003.2010 16683 FOREST BLVD #201 FORT MYERS FL 33908	QUAIL COVE CONDO BLDG 3 OR 1606 PG 1563 UNIT 201	20
SLAY CAROL A 16683 FOREST BLVD #202 FORT MYERS FL 33908	01-46-24-09-00003.2020 16683 FOREST BLVD #202 FORT MYERS FL 33908	QUAIL COVE CONDO BLDG 3 OR 1606 PG 1563 UNIT 202	20
CAMPEGLIA MARY ANN TR 1330 SABLE DR ADDISON IL 60101	01-46-24-09-00003.2030 16683 FOREST BLVD #203 FORT MYERS FL 33908	QUAIL COVE CONDO BLDG 3 OR 1606 PG 1563 UNIT 203	20
STOUFER WILLIAM RILEY & 468 S RACE ST DENVER CO 80209	01-46-24-09-00003.2040 16683 FOREST BLVD #204 FORT MYERS FL 33908	QUAIL COVE CONDO BLDG 3 OR 1606 PG 1563 UNIT 204	20
THIBODEAU ROGER & NANCY S TR 125 BIRCH DR CHARLESTOWN NH 03603	01-46-24-14-00000.1130 6232 TIMBERWOOD CIR #113 FORT MYERS FL 33908	TIMBERWOOD VILLAGE I CONDO OR 1741 PG 2968 UNIT 113	21
BOEDER MATTHEW TR 2510 VILLAGE LN #D OSHKOSH WI 54904	01-46-24-14-00000.1140 6232 TIMBERWOOD CIR #114 FORT MYERS FL 33908	TIMBERWOOD VILLAGE I CONDO OR 1741 PG 2968 UNIT 114	21
FREDRICKSON MARISSA L 6232 TIMBERWOOD CIR #115 FORT MYERS FL 33908	01-46-24-14-00000.1150 6232 TIMBERWOOD CIR #115 FORT MYERS FL 33908	TIMBERWOOD VILLAGE I CONDO OR 1741 PG 2968 UNIT 115	21
JUDSON SHARON 6232 TIMBERWOOD CIR #116 FORT MYERS FL 33908	01-46-24-14-00000.1160 6232 TIMBERWOOD CIR #116 FORT MYERS FL 33908	TIMBERWOOD VILLAGE I CONDO OR 1741 PG 2968 UNIT 116	21
PLOWY JOHN 477 SWEET HOME RD AMHERST NY 14226	01-46-24-14-00000.1210 6220 TIMBERWOOD CIR #121 FORT MYERS FL 33908	TIMBERWOOD VILLAGE I CONDO OR 1741 PG 2968 UNIT 121	22
WOLF DANIEL 6220 TIMBERWOOD CIR #122	01-46-24-14-00000.1220 6220 TIMBERWOOD CIR #122	TIMBERWOOD VILLAGE I CONDO	22

FORT MYERS FL 33908	FORT MYERS FL 33908	OR 1741 PG 2968 UNIT 122	
STASIULEVICIENE RITA & 15231 ARGYLL RD GEORGETOWN ON L7G 5R7 CANADA	01-46-24-14-00000.1230 6220 TIMBERWOOD CIR #123 FORT MYERS FL 33908	TIMBERWOOD VILLAGE I CONDO OR 1741 PG 2968 UNIT 123	22
HODGE CYNTHIA A + 1073 MAGNOLIA MANTENO IL 60950	01-46-24-14-00000.1240 6220 TIMBERWOOD CIR #124 FORT MYERS FL 33908	TIMBERWOOD VILLAGE I CONDO OR 1741 PG 2968 UNIT 124	22

FOREST COUNTRY CLUB MEMBERSHIP
6100 CLUB BLVD SW
FORT MYERS FL 33908

FOREST PLAZA LLC
1943 MARAVILLA AVE
FORT MYERS FL 33901

PIEDMONT FGIM FT MYERS S TAMIA
108 GATEWAY BLVD STE 104
MOORESVILLE NC 28117

DRG PROPERTY HOLDINGS LLC
16521 S TAMIAMI TRL
FORT MYERS FL 33908

A & M PROPERTIES OF THE GULFCO
2518 CAPE CORAL PKWY W
CAPE CORAL FL 33914

COASTAL FUN SPORTS INC
15067 ESTUARY CIR
BONITA SPRINGS FL 34135

INSURANCENTER LLC
16591 S TAMIAMI TRL
FORT MYERS FL 33908

EYDEL MANAGEMENT LLC
16551 S TAMIAMI TRL
FORT MYERS FL 33908

ISLAND PARK LAND HOLDING LLC
AJS REALTY GROUP INC
5020 TAMIAMI TRL N STE 112
NAPLES FL 34103

COUGAR RUN PROPERTY LLC
6113 DEER RUN
FORT MYERS FL 33908

J + R CO PROPERTIES INC
JEFFREY JAFFRAY
7150 GREEN ACRE LN
FORT MYERS FL 33912

16387 S TAMIAMI LLC
BRIAN OHLIS
5935 PREMIER WAY UNIT 1416
NAPLES FL 34109

OMA REAL ESTATE INVESTOR LLC
9602 BLUE STONE CIRCLE
FORT MYERS FL 33913

MILLER KEITH A
3432 CLEVELAND AVE
FORT MYERS FL 33901

PARTRIDGE COURT CONDO ASSN
P + M PROPERTY MGMT
14360 S TAMIAMI TRL STE B
FORT MYERS FL 33912

QUAIL COVE CONDO
SENTRY MANAGEMENT INC
2180 W SR 434 #5000
LONGWOOD FL 32779

TIMBERWOOD VILLAGE RECREATION
PO BOX 7198
FORT MYERS FL 33911

RLR1 LLC
CORPORATE LEGAL DEPT
600 GILLAM RD
WILMINGTON OH 45177

KURZ THEODORE B & AMY W
16577 BEAR CUB CT
FORT MYERS FL 33908

WILES MARK THOMAS &
7851 SUPPLY DR
FORT MYERS FL 33912

BENITEZ ORLANDO & OLGA L
16530 PARTRIDGE CLUB RD #103
FORT MYERS FL 33908

FULK JAMES
6108 DEER RUN
FORT MYERS FL 33908

33 WILDWOOD PL LLC
451 SHULTZ RD
ELMA NY 14059

BECKER MICHAEL W
16530 PARTRIDGE CLUB RD #202
FORT MYERS FL 33908

BOUTIN MICHAEL B &
12 GOLDENROD WAY
NORTH HAMPTON NH 03862

PINEAU JANET A +
16530 PARTRIDGE CLUB RD #204
FORT MYERS FL 33908

VIOLA ROBERT F & MARGARET P
27 PIONEER LN
BRIDGTON ME 04009

EBRIGHT RODERICK M & LYNN B L/
3347 COLCHESTER RD # 102
UPPER ARLINGTON OH 43221

MAHALIK RUDOLPH JR &
24511 EMYVALE CT
PLAINFIELD IL 60586

STOUFER RICHARD C
16683 FOREST BLVD #104
FORT MYERS FL 33908

BELSTRA KAREN K
16683 FOREST BLVD #201
FORT MYERS FL 33908

SLAY CAROL A
16683 FOREST BLVD #202
FORT MYERS FL 33908

CAMPEGLIA MARY ANN TR
1330 SABLE DR
ADDISON IL 60101

STOUFER WILLIAM RILEY &
468 S RACE ST
DENVER CO 80209

THIBODEAU ROGER & NANCY S TR
125 BIRCH DR
CHARLESTOWN NH 03603

BOEDER MATTHEW TR
2510 VILLAGE LN #D
OSHKOSH WI 54904

FREDRICKSON MARISSA L
6232 TIMBERWOOD CIR #115
FORT MYERS FL 33908

JUDSON SHARON
6232 TIMBERWOOD CIR #116
FORT MYERS FL 33908

PLOWY JOHN
477 SWEET HOME RD
AMHERST NY 14226

WOLF DANIEL
6220 TIMBERWOOD CIR #122
FORT MYERS FL 33908

STASIULEVICIENE RITA &
15231 ARGYLL RD
GEORGETOWN ON L7G 5R7
CANADA

HODGE CYNTHIA A +
1073 MAGNOLIA
MANTENO IL 60950

7-Eleven Island Park Shopping Center Special Exception

Request Statement

The applicant is requesting a Special Exception of the C-1 zoning district to permit a convenience food and beverage store with greater than 8 fuel pumps, to be redeveloped on the former site of a Bank with drive through service. A Special Exception for 16 fuel pumps (8 fueling positions) was previously approved by the Hearing Examiner on November 3, 2023 (SEZ-2022-00008). A condition of approval was that the development would be consistent with the applicant's proposed site plan. The applicant has submitted the Local Development Order Plan to Lee County Staff and during the course of review of the Development Order Plan, modifications to the site plan have been made. Staff has determined that another Special Exception is required due to the plan changes. The number and location of the fuel pumps has not changed and will continue to have 16 fuel pumps (8 fueling positions).

The key modifications to the newly proposed site plan are:

- Moved car wash building closer to the convenience store where parking was previously located.
- Removed 8 parking spaces on the south side of the convenience store and removed 4 parking spaces on the north side of the car wash.
- Added stormwater retention area with retaining walls where the previous car wash and parking was located.
- Slight adjustment to dumpster location.

The proposed modifications have no external impacts and staff has confirmed that the parking reductions are consistent with that authorized through the administrative process. A conceptual site plan identifying the location and orientation of the 16 fuel pumps has been provided.

REQUEST STATEMENT: 34-203 (e)(1)

1. Consistency with the goals, objectives, policies and intent of the Lee Plan:

The project is located in the Suburban Future Land Use category Lee Plan Policy 1.1.5. The Suburban FLU category Policy 1.1.5 indicates that the Suburban FLU category will consist primarily of residential land uses; however, a mix of land uses is permitted. The existing commercial plaza was developed in the Suburban FLUC when commercial location standards were required under the Lee Plan. location standards are no longer required under Objective 6.1 and Policy 6.1.1. Industrial type non-residential uses are prohibited. The proposed redevelopment of the subject property is for a 5,000 square foot convenience food and beverage store with 16 fueling pumps. The site has been developed for commercial use and was last utilized for commercial bank with drive through service. The 16 fuel pump facility was approved on November 3, 2022; however, the site plan for the proposed facility is required to be modified due to changes arising from the Local Development Order review. The plan changes do not modify the number or location of the proposed 16 fuel pumps.

The site is located in the San Carlos Planning Community and is not subject to additional goals and and policies of the Lee Plan.

Policy 5.1.5 protects existing and future residential areas from encroachment of uses that may be destructive to the character and integrity of the residential environment. The policy anticipates special exceptions are possible and indicates that if applicable development regulations are deemed to be inadequate conditions may be attached to minimize or eliminate the potential impacts. The proposed use is permitted in the underlying C-1 Zoning District. The LDC (34-844, note 19) requires that convenience stores with greater than 8 fuel pumps must obtain a Special Exception. There are no criteria other than those for a Special Exception required for a facility with fuel pumps. The proposed convenience food and beverage store with 16 fuel pumps will meet all required buffering and landscaping required in Chapter 33 for convenience food and beverage stores.

The site has been previously developed for commercial use and the C-1 commercial zoning does permit convenience food and beverage stores by right. The redevelopment of the site does not intrude further into a residential area. The site is bounded to the north and east by roadways (S. Tamiami Trail and Island Park Road) and to the west and south by the existing Island Park Shopping Center parking area. The nearest residential properties are located to the south and west along Island Park Road. The site will have access to the signalized intersection at Island Park Road and S. Tamiami Trail. The proposed Special Exception will not be disruptive to the nearby residential community and the proposed changes to the site plan have no external impacts to the surrounding community.

The prior drive-through bank facility did not provide landscape buffering to the surrounding parking lot for the Island Park Shopping Center. The applicant has requested Administrative Variances for the landscape buffers which are under concurrent review (ADD2022-00103). The proposed convenience store with fuel pumps will be separated and shielded from the nearest residences to the south and west by the existing shopping center building and preservation area. There is no vehicular interconnection between the nearby Timberwood Village community and the Island Park Shopping Center.

Lee Plan Policy 6.1.1 addresses criteria for new commercial development. Each of the criteria is specific to either a rezoning and/or development order. The subject application is for a Special Exception. The property is currently zoned commercial and the underlying zoning does permit a convenience store with fuel pumps.

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

1. *Traffic and access impacts (rezoning and development orders);*

The criteria is not specifically applicable to a Special Exception. However, the accompanying TIS addresses traffic impacts and concludes that there are no access and traffic impacts resulting from the convenience store. A new shared access point with the shopping center is proposed on U.S. 41. Both Lee DOT and FDOT have conceptually approved the proposed access point. The access point on Island Park Road has been relocated farther from the U.S. 41 intersection per direction from Lee DOT.

2. *Landscaping and detailed site planning (development orders);*

A concurrent development order has been filed for the project which includes the detailed site plan. The project has requested administrative deviations from the LDC buffers due to the existing site conditions.

3. *Screening and buffering (planned development rezoning and development orders);*

Screening and buffering along U.S.41 and Island Park Road consists of mature vegetation and is intended to remain. The deviations submitted with the companion administrative action address the project buffering.

4. *Availability and adequacy of services and facilities (rezoning and development orders);*

There are no known or anticipated level of service deficiencies.

5. *Impact on adjacent land uses and surrounding neighborhoods (rezoning);*

Given the location of the proposed convenience store with fuel pumps within the existing Island Park Shopping Center parking field near the U.S. 41 frontage, there should be no impacts to surrounding neighbors. The nearest residential community is located to the southwest and the existing shopping center building is located between the convenience store and the residential community.

6. *Proximity to other similar centers (rezoning); and*

The redevelopment of the site is occurring along the U.S. 41 corridor which is primarily a commercially developed corridor. The site is presently zoned commercial and the underlying zoning permits a convenience store with fuel pumps.

7. *Environmental considerations (rezoning and development orders).*

The site is a redevelopment of a parcel previously developed as a drive through bank. There are no vegetative issues related to the site. The underground fuel tanks will be designed in compliance with mandated statutory standards for fuel facilities.

Lee Plan Policy 6.1.4 indicates that new commercial development should only be approved when compatible with surrounding development. The proposed redevelopment of what is essentially an outparcel to a community shopping center is compatible with surrounding development. The existing zoning permits a convenience store with up to 8 fuel pumps. The proposed convenience store will have up to 16 fuel pumps. The fuel pumps are oriented toward the U.S. 41 and are located in the farthest location on the property from the Timberwood Village community. The number of fuel pumps may permit a greater number of vehicles to fuel at one time; however, the site and surrounding roadways are not negatively impacted by the additional vehicles. The owner of the surrounding shopping center does not object to the proposed change in use. The Timberwood Village community located to the southwest should not have any impacts from the proposed convenience store with fuel pumps as it is separated from the outparcel by the existing parking field and shopping center building.

Lee Plan Policy 6.1.5 indicates that the LDC shall require that development be designed to protect the carrying capacity of roadways. The proposed facility will be interconnected to the existing shopping center drive aisles and will also share access points from U.S. 41 and Island Park Road. The TIS prepared for the project demonstrates that no roadway capacity issues result from the 16 fuel pump facility.

Lee Plan Policy 6.1.6 requires that commercial development provide appropriate buffers, open space and architectural elements to enhance the structure and blend in with surrounding development. The applicant has requested administrative deviations from the LDC buffer requirements as the site is a redevelopment of a former drive through bank which did not provide separate buffers adjacent to the existing shopping center drive aisles. The original bank was approved along with the shopping center in 1986 as a single development order and not internal buffers were required at that time. The existing mature buffers along both Island Park Road and U.S. 41 will provide adequate buffer external to the site.

Lee Plan Policy 6.1.7 prohibits strip development or sprawling development patterns. The proposed convenience/gas facility is a redevelopment of the property and will continue to share site infrastructure with parent shopping center tract. The redevelopment of the property will not promote strip development.

Lee Plan Policy 6.1.11 encourages the upgrading and revitalization of deteriorating commercial areas but prohibits redevelopment of commercial uses that are inappropriately located or that have an adverse impact on the area. The redevelopment of a new and modern convenience store with fuel pumps will be developed in accordance with the LDC, with the exception of the buffers which are being handled through the administrative process. The underlying zoning permits a convenience store with fuel pumps and the addition of 8 additional pumps will have no adverse impact on the area.

2. *Will protect, conserve or preserve environmentally critical and sensitive areas and natural resources, where applicable:*

The site has been previously developed and there are no environmentally sensitive areas or natural resources on the property.

3. *Will be compatible with existing and planned uses:*

The convenience food and beverage store with fuel pumps is a permitted use in the C-1 zoning district and has therefore been determined to be compatible with other permitted uses in the vicinity of the property. The increased number of fuel pumps proposed in this special exception application and minor modifications to the previously approved Special Exception will not be incompatible with the surrounding commercial land uses. Access changes to the site are proposed with the addition of a new right-in/right-out on U.S. 41. This new drive will relieve some congestion at the intersection of Island Park Road and U.S. 41.

4. *Will not be injurious to the neighborhood or detrimental to the public welfare:*

The convenience food and beverage store with 16 fuel pumps will not be injurious to the neighborhood or detrimental to the public welfare. The location is at the intersection of two major roadways, and nearby uses are commercial land uses. Redevelopment of the abandoned commercial property will be beneficial to the neighborhood.

5. *Will be in compliance with zoning regulations pertaining to the use and other applicable regulations.*

The development will be in compliance with all specific regulations applicable in Chapter 34 requirements for convenience food and beverage stores with fuel pumps, except for those administrative variances requested in ADD2022-00103 relating to buffers, parking and access due to the redevelopment of the outparcel.

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

TRAFFIC IMPACT STATEMENT

**7-Eleven at
Island Park Commercial Center
(Lee County, Florida)**

Revised October 15, 2023

Prepared by:

JMB TRANSPORTATION ENGINEERING, INC.
4711 7TH AVENUE SW
NAPLES, FLORIDA 34119

CERTIFICATE OF AUTHORIZATION No. 27830

(JMB PROJECT No. 220511 – FDOT TIS)

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Conclusions

Based upon the findings of this report, it was determined that the proposed 7-Eleven Gas-n-Convenience Store at Island Park Commercial Center will not significantly or adversely impact the surrounding road network or cause any roadways to operate below their adopted levels of services. It was verified that all roadways, within the project's area of impact, currently have a surplus of capacity and can accommodate the traffic associated with the gas-n-convenience store and the existing plus committed (E + C) road network will continue to operate at acceptable levels of service for project 2025 build-out traffic conditions, except for U.S. 41 (N. of Island Park Road) which has and adopted LOS standard of LOS D but is forecasted to operate at LOS E, regardless of the project's traffic.

Because 7-Eleven Gas-n-Convenience Store will not cause any transportation deficiencies to occur, the Developer will not be required to fund any off-site roadway improvements/mitigation, other than the payment of road impact fees, which will be used to fund a portion of the costs of area-wide improvements as set forth by Lee County's CIE and Long-Range Transportation Plan (LRTP). More specifically, the Developer will be required to pay for the project's portion of "consumed" capacity via payment of road impact fees. As set forth by Lee County's Impact Fee Ordinance, the fees are a pro rata assessment towards the funding of area-wide transportation improvements in order to support new growth. The amount of road impact fees paid per type of land use are determined via a "consumption-based impact fee approach", in which new development is charged based upon the proportion of vehicle-miles of travel (VMT) that each unit of new development is expected to consume of a lane mile of roadway network. The cost of consumed lane mile is based upon current roadway construction costs within Lee County. Therefore, the payment of road impact fees is the project's pro rata share of funding transportation improvements that are deemed necessary to support the demands generated by new growth.

Concurrency Review

U.S. 41 (S. of Island Park Road) is classified as a six-lane divided major arterial having an adopted performance standard of level of service LOS D. A maximum service volume capacity of 3,171 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, U.S. 41 will have a project build-out traffic demand of 2,840 vphpd and a v/c ratio of 0.90.

U.S. 41 (N. of Island Park Road) is classified as a six-lane divided major arterial having an adopted performance standard of level of service LOS D. A maximum service volume capacity of 3,171 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, U.S. 41 will have a project build-out traffic demand of 3,302 vphpd and a v/c ratio of 1.04.

Island Park Road is a two-lane collector having a level of service standard of LOS E and a maximum service volume capacity of 860 vph for the 100th highest hour peak direction. As determined, Island Park Road will have a project build-out traffic demand of 299

vphpd and a v/c ratio of 0.35. As such, this project will be consistent with the criteria of the Concurrency Management Policy.

Site-Related Roadway Improvements

The site is located within the Island Park Commercial Center which has one (1) full access and one (1) right-in/out access on Island Park Road and one (1) right-in/out and left-in access on U.S. 41. The project proposes to relocate the right-in/out access on Island Park Road and construct one (1) additional right-in/out access on U.S. 41.

Due to the site's location within the commercial center (i.e., northeast most outparcel), the site-generated trips are expected to use only the two (2) points of access on Island Park Road and the proposed right-in/out access on U.S. 41. The site plan and Figure 3 depict the access points that will serve this site. Figures 3 thru 6 depict the existing peak season 2023 and anticipated 2025 turning movements at the site's access points and at the intersection of Island Park Road and U.S. 41.

Site Access No. 1 – Full Access on Island Park Road

This is an existing shared-use and full access on Island Park Road that provides ingress/egress to Island Park Commercial Center. This site will only impact the westbound left-ingress turning movements which are accommodated by a previously constructed left turn lane. The left turn lane has been constructed to its maximum length and therefore no further improvements are required. An operational analysis of this intersection for 2023 peak season, 2025 background traffic and 2025 + project traffic was performed (refer to pages B1 thru B8 in Appendix). As determined the intersection will operate at acceptable levels of service at project build-out conditions and there is adequate turn lane storage to accommodate the traffic demand, which will ensure that there will not be a queueing conflict with the queueing needs of the eastbound approach at the intersection of U.S. 41 and Island Park Road

Site Access No. 2 – Right-in/out Access on Island Park Road

This is an existing driveway on Island Park Road that will be relocated further to the west. Because the relocated driveway will result in greater separation from the signalized intersection of Island Park Road and U.S. 41, and Lee County DOT staff indicated that the proposed relocation was desirable. Turn lane warrants for the right-ingress movements (refer to Figure 6 for turning movement volumes) were reviewed and it was determined that the turn lane will not be required. Because the current traffic demand at this right-in/out access is insignificant, only an operational analysis of this access for 2025 + project traffic was performed (refer to pages B9 thru B10 in Appendix). As determined, this right-in/out access will operate at acceptable levels of service for project build-out conditions and will not disrupt eastbound traffic flow along Island Park Road.

Site Access No. 3 - Right-in/out Access on U.S. 41

The project proposes to construct an additional shared-use right-in/out access on U.S. 41 and based upon Lee County and the Florida Department of Transportation's (FDOT) turn lane warrants, a right-ingress turn lane will be required. The site plan details the turn lane

design, which was conceptually approved by FDOT. The final design of the right turn lane will need to be reviewed, approved, and permitted by FDOT. An operational analysis of this access for 2025 + project traffic was performed (refer to pages B11 thru B12 in Appendix). As determined, this right-in/out access will not disrupt southbound traffic flow along U.S. 41.

Purpose of Report

The following report has been prepared pursuant to the criteria set forth by the Traffic Impact Statement Guidelines as set forth by the Lee County Government. This report provides an in-depth evaluation of the potential transportation related impacts which may occur as a result of constructing the 7-Eleven Gas-n-Convenience Store at Island Park Commercial Center.

Scope of Project

7-Eleven Gas-n-Convenience Store is a proposed gas-n-convenience store which will be constructed on the northeast most outparcel within the Island Park Commercial Center. The commercial center is located on the southeast corner of Island Park Road and U.S. 41 within Lee County, Florida. Project build-out is expected by the year 2024/2025.

Island Park Commercial Center has one (1) full access and one (1) right-in/out access on Island Park Road and one (1) right-in/out and left-in access on U.S. 41. The project proposes to relocate the right-in/out access on Island Park Road and construct one (1) additional right-in/out access on U.S. 41. The site plan and Figure 3 depict the access points that will serve this site.

Table A
Proposed Land Use

Land Use	Size Number of Fuel Positions
Gas-n-Convenience Store	4,939 s.f. 16 Fueling Positions

Project Generated Traffic

Traffic which can be expected to be generated by the project was estimated based upon the guidelines established by the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition. That is, historical traffic data collected at similar land uses was relied upon in estimating the project's traffic. In referencing the Trip Generation Manual, it was concluded that land use code Gas/Service Station w/ C-Market (LUC 945) was the most appropriate use in order to estimate the proposed site-generated trips. Note, trips were estimated based upon two methods which are the size of the c-store and the number of fueling positions and the greater of the two results were then used to assess the project's impacts. In this case, the size of the c-store resulted in a greater number of site-generated trips. The trips were also adjusted to account for new trips vs. pass-by generated trips.

Table B
Site-Generated Trips

	Daily Trips (ADT)	AM Peak Hour (vph)	PM Peak Hour (vph)
New Trips	3,423	199	172
Pass-by Trips	2,916	252	218
Total Trips	6,339	451	390

The report finds that the 7-Eleven Gas-n-Convenience Store will generate more than 100 new trip ends during the highest peak hour. As such, the Report investigated the traffic impacts associated with the project based upon the criteria set forth by the Lee County Traffic Impact Statement Guidelines for developments generating "more than 100 Trips".

Existing + Committed Roadway Conditions

U.S. 41 is a six-lane divided north/south arterial that is under the jurisdiction of the Florida Department of Transportation (FDOT). U.S. 41 has an adopted performance standard of level of service LOS D and a maximum service volume capacity of 3,171 vph for the 100th highest hour peak direction as set forth by the Lee County Concurrency Management Policy. Within proximity of the site, U.S. 41 has a posted speed limit of 45 MPH.

Island Park Road is a two-lane collector having a level of service standard of LOS E and a maximum service volume capacity of 860 vph for the 100th highest hour peak direction. Island Park Road has a posted speed limit of 35 MPH.

Project Generated Traffic Distribution

The project's traffic was distributed to the surrounding roadway network based upon logical means of ingress/egress, current and future traffic patterns in the area, and proximity of supporting land uses, such as business, retail and medical uses. Table 2 and Figure 2 provide a detail of the traffic distributions based on a percentage basis. Table 2 also depicts the project traffic assignment by volume. Figures 3 thru 6 provide a detail of the existing, 2025 background and 2025 background + project traffic turning movement volumes at the site's accesses on Island Park Road and U.S. 41.

Area of Significant Impact

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

Project Build-Out Conditions

In order to establish 2025 project build-out traffic conditions, the project traffic was added to the forecasted 2025 background build-out traffic volumes. The annual growth rate was established based upon historical data provided by the Lee County's Traffic Count Report for U.S.41 to be AGR= 2.76%. More specifically, the AADT along U.S. 41 (within proximity of the site) was 48,000 ADT in 2017 and 55,000 ADT in 2022, which yields an AGR= 2.75% (2017 thru 2022 ADT data are provided on page B32 in Appendix B). There is not historical data for Island Park Road and the land uses on both the east and west sides of U.S. 41 are mostly built-out, and therefore, an annual growth rate of 1.0% was applied to those associated traffic volumes. The established minimum growth rates were applied to the 100th highest hour traffic volumes published in the Lee County Concurrency Report. Table 3 provides a detail of the existing and 2025 background traffic conditions. Table 4 reflects the 2025 background plus project traffic

conditions. Table 4 describes the traffic volumes based upon the 100th highest hour peak direction demand for all roads under review, as well as the applicable level of service. As determined, all roadways will continue to operate at acceptable levels of service at project build-out conditions, except for U.S. 41 (N. of Island Park Road) which has and adopted LOS standard of LOS D but is forecasted to operate at LOS E, regardless of the project's traffic.

Concurrency Review

U.S. 41 (S. of Island Park Road) is classified as a six-lane divided major arterial having an adopted performance standard of level of service LOS D. A maximum service volume capacity of 3,171 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, U.S. 41 will have a project build-out traffic demand of 2,840 vphpd and a v/c ratio of 0.90.

U.S. 41 (N. of Island Park Road) is classified as a six-lane divided major arterial having an adopted performance standard of level of service LOS D. A maximum service volume capacity of 3,171 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, U.S. 41 will have a project build-out traffic demand of 3,302 vphpd and a v/c ratio of 1.04.

Island Park Road is a two-lane collector having a level of service standard of LOS E and a maximum service volume capacity of 860 vph for the 100th highest hour peak direction. As determined, Island Park Road will have a project build-out traffic demand of 299 vphpd and a v/c ratio of 0.35. As such, this project will be consistent with the criteria of the Concurrency Management Policy.

Site Access Evaluation

The site is located within the Island Park Commercial Center which has one (1) full access and one (1) right-in/out access on Island Park Road and one (1) right-in/out and left-in access on U.S. 41. The project proposes to relocate the right-in/out access on Island Park Road and construct one (1) additional right-in/out access on U.S. 41.

Due to the site's location within the commercial center (i.e., northeast most outparcel), the site-generated trips are expected to use only the two (2) points of access on Island Park Road and the proposed right-in/out access on U.S. 41. The site plan and Figure 6 depict the access points that will serve this site and the anticipated turning movement volumes.

Site Access No. 1 – Full Access on Island Park Road

This is an existing shared-use and full access on Island Park Road that provides ingress/egress to Island Park Commercial Center. This site will only impact the westbound left-ingress turning movements which are accommodated by a previously constructed left turn lane. On September 7, 2023, turning movement counts were obtained at the subject intersection, and a copy of the data has been provided in the

report's Appendix B (refer to pages B29 and B30). The traffic data was then adjusted to reflect peak season conditions, which was established based upon Lee DOT's permanent count station PCS 109 (refer to page B31 in Appendix B). More specifically, the seasonal adjustment for the month of September and March are 0.94 and 1.13, respectively; therefore, the applied seasonal adjustment was $(1.13/0.94)$ 1.20.

Using an annual growth rate of 1.0% for this intersection, the peak season 2025 background traffic and 2025 background + project turning movement demands were established. Figures 3 thru 6 depict the results of the turning movement demands.

An operational analysis of this intersection for 2023 peak season, 2025 background traffic and 2025 + project traffic was performed (refer to pages B1 thru B8 in Appendix). As determined the intersection will operate at acceptable levels of service at project build-out conditions and there is adequate turn lane storage to accommodate the traffic demand, which will ensure that there will not be a queueing conflict with the queueing needs of the eastbound approach at the intersection of U.S. 41 and Island Park Road

Site Access No. 2 – Right-in/out Access on Island Park Road

This is an existing driveway on Island Park Road that will be relocated further to the west. Because the relocated driveway will result in greater separation from the signalized intersection of Island Park Road and U.S. 41, and Lee County DOT staff indicated that the proposed relocation was desirable. Turn lane warrants for the right-ingress movements (refer to Figure 6 for turning movement volumes) were reviewed and it was determined that the turn lane will not be required. Because the current traffic demand at this right-in/out access is insignificant, only an operational analysis of this access for 2025 + project traffic was performed (refer to pages B9 thru B10 in Appendix). As determined, this right-in/out access will operate at acceptable levels of service for project build-out conditions and will not disrupt eastbound traffic flow along Island Park Road.

Site Access No. 3 - Right-in/out Access on U.S. 41

The project proposes to construct an additional shared-use right-in/out access on U.S. 41 and based upon Lee County and the Florida Department of Transportation's (FDOT) turn lane warrants, a right-ingress turn lane will be required. The site plan details the turn lane design, which was conceptually approved by FDOT. The final design of the right turn lane will need to be reviewed, approved, and permitted by FDOT. An operational analysis of this access for 2025 + project traffic was performed (refer to pages B11 thru B12 in Appendix). As determined, this right-in/out access will not disrupt southbound traffic flow along U.S. 41.

The following turn lane warrant analysis was performed for the project's access on Island Park Road and U.S. 41 pursuant to the guidelines set forth by the Lee County Turn Lane Policy.

Site Access No. 2 @ Island Park Road
Right Decel/Turn Lane Warrants - Collector

		<u>Yes</u>	<u>No</u>
IV.B.1.	Posted speed warrant is 35 MPH or greater	X	
IV.B.2	Right turn volume is equal to or greater than 45 vph and the AADT on collector is less than 6,000 vpd (Right turn volume is less than 45 vph)		X
IV.B.3.	Available Sight Distance (There are no sight distance constraints)		X
IV.B.4.	Traffic Signal Devices (There are no and will be no traffic signal devices)		X

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

Site Access No. 3 @ U.S. 41
Right Decel/Turn Lane Warrants - Arterial

		<u>Yes</u>	<u>No</u>
IV.A.			
1.	Posted speed limit of the arterial street is equal to or greater than thirty-five (35) mph (Posted speed limit is greater than 35 MPH)	X	
2.	Number of right turning movements from the arterial street is equal to or greater than thirty (30) during either the A.M. or P.M. peak hour of the arterial street or the peak hour of the development when the arterial street AADT is less than 6,000 vpd or equal to or greater than twenty (20) vph during either the A.M. or P.M. peak hour of the arterial street or peak hour of the development when the arterial street AADT is equal to or greater than 6,000 vpd. (Right turn volume is greater than 20 vph)	X	
3.	Available Sight Distance of a right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in Table A-I for the design speed of the arterial street. (There are no sight distance constraints)		X
4.	Arterial Street has been designated as a controlled access facility by the BOCC. (The road is not a controlled access facility)		X
5.	Traffic Control of the intersecting street or access point connection is a traffic signal or is anticipated to meet MUTCD traffic signal warrants by the build-out year.		

6. It is determined by the Lee County Department of Transportation or Department of Community Development that a turn lane is required for the health, safety, and welfare of the road users.

X

Two or more left turn lane warrants satisfied: Yes

Off-Site Intersection Evaluation

At the request of the Florida Department of Transportation (FDOT), an operational analysis was performed for the intersection of Island Park Road and U.S. 41 based upon 2023 existing peak season, 2025 background peak season and 2025 background peak season + project traffic conditions.

The subject intersection is a 4-way configuration that maintains traffic control via a signal. The primary movement is north/south traffic flow (i.e., U.S. 41) and the side street approach is from Island Park Road (west side) and from an interconnecting commercial-use frontage road (east side).

On September 7, 2023, turning movement counts were obtained at the subject intersection, and a copy of the traffic data has been provided in the report's Appendix B (refer to pages B25 and B28). Also, the intersection's traffic signal timings and Lee Traffic Op's description of the signal operation is included in the report's appendix (refer to pages B33 and B36 in Appendix B).

The traffic data was adjusted to reflect peak season conditions, which was established based upon Lee DOT's permanent count station PCS 109 (refer to page B31 in Appendix B). More specifically, the seasonal adjustment for the month of September and March are 0.94 and 1.13, respectively. Therefore, the applied seasonal adjustment was $(1.13/0.94)$ 1.20. The results of the seasonal adjustment are provided on pages B33 and B36 in Appendix B and summarized on Figures 3 thru 6.

In order to forecast future background traffic demands at the subject intersection, an annual growth rate was established based upon historical data provided by the Lee County's Traffic Count Report for U.S.41 to be AGR= 2.76%. More specifically, the AADT along U.S. 41 (within proximity of the site) was 48,000 ADT in 2017 and 55,000 ADT in 2022, which yields an AGR= 2.75% (2017 thru 2022 ADT data are provided on page B32 in Appendix B). There is not historical data for Island Park Road and the land uses on both the east and west sides of U.S. 41 are mostly built-out, and therefore, an annual growth rate of 1.0% was applied to those associated traffic volumes. In order to establish 2025 project build-out traffic conditions, the project traffic was added to the forecasted 2025 background build-out traffic volumes. Refer to Figures 3 thru 6 as well as pages B25 thru B28 within Appendix B). The results of the forecasted traffic demands are provided on pages B33 and B36 in Appendix B as well as summarized on Figures 3 thru 6.

An operational intersection analysis was performed for the intersection of Island Park Road and U.S. 41 based upon the guidelines set forth by the Highway Capacity Manual (HCM) and using the supportive Synchro Software. The intersection's traffic signal timings and operation were provided by Lee County Op's (refer to pages B33 thru B6 within Appendix B). The results of the intersection analyses are provided in Appendix B (refer to pages B13 thru B24) and the results are summarized on page B2. As determined, the signalized intersection currently operates at acceptable levels of service and will continue to do so at project build-out. It should also be noted that the results of the analyses are based upon the highest peak demand month (March) of the year, which is a greater demand than 100th highest hour results. The report concludes that there is adequate turn lane storage provided for those turning movements impacted by the project and intersection improvements/modifications are not warranted.

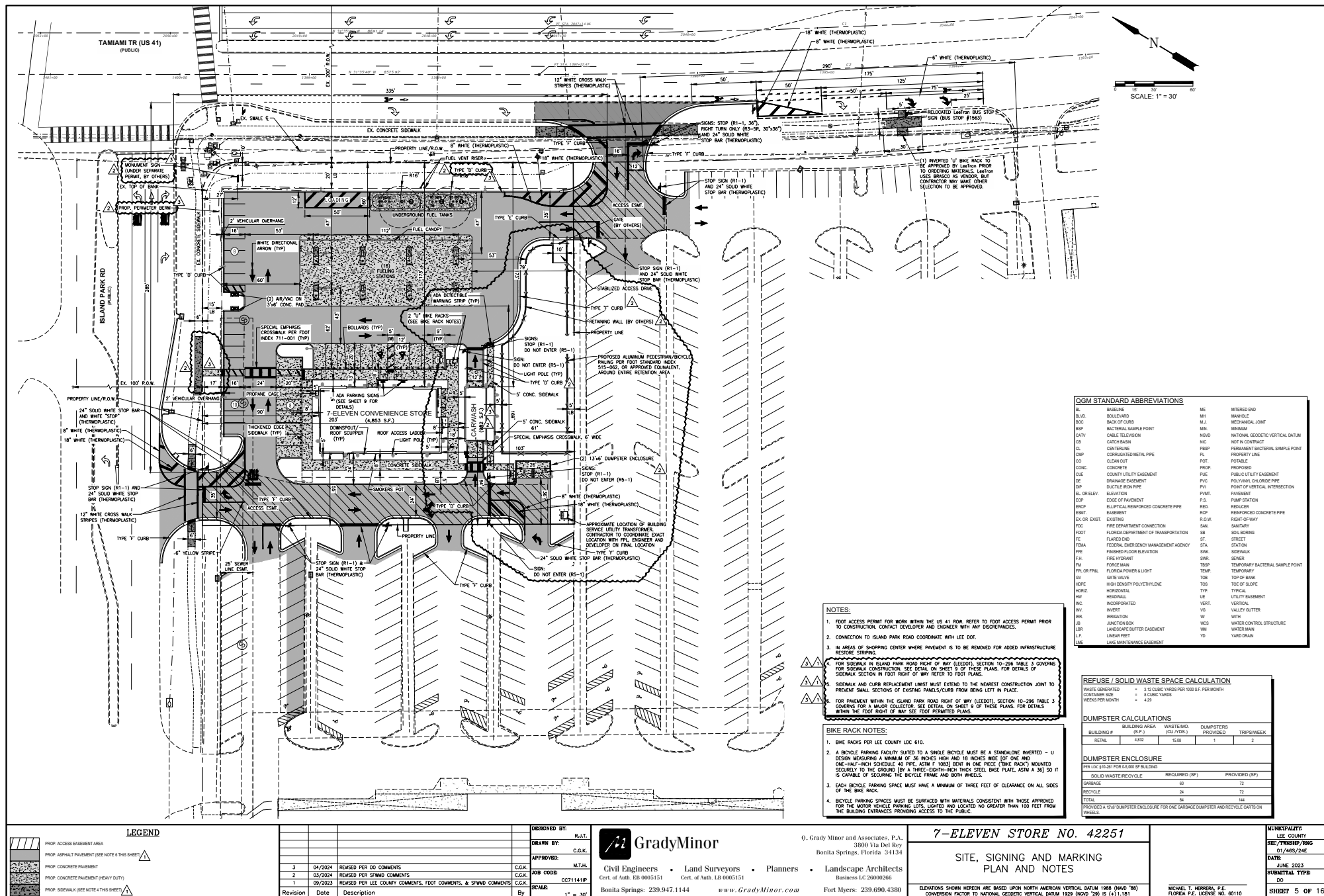
APPENDIX A

Site Plan

Tables 1 thru 4

Figures 1 thru 6

Support Documents



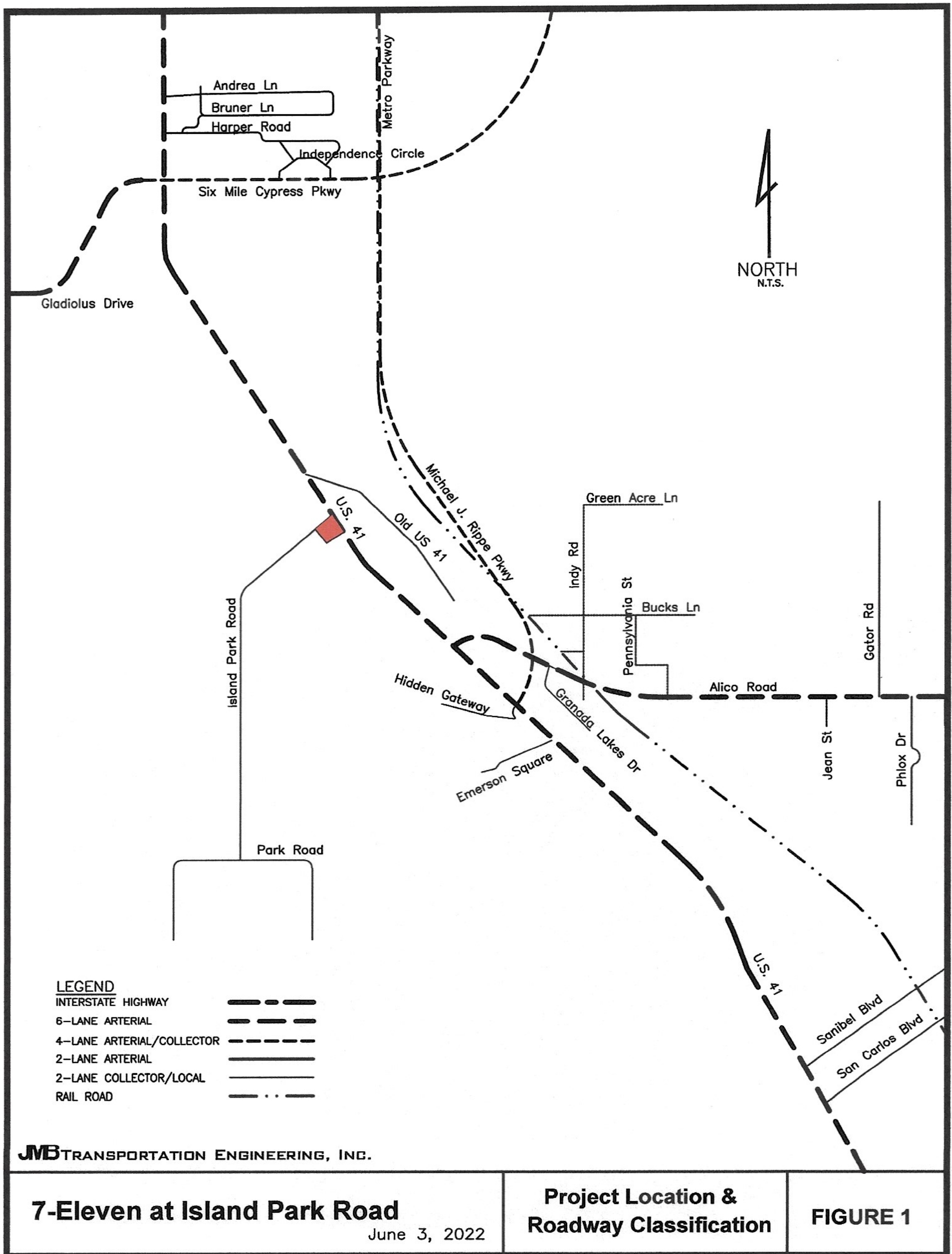


TABLE 1
TRIP GENERATION COMPUTATIONS
7-Eleven at Island Park Road

Land Use

<u>Code</u>	<u>Land Use Description</u>	<u>Build Schedule</u>
945	Gas/Service Station w/ C- Market	16 Fuel Positions
945	Gas/Service Station w/ C- Market	4,939 s.f.

Land Use

<u>Code</u>	<u>Trip Period</u>	<u>Trip Generation Equation (Based upon Fuel Positions)</u>	<u>Total Trips</u>	<u>Trips Enter/Exit</u>
LUC 945	Daily Traffic (ADT) =	$T=257.13(X) =$	4,114 ADT	
	AM Peak Hour (vph) =	$T= 27.04(X)=$	433 vph	216 / 216 vph
		50% Enter/ 50% Exit =		
	PM Peak Hour (vph) =	$T=22.76(X) =$	364 vph	182 / 182 vph
		50% Enter/ 50% Exit =		
Pass-by Trips per ITE= 56%			46% Daily Pass-by Rate	
			56% AM & PM Pass-by Rate	
		Pass-by Daily Traffic (ADT) =	1,892 ADT	
		Pass-by AM Peak Hour (vph) =	242 vph	121 / 121 vph
		Pass-by PM Peak Hour (vph) =	204 vph	102 / 102 vph

		New Daily Traffic (ADT) =	2,222 ADT	
		New AM Peak Hour (vph) =	190 vph	95 / 95 vph
		New PM Peak Hour (vph) =	160 vph	80 / 80 vph

Land Use

<u>Code</u>	<u>Trip Period</u>	<u>Trip Generation Equation (Based upon Square Feet)</u>	<u>Total Trips</u>	<u>Trips Enter/Exit</u>
LUC 945	Daily Traffic (ADT) =	$T=1,283.38 (X) =$	6,339 ADT	
	AM Peak Hour (vph) =	$T=91.35(X) =$	451 vph	226 / 225 vph
		50% Enter/ 50% Exit =		
	PM Peak Hour (vph) =	$T=78.95(X) =$	390 vph	195 / 195 vph
		50% Enter/ 50% Exit =		

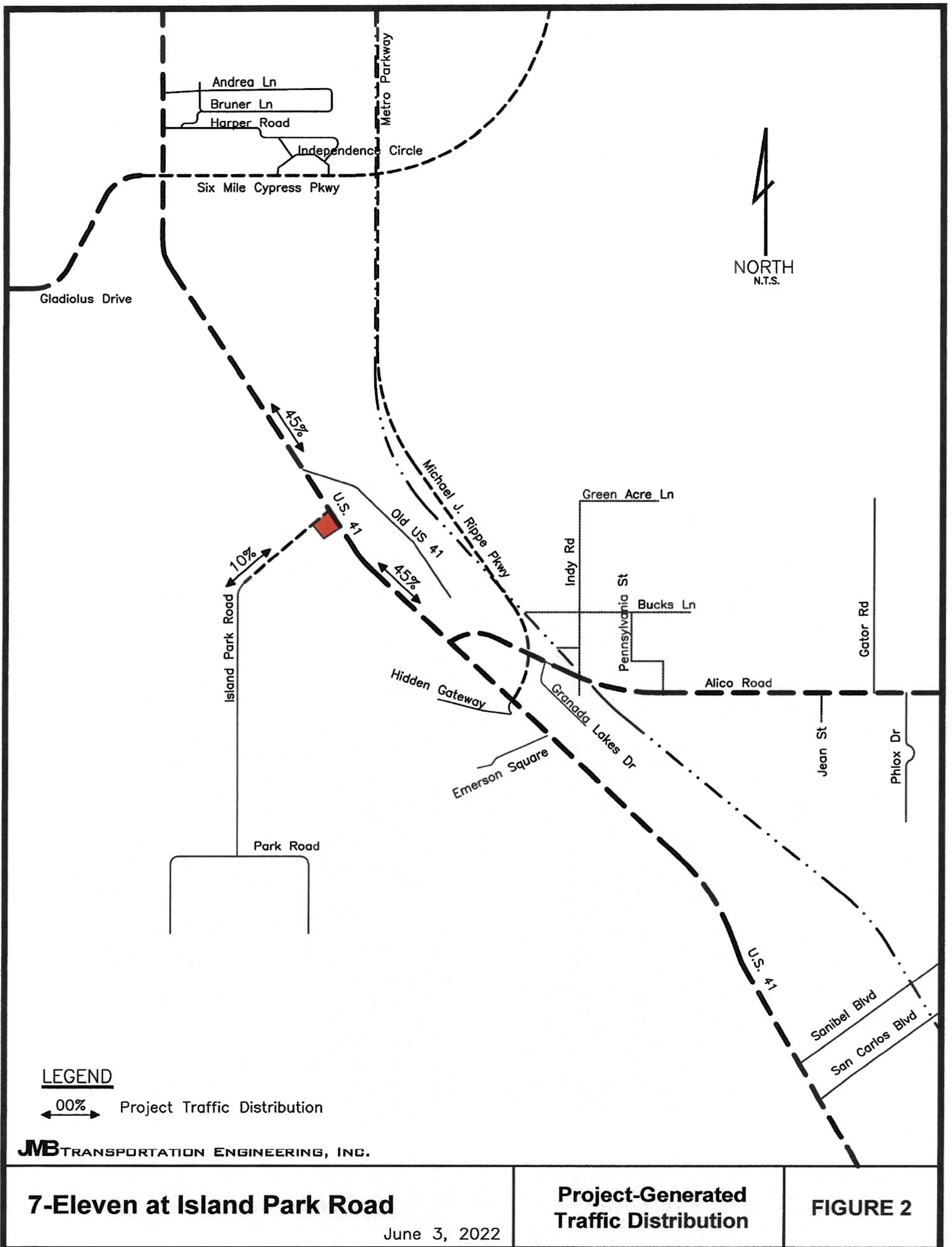
Pass-by Trips per ITE= 56%

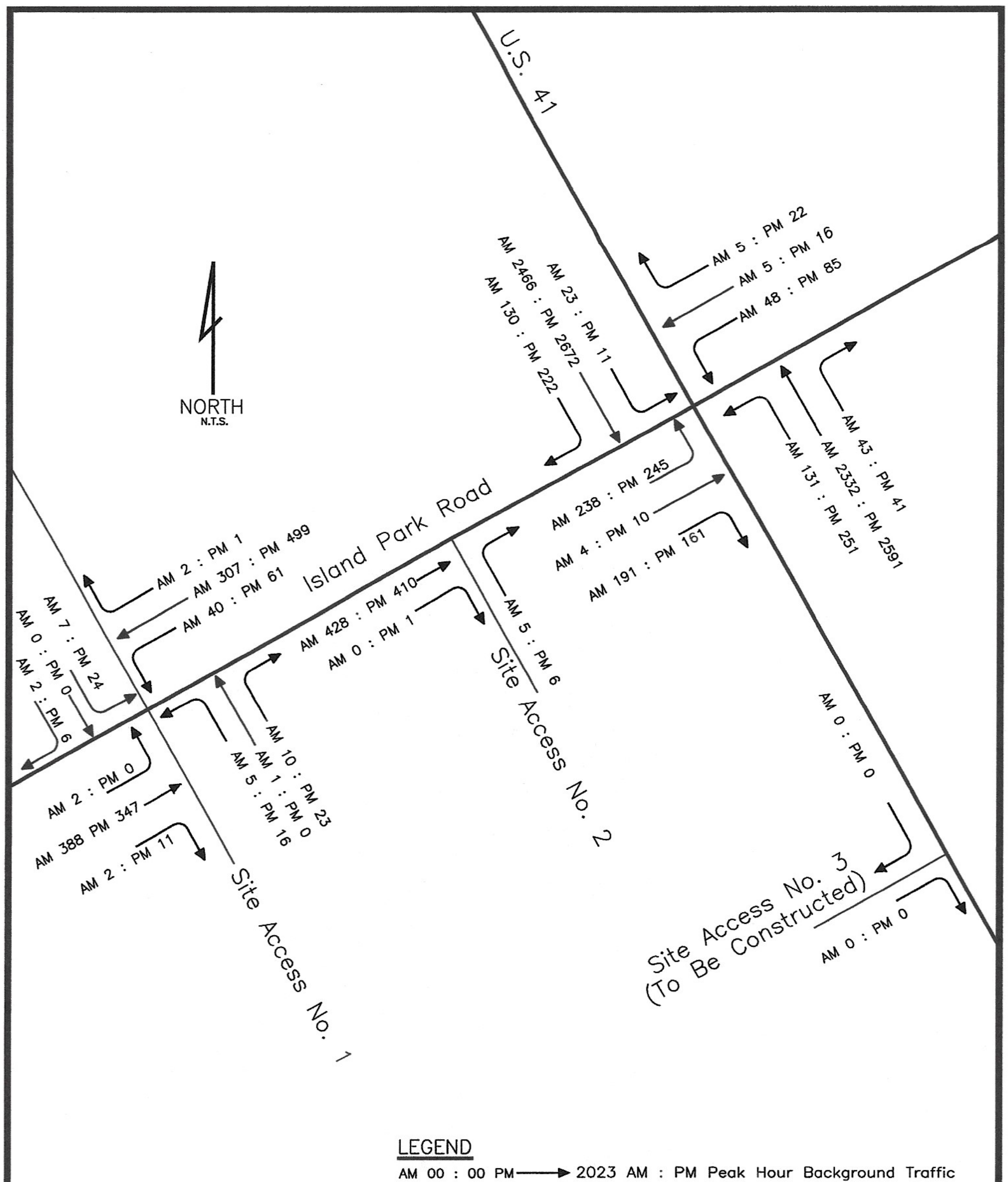
46% Daily Pass-by Rate

56% AM & PM Pass-by Rate

Pass-by Daily Traffic (ADT) =	2,916 ADT	
Pass-by AM Peak Hour (vph) =	252 vph	126 / 126 vph
Pass-by PM Peak Hour (vph) =	218 vph	109 / 109 vph

New Daily Traffic (ADT) =	3,423 ADT	
New AM Peak Hour (vph) =	199 vph	100 / 99 vph
New PM Peak Hour (vph) =	172 vph	86 / 86 vph





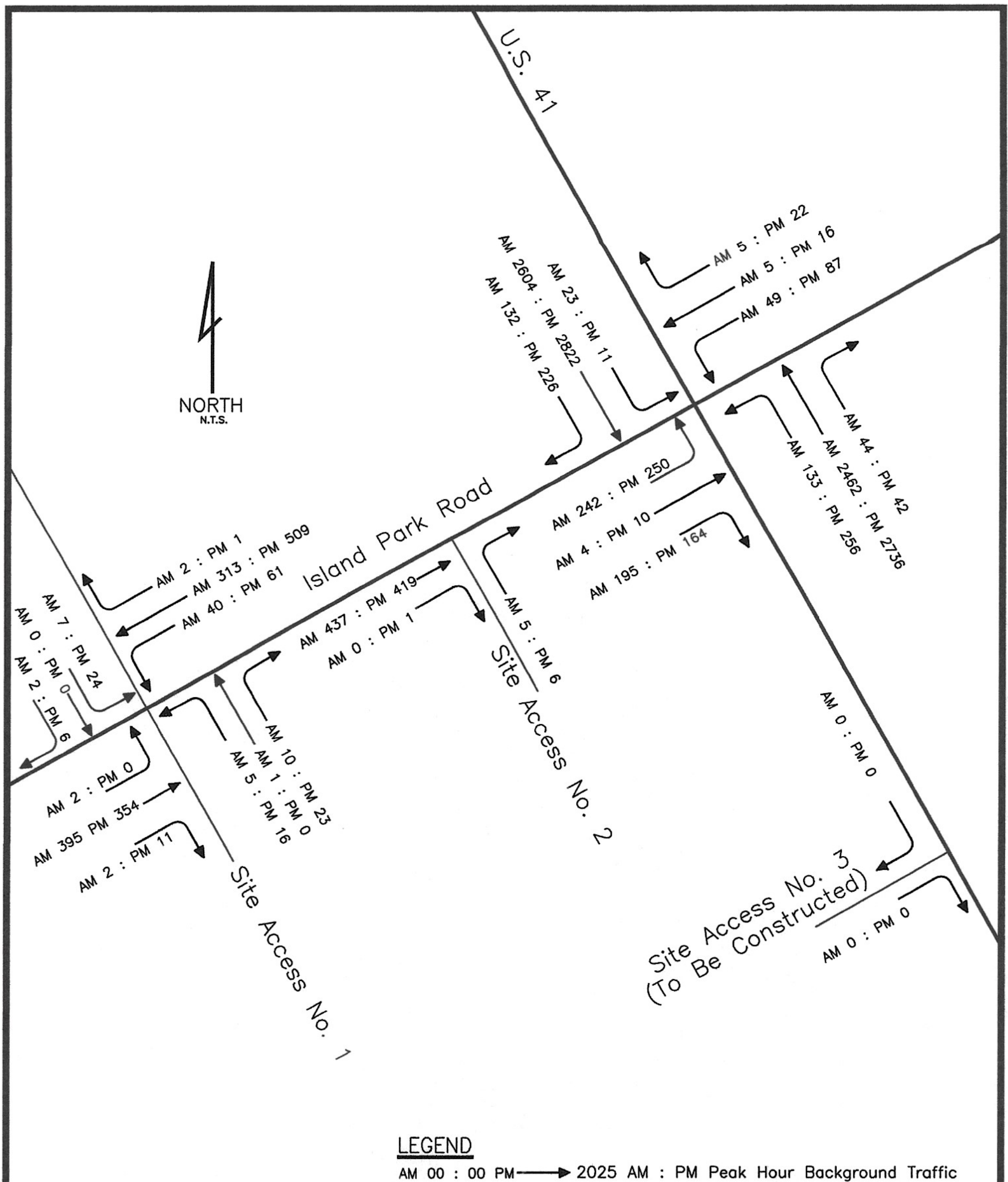
JMB TRANSPORTATION ENGINEERING, INC.

7-Eleven at Island Park Road

September 23, 2023

**2023 Background
Traffic**

FIGURE 3



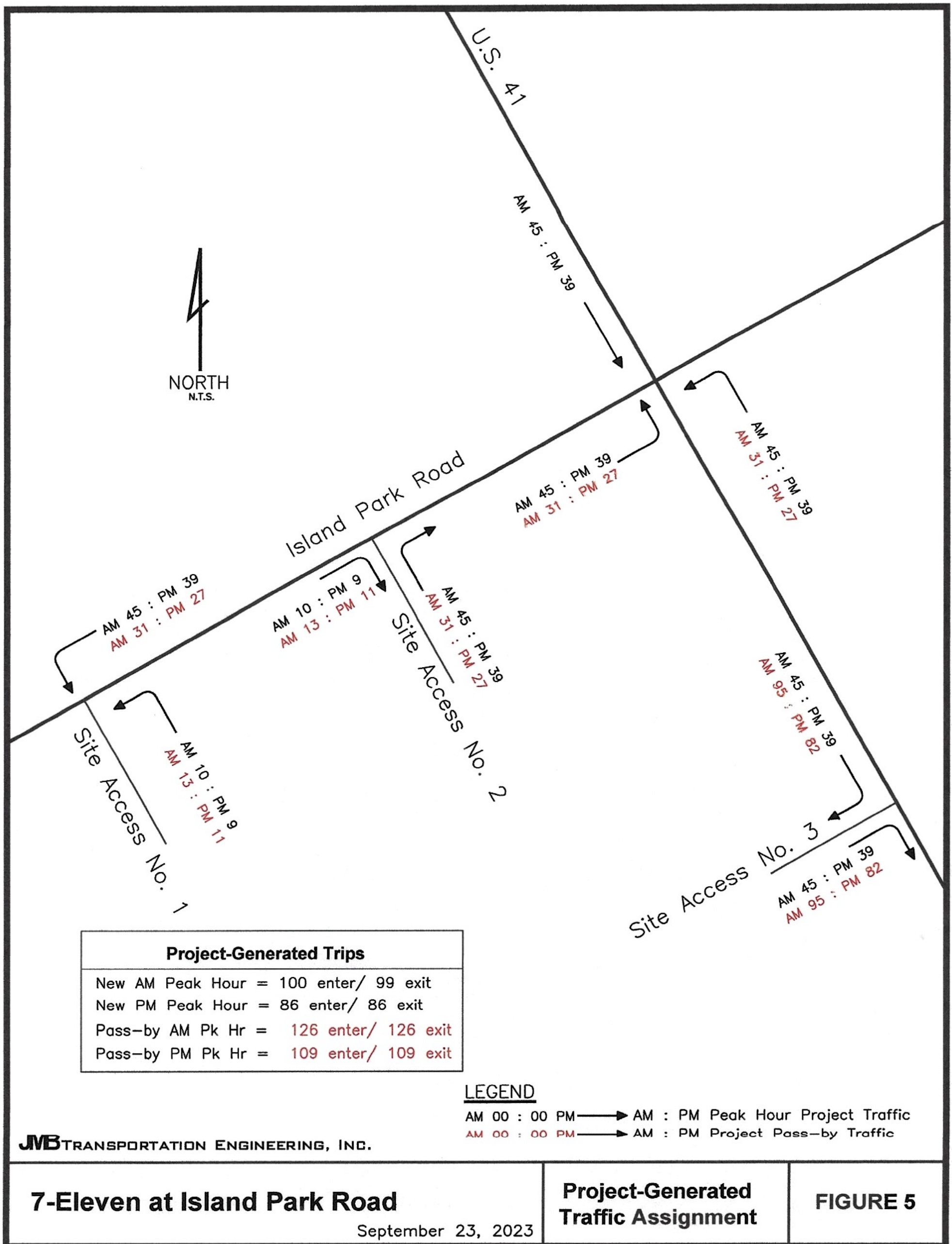
JMB TRANSPORTATION ENGINEERING, INC.

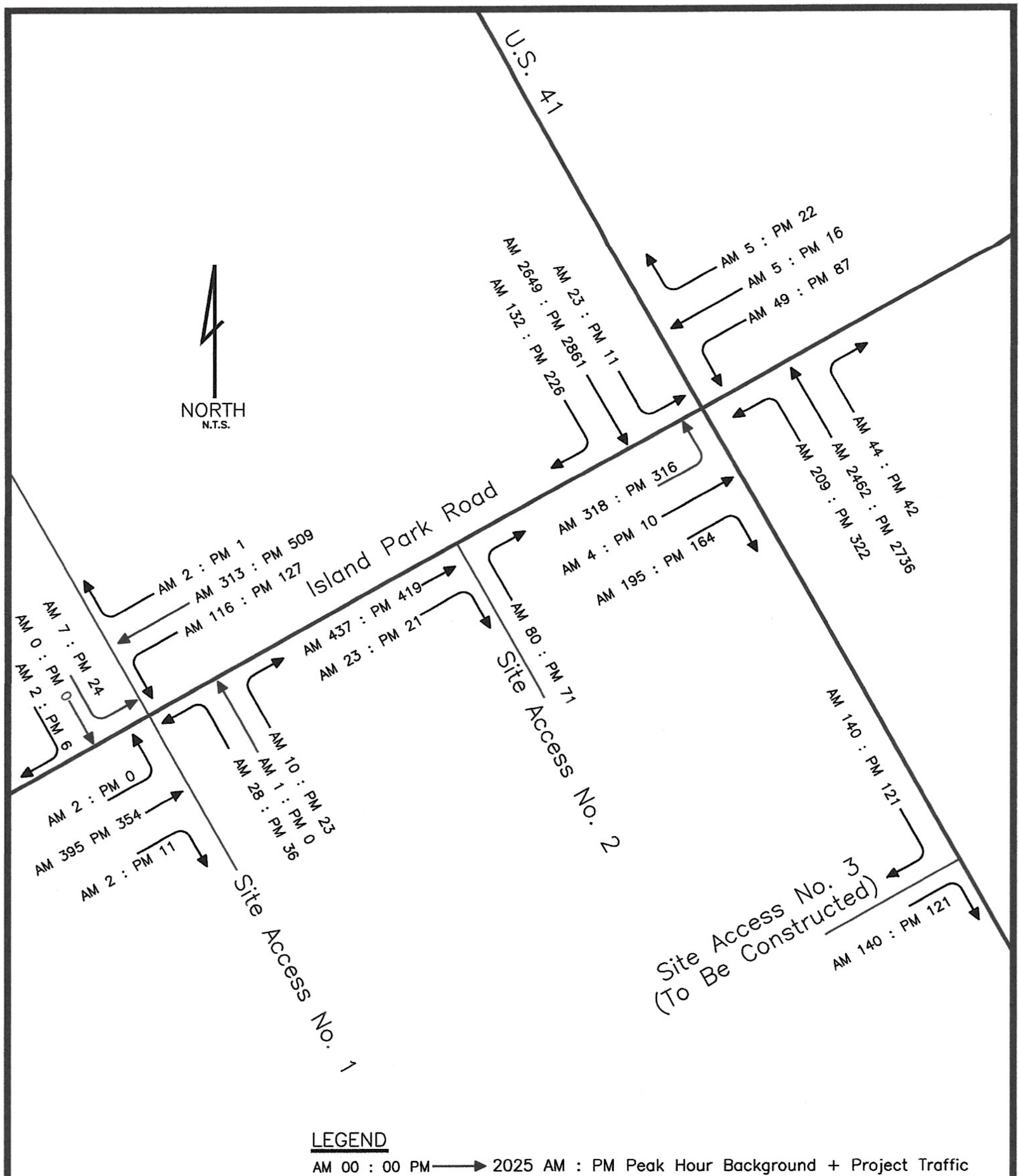
7-Eleven at Island Park Road

September 23, 2023

2025 Background
Traffic

FIGURE 4





JMB TRANSPORTATION ENGINEERING, INC.

7-Eleven at Island Park Road

September 23, 2023

2025 Background
+ Project Traffic

FIGURE 6

TABLE 2
PROJECT'S AREA OF IMPACT

Project Traffic Peak Hour Peak Direction (vphpd) =
(Proposed New Trips)

100

		<u>Road Class</u>	<u>Project Traffic % Distribution</u>	<u>Project Traffic PK Direction Volume (vph)</u>	<u>LOS "C" Service Volume Pk Direction (vphpd)</u>	<u>Project's Percentage Impact</u>	<u>Significant Impact</u>	<u>Adopted Service Volume Pk Direction (vphpd)</u>
Island Park Road	W. of U.S. 41	2LU	45%	45	550	8.18%	NO	860
U.S. 41	Sanibel Blvd to Alico Rd	6LD	35%	35	3171	1.1%	NO	3171
	Alico Rd to Island Park	6LD	45%	45	3171	1.4%	NO	3171
	Island Park to Briarcliff	6LD	45%	45	3171	1.4%	NO	3171

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**TABLE 3
ROADWAY LINK VOLUMES**

		Base Year	2022	Years of	Growth	Min. Growth Rate	2022	2023	2025
		Traffic Count (ADT)	Traffic Count (ADT)				Peak Hour PK Direction (VPHPD)	Peak Hour PK Direction (VPHPD)	Peak Hour PK Direction (VPHPD)
Island Park Road	W. of U.S. 41	N/A	N/A	N/A	N/A	1.00%	247	249	254
U.S. 41	S. of Hickory	48000	55000	5	2.76%	2.76%	3002	3085	3257
	Sanibel Blvd to Alico Rd	N/A	N/A	N/A	N/A	2.76%	2576	2647	2795
	Alico Rd to Island Park	N/A	N/A	N/A	N/A	2.76%	2576	2647	2795
	Island Park to Briarcliff	N/A	N/A	N/A	N/A	2.76%	3002	3085	3257

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TABLE 4
CONCURRENCY ROADWAY LINK VOLUME & CAPACITY ANALYSIS

		2023	2023	2025	2025	Project	2025	LOS E		2025
		Peak Hour	Peak Hour	Peak Hour	Peak Hour	Peak Hour	Total Pk Hr	Service Vol.		Build-Out
		PK Direction	PK Direction	PK Direction	PK Direction	PK Direction	Peak Season	Peak Hour		Peak Hour
		<u>(vphpd)</u>	<u>LOS</u>	<u>(vphpd)</u>	<u>LOS</u>	<u>(vphpd)</u>	<u>(vphpd)</u>	<u>(vphpd)</u>	<u>v/c</u>	<u>LOS</u>
									<u>Ratio</u>	
Island Park Road	W. of U.S. 41	249	C	254	C	45	299	860	0.35	C
U.S. 41	Sanibel Blvd to Alico Rd	2647	C	2795	D	35	2830	3171	0.89	D
	Alico Rd to Island Park	2647	C	2795	D	45	2840	3171	0.90	D
	Island Park to Briarcliff	3085	D	3257	E	45	3302	3171	1.04	E

All

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

Table 21 b) 3 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	
14450	ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	M. Art	4LD	E	2,000	B	629	0.31	B	661	0.33	*
10200	EVERGREEN RD	US 41	BUS 41	Maj. Col	2LN	E	860	C	100	0.12	C	116	0.13	old count projection
10300	FIDDLESTICKS BLVD	GUARDHOUSE	DANIELS PKWY	Maj. Col	2LN	E	860	C	340	0.40	C	358	0.42	
10400	FOWLER ST	US 41	N AIRPORT RD	P. Art	6LD	E	2,300	D	1,308	0.57	D	1,375	0.60	
10500	FOWLER ST	N AIRPORT RD	COLONIAL BLVD	P. Art	6LD	E	2,300	D	1,565	0.68	D	1,644	0.71	
10800	GASPARILLA BLVD	FIFTH ST	COUNTY LINE	Maj. Col	2LN	E	860	C	231	0.27	C	258	0.30	Constrained*
	GATEWAY BLVD	GATEWAY LAKES BLVD	SR82	M. Art	2LN	E	860	C	505	0.59	C	531	0.62	Old Count
	GATEWAY BLVD	DANIELS PKWY	GATEWAY LAKES BLVD	M. Art	4LD	E	1,790	C	1,233	0.69	C	1,296	0.72	
10900	GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	P. Art	4LD	E	1,840	C	528	0.29	C	555	0.30	
11000	GLADIOLUS DR	PINE RIDGE RD	BASS RD	P. Art	4LD	E	1,840	C	1,149	0.62	C	1,284	0.70	
11100	GLADIOLUS DR	BASS RD	WINKLER RD	P. Art	6LD	E	2,780	C	1,149	0.41	C	1,208	0.43	
11200	GLADIOLUS DR	WINKLER RD	SUMMERLIN RD	P. Art	6LD	E	2,780	B	1,149	0.41	B	1,208	0.43	
11300	GLADIOLUS DR	SUMMERLIN RD	US 41	P. Art	6LD	E	2,780	C	2,227	0.80	C	2,340	0.84	
11400	GREENBRIAR BLVD	RICHMOND AVE	JOEL BLVD	Min. Col	2LN	E	860	C	72	0.08	C	76	0.09	*
11500	GUNNERY RD	SR 82	LEE BLVD	P. Art	4LD	E	1,920	B	1,427	0.74	B	1,522	0.79	
11600	GUNNERY RD	LEE BLVD	BUCKINGHAM RD	P. Art	2LN	E	1,020	C	777	0.76	C	912	0.89	
11700	HANCOCK BRIDGE PKWY	DEL PRADO BLVD	NE 24TH AVE	P. Art	4LD	E	1,880	B	1,082	0.58	B	1,138	0.61	
11800	HANCOCK BRIDGE PKWY	NE 24TH AVE	ORANGE GROVE BLVD	P. Art	4LD	E	1,880	B	1,362	0.72	B	1,432	0.76	
11900	HANCOCK BRIDGE PKWY	ORANGE GROVE BLVD	MOODY RD	P. Art	4LD	E	1,880	B	1,356	0.72	B	1,425	0.76	
12000	HANCOCK BRIDGE PKWY	MOODY RD	US 41	P. Art	4LD	E	1,880	B	1,356	0.72	B	1,425	0.76	
12100	HART RD	SR 78	TUCKER LANE	Min. Col	2LN	E	860	C	337	0.39	C	354	0.41	*
12200	HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	M. Art	2LN	E	890	E	554	0.62	E	582	0.65	Constrained*
12300	HICKORY BLVD	McLAUGHLIN BLVD	MELODY LANE	M. Art	2LN	E	890	E	554	0.62	E	582	0.65	Constrained*
12400	HICKORY BLVD	MELODY LANE	ESTERO BLVD	M. Art	2LN	E	890	E	554	0.62	E	582	0.65	Constrained*
12480	HOMESTEAD RD	SR 82	MILWAUKEE BLVD	M. Art	2LN	E	1,010	D	517	0.51	E	687	0.68	*
12490	HOMESTEAD RD	MILWAUKEE BLVD	SUNRISE BLVD	M. Art	2LN	E	1,010	D	517	0.51	E	687	0.68	*
12500	HOMESTEAD RD	SUNRISE BLVD	LEELAND HEIGHTS	M. Art	4LN	E	1,960	C	517	0.26	C	687	0.35	4 lane under construction
12600	HOMESTEAD RD	LEELAND HEIGHTS	LEE BLVD	M. Art	4LN	E	1,960	D	1,249	0.64	D	1,345	0.69	
31800	I-75	BONITA BEACH RD	CORKSCREW RD	State	6LF	D	5,620	D	5,608	1.00	F	6,508	1.16	State Performance Standard is D
31900	I-75	CORKSCREW RD	ALICO RD	State	6LF	D	5,620	E	5,816	1.03	F	6,656	1.18	
32000	I-75	ALICO RD	DANIELS PKWY	State	6LF	D	6,620	E	6,038	0.91	E	6,636	1.00	
32100	I-75	DANIELS PKWY	COLONIAL BLVD	State	6LF	D	5,620	D	5,063	0.90	E	5,849	1.04	
32300	I-75	M.L.K.(SR 82)	LUCKETT RD	State	6LF	D	5,620	D	5,297	0.94	E	5,947	1.06	
32400	I-75	LUCKETT RD	SR 80	State	6LF	D	6,620	C	5,063	0.76	C	5,627	0.85	
32500	I-75	SR 80	SR 78	State	6LF	D	6,620	B	3,557	0.54	B	3,993	0.60	
32600	I-75	SR 78	COUNTY LINE	State	6LF	C	4,670	B	3,241	0.69	C	3,572	0.76	
	I-75	COLONIAL BLVD	M.L.K.(SR 82)	State	6LF	D	5,620	C	4,788	0.85	D	4,936	0.88	
12700	IDLEWILD ST	METRO PKWY	RANCHETTE RD	Maj. Col	2LN	E	860	C	201	0.23	C	212	0.25	
13000	IMMOKALEE RD (SR 82)	E OF COLONIAL BLVD	GATEWAY BLVD	State	6LD	D	3,171	C	1,892	0.60	C	2,444	0.77	
13100	IMMOKALEE RD (SR 82)	GATEWAY BLVD	GUNNERY RD	State	6LD	D	3,171	C	1,362	0.43	C	1,779	0.56	
13200	IMMOKALEE RD (SR 82)	GUNNERY RD	ALABAMA RD	State	6LD	D	4,920	B	1,326	0.27	B	1,619	0.33	
13300	IMMOKALEE RD (SR 82)	ALABAMA RD	BELL BLVD	State	4LD	D	3,280	B	750	0.23	B	926	0.28	
13400	IMMOKALEE RD (SR 82)	BELL BLVD	COUNTY LINE	State	4LD	D	3,280	B	707	0.22	B	871	0.27	
13500	IMPERIAL PKWY	COLLIER COUNTY LINE	BONITA BEACH RD	P. Art	4LD	E	1,920	B	1,080	0.56	B	1,135	0.59	
13550	IMPERIAL PKWY	E TERRY ST	COCONUT RD	Controlled xs	4LD	E	1,920	B	730	0.38	B	767	0.40	
13600	IONA RD	DAVIS RD	McGREGOR BLVD	Maj. Col	2LN	E	860	C	384	0.45	C	463	0.54	*
13700	ISLAND PARK RD	PARK RD	US 41	Maj. Col	2LN	E	860	C	79	0.09	C	210	0.24	
13800	JOEL BLVD	ALEX GRAHAM BELL BLVD	18TH ST	P. Art	4LN	E	2,120	B	614	0.29	B	824	0.39	Joel Blvd CPD

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

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	TERMMIAL 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 TAMIAMI TR)	LITTLETON RD	BUS 41	State	4LD	D	2,100	C	1,087	0.52	C	1,263	0.60	
31500	US 41 (N TAMIAMI TR)	BUS 41	DEL PRADO BLVD	State	4LD	D	2,100	C	1,087	0.52	C	1,263	0.60	
31600	US 41 (N TAMIAMI TR)	DEL PRADO BLVD	CHARLOTTE CO. LINE	State	4LD	D	2,100	C	1,577	0.75	C	1,885	0.90	
29800	US 41 (S TAMIAMI TR)	OLD 41	CORKSCREW RD	State	6LD	D	3,171	C	2,342	0.74	C	2,616	0.82	
29900	US 41 (S TAMIAMI TR)	CORKSCREW RD	SANIBEL BLVD	State	6LD	D	3,171	C	2,294	0.72	C	2,767	0.87	
30000	US 41 (S TAMIAMI TR)	SANIBEL BLVD	ALICO RD	State	6LD	D	3,171	C	2,576	0.81	C	3,011	0.95	
30100	US 41 (S TAMIAMI TR)	ALICO RD	ISLAND PARK RD	State	6LD	D	3,171	C	2,576	0.81	C	3,011	0.95	
30200	US 41 (S TAMIAMI TR)	ISLAND PARK RD	BRIARCLIFF RD	State	6LD	D	3,171	C	3,002	0.95	F	3,356	1.06	

County-Maintained Collector Roadway - Unincorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County Maintained Controlled Access Aterial Facility

County-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Expressway

County-Maintained Arterial Roadway - Incorporated Lee County

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

APPENDIX B

TRAFFIC IMPACT STATEMENT

**7-Eleven at
Island Park Commercial Center
(Lee County, Florida)**

October 15, 2023

Prepared by:

JMB TRANSPORTATION ENGINEERING, INC.
4711 7TH AVENUE SW
NAPLES, FLORIDA 34119

CERTIFICATE OF AUTHORIZATION No. 27830

(JMB PROJECT NO. 220511 - FDOT TIS)

**Peak Hour Intersection Delay Summary
@ Site Access Connections
7-Eleven at Island Park Road**

Intersection/Movement		Time Period (Peak Hour)	Existing 2023 Conditions		Projected 2025 Background Conditions		Projected 2025 Background + Project Traffic Conditions	
			V/C	LOS	V/C	LOS	V/C	LOS
Site Access No. 1 / Island Park Rd	NB	AM	0.037	B	0.038	B	0.149	C
		PM	0.1	B	0.101	B	0.228	C
	SB	AM	0.033	C	0.033	C	0.046	C
		PM	0.161	D	0.166	D	0.217	E
	WBL	AM	0.038	A	0.039	A	0.112	A
		PM	0.057	A	0.057	A	0.119	A
	EBL	AM	0.002	A	0.002	A	0.002	A
		PM	0.0	A	0.0	A	0.0	A
Site Access No. 2 / Island Park Rd	NBR	AM	0.007	B	0.008	B	0.136	B
		PM	0.008	B	0.01	B	0.119	B
Site Access No. 2 / Island Park Rd	EBR	AM	N/A				1.585	F
		PM					1.686	F

**Maximum 95th Percentile Queue Summary
7-Eleven at Island Park Road**

Intersection	Approach	Existing 2023 Conditions	Projected 2025 Background Conditions	Projected 2025 Background + Project Traffic Conditions
US 41/ Island Park Rd	EBL	AM = 209 ft PM = 212 ft	AM = 213 ft PM = 217 ft	AM = 330 ft PM = 301 ft
	NBL	AM = 127 ft PM = 267 ft	AM = 130 ft PM = 273 ft	AM = 237 ft PM = 371 ft
Site Access No. 1 / Island Park Rd	NB	AM = 0.1 veh PM = 0.3 veh	AM = 0.1 veh PM = 0.3 veh	AM = 0.5 veh PM = 0.9 veh
	WBL	AM = 0.1 veh PM = 0.2 veh	AM = 0.1 veh PM = 0.2 veh	AM = 0.4 veh PM = 0.4 veh
Site Access No. 2 / Island Park Rd	NBR	AM = 0.0 veh PM = 0.0 veh	AM = 0.0 veh PM = 0.0 veh	AM = 0.5 veh PM = 0.4 veh
Site Access No. 3 / Island Park Rd	EBR	N/A		AM = 11.8 veh PM = 11.1 veh

*Queue summary only for those turning movements that will be utilized by the proposed project.

Peak Hour Intersection Delay Summary
US 41 @ Island Park Rd
7-Eleven at Island Park Road

Intersection		Time Period (Peak Hour)	Existing 2023 Conditions		Projected 2025 Background Conditions		Projected 2025 Background + Project Traffic Conditions	
			V/C	LOS	V/C	LOS	V/C	LOS
US 41/ Island Park Rd	EBL	AM	0.80	F	0.80	F	1.00	F
		PM	0.77	F	0.78	F	0.91	F
	EBT	AM	0.02	E	0.02	E	0.02	E
		PM	0.06	E	0.06	E	0.05	E
	EBR	AM	0.70	C	0.71	C	0.69	C
		PM	0.57	B	0.58	B	0.55	B
	WB	AM	0.77	F	0.78	F	0.78	F
		PM	1.28	F	1.31	F	1.31	F
	NBL	AM	0.62	F	0.63	F	0.99	F
		PM	0.88	F	0.89	F	1.20	F
	NBT	AM	0.73	C	0.77	C	0.77	C
		PM	0.80	C	0.85	C	0.86	C
	NBR	AM	0.04	A	0.04	A	0.04	A
		PM	0.04	A	0.04	A	0.04	A
	SBL	AM	0.35	F	0.35	F	0.35	F
		PM	0.19	F	0.19	E	0.19	F
	SBT	AM	0.84	C	0.89	C	0.91	D
		PM	0.97	D	1.03	E	1.05	E
	SBR	AM	0.14	A	0.14	A	0.14	A
		PM	0.24	A	0.25	A	0.25	A
AM			Overall	C	Overall	C	Overall	D
PM				D		D		E

HCM 2010 TWSC

6: Site Access No .1 & Island Park Rd

2023 AM Pk Hr Background
10/12/2023

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↙	↕			↕			↕	
Traffic Vol, veh/h	2	388	2	40	307	2	5	1	10	7	0	2
Future Vol, veh/h	2	388	2	40	307	2	5	1	10	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	422	2	43	334	2	5	1	11	8	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	336	0	0	424	0	0	680	849	423	854	849	168
Stage 1	-	-	-	-	-	-	427	427	-	421	421	-
Stage 2	-	-	-	-	-	-	253	422	-	433	428	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1222	-	-	1133	-	-	351	297	630	265	297	847
Stage 1	-	-	-	-	-	-	605	584	-	581	588	-
Stage 2	-	-	-	-	-	-	730	587	-	600	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1133	-	-	339	285	630	252	285	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	339	285	-	252	285	-
Stage 1	-	-	-	-	-	-	604	583	-	580	566	-
Stage 2	-	-	-	-	-	-	700	565	-	587	583	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	13	17.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1222	-	-	1133	-	-	299
HCM Lane V/C Ratio	0.037	0.002	-	-	0.038	-	-	0.033
HCM Control Delay (s)	13	8	0	-	8.3	-	-	17.4
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

HCM 2010 TWSC

6: Site Access No .1 & Island Park Rd

2023 PM Pk Hr Background
10/12/2023

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	0	347	11	61	499	1	16	0	23	24	0	6
Future Vol, veh/h	0	347	11	61	499	1	16	0	23	24	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	377	12	66	542	1	17	0	25	26	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	543	0	0	389	0	0	786	1058	383	1071	1064	272
Stage 1	-	-	-	-	-	-	383	383	-	675	675	-
Stage 2	-	-	-	-	-	-	403	675	-	396	389	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1024	-	-	1168	-	-	296	224	664	186	222	726
Stage 1	-	-	-	-	-	-	639	611	-	411	452	-
Stage 2	-	-	-	-	-	-	596	452	-	629	608	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1024	-	-	1168	-	-	281	211	664	171	209	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	281	211	-	171	209	-
Stage 1	-	-	-	-	-	-	639	611	-	411	426	-
Stage 2	-	-	-	-	-	-	557	426	-	605	608	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	14.4	26.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	1024	-	-	1168	-	-	202
HCM Lane V/C Ratio	0.1	-	-	-	0.057	-	-	0.161
HCM Control Delay (s)	14.4	0	-	-	8.3	-	-	26.2
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.6

HCM 2010 TWSC 6: Site Access No .1 & Island Park Rd

2025 AM Pk Hr Background
10/12/2023

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↙	↕		↕			↕		
Traffic Vol, veh/h	2	395	2	40	313	2	5	1	10	7	0	2
Future Vol, veh/h	2	395	2	40	313	2	5	1	10	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	429	2	43	340	2	5	1	11	8	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	431	0	0	690	862	430	867	862	171
Stage 1	-	-	-	-	-	-	434	434	-	427	427	-
Stage 2	-	-	-	-	-	-	256	428	-	440	435	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1215	-	-	1127	-	-	345	292	624	260	292	844
Stage 1	-	-	-	-	-	-	600	580	-	577	584	-
Stage 2	-	-	-	-	-	-	727	584	-	595	580	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1215	-	-	1127	-	-	334	280	624	247	280	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	280	-	247	280	-
Stage 1	-	-	-	-	-	-	599	579	-	576	562	-
Stage 2	-	-	-	-	-	-	697	562	-	582	579	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	13.1	17.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	463	1215	-	-	1127	-	-	293
HCM Lane V/C Ratio	0.038	0.002	-	-	0.039	-	-	0.033
HCM Control Delay (s)	13.1	8	0	-	8.3	-	-	17.7
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

HCM 2010 TWSC

6: Site Access No .1 & Island Park Rd

2025 PM Pk Hr Background
10/12/2023

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	0	354	11	61	509	1	16	0	23	24	0	6
Future Vol, veh/h	0	354	11	61	509	1	16	0	23	24	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	385	12	66	553	1	17	0	25	26	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	554	0	0	397	0	0	800	1077	391	1090	1083	277
Stage 1	-	-	-	-	-	-	391	391	-	686	686	-
Stage 2	-	-	-	-	-	-	409	686	-	404	397	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1014	-	-	1160	-	-	289	218	657	181	216	721
Stage 1	-	-	-	-	-	-	633	606	-	405	447	-
Stage 2	-	-	-	-	-	-	591	447	-	622	603	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1014	-	-	1160	-	-	274	206	657	167	204	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	206	-	167	204	-
Stage 1	-	-	-	-	-	-	633	606	-	405	422	-
Stage 2	-	-	-	-	-	-	552	422	-	598	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	14.6	26.9
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	418	1014	-	-	1160	-	-	197
HCM Lane V/C Ratio	0.101	-	-	-	0.057	-	-	0.166
HCM Control Delay (s)	14.6	0	-	-	8.3	-	-	26.9
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.6

HCM 2010 TWSC 6: Site Access No .1 & Island Park Rd

2025 AM Pk Hr Background + Project
10/12/2023

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↙	↗		↕			↕		
Traffic Vol, veh/h	2	395	2	116	313	2	28	1	10	7	0	2
Future Vol, veh/h	2	395	2	116	313	2	28	1	10	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	429	2	126	340	2	30	1	11	8	0	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	342	0	0	431	0	0	856	1028	430	1033	1028	171
Stage 1	-	-	-	-	-	-	434	434	-	593	593	-
Stage 2	-	-	-	-	-	-	422	594	-	440	435	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1215	-	-	1127	-	-	264	233	624	198	233	844
Stage 1	-	-	-	-	-	-	600	580	-	460	493	-
Stage 2	-	-	-	-	-	-	581	492	-	595	580	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1215	-	-	1127	-	-	241	206	624	177	206	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	206	-	177	206	-
Stage 1	-	-	-	-	-	-	599	579	-	459	438	-
Stage 2	-	-	-	-	-	-	515	437	-	582	579	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.3	19.8	22.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	285	1215	-	-	1127	-	-	215
HCM Lane V/C Ratio	0.149	0.002	-	-	0.112	-	-	0.046
HCM Control Delay (s)	19.8	8	0	-	8.6	-	-	22.5
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.4	-	-	0.1

HCM 2010 TWSC 6: Site Access No .1 & Island Park Rd

2025 PM Pk Hr Background + Project
10/12/2023

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	0	354	11	127	509	1	36	0	23	24	0	6
Future Vol, veh/h	0	354	11	127	509	1	36	0	23	24	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	385	12	138	553	1	39	0	25	26	0	7

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	554	0	0	397	0	0	944	1221	391	1234	1227	277
Stage 1	-	-	-	-	-	-	391	391	-	830	830	-
Stage 2	-	-	-	-	-	-	553	830	-	404	397	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1014	-	-	1160	-	-	229	179	657	143	178	721
Stage 1	-	-	-	-	-	-	633	606	-	331	384	-
Stage 2	-	-	-	-	-	-	486	384	-	622	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1014	-	-	1160	-	-	206	158	657	125	157	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	158	-	125	157	-
Stage 1	-	-	-	-	-	-	633	606	-	331	338	-
Stage 2	-	-	-	-	-	-	424	338	-	598	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	21.6	35.5
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	1014	-	-	1160	-	-	150
HCM Lane V/C Ratio	0.228	-	-	-	0.119	-	-	0.217
HCM Control Delay (s)	21.6	0	-	-	8.5	-	-	35.5
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0.4	-	-	0.8

HCM 2010 TWSC 11: Site Access No. 2 & Island Park Rd

2025 AM Pk Hr Background + Project
10/03/2023

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	428	23	0	346	0	80
Future Vol, veh/h	428	23	0	346	0	80
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	465	25	0	376	0	87

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	245
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	0	644
Stage 1	-	-	0	0	-
Stage 2	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	644
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	644	-	-	-
HCM Lane V/C Ratio	0.135	-	-	-
HCM Control Delay (s)	11.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

HCM 2010 TWSC

11: Site Access No. 2 & Island Park Rd

2025 PM Pk Hr Background + Project
10/03/2023

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑↑			↑↑		↑
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Traffic Vol, veh/h	410	21	0	564	0	71
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Future Vol, veh/h	410	21	0	564	0	71
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	-	0
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	446	23	0	613	0	77
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	-	-	-	235
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Stage 1	-	-	-	-	-	-
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Stage 2	-	-	-	-	-	-
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Critical Hdwy	-	-	-	-	-	7.14
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Critical Hdwy Stg 1	-	-	-	-	-	-
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Critical Hdwy Stg 2	-	-	-	-	-	-
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Follow-up Hdwy	-	-	-	-	-	3.92
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Pot Cap-1 Maneuver	-	-	0	-	0	653
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Stage 1	-	-	0	-	0	-
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Stage 2	-	-	0	-	0	-
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Platoon blocked, %	-	-	-	-	-	-
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Mov Cap-1 Maneuver	-	-	-	-	-	653
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Mov Cap-2 Maneuver	-	-	-	-	-	-
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Stage 1	-	-	-	-	-	-
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Stage 2	-	-	-	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	0	11.3
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HCM LOS			B
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
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Capacity (veh/h)	653	-	-	-
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HCM Lane V/C Ratio	0.118	-	-	-
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HCM Control Delay (s)	11.3	-	-	-
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HCM Lane LOS	B	-	-	-
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HCM 95th %tile Q(veh)	0.4	-	-	-
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HCM 2010 TWSC 13: Site Access No. 3 & US 41

2025 AM Pk Hr Background + Project
10/03/2023

Intersection

Int Delay, s/veh 9.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations		↑		↑↑↑	↑↑↑	↑
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Traffic Vol, veh/h	0	140	0	2715	2753	140
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Future Vol, veh/h	0	140	0	2715	2753	140
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	0	-	-	-	240
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	0	152	0	2951	2992	152
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	- 1496	-	0
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	- 7.14	-	-
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	- 3.92	-	-
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Pot Cap-1 Maneuver	0 ~ 96	0	-
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Stage 1	0	-	0
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Stage 2	0	-	0
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Platoon blocked, %		-	-
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Mov Cap-1 Maneuver	- ~ 96	-	-
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	NB	SB
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HCM Control Delay, s\$ 384.1		0	0
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HCM LOS	F		
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Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
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Capacity (veh/h)	- 96	-	-
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HCM Lane V/C Ratio	- 1.585	-	-
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HCM Control Delay (s)	- \$ 384.1	-	-
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HCM Lane LOS	- F	-	-
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HCM 95th %tile Q(veh)	- 11.8	-	-
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Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC 13: Site Access No. 3 & US 41

2025 PM Pk Hr Background + Project
10/03/2023

Intersection						
Int Delay, s/veh	8.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	121	0	3100	2991	121
Future Vol, veh/h	0	121	0	3100	2991	121
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	-	-	-	240
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	132	0	3370	3251	132

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 1626	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 7.14	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.92	- -	- -
Pot Cap-1 Maneuver	0 ~ 78	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- ~ 78	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s\$ 448.1		0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 78	- -	- -
HCM Lane V/C Ratio	- 1.686	- -	- -
HCM Control Delay (s)	- \$ 448.1	- -	- -
HCM Lane LOS	- F	- -	- -
HCM 95th %tile Q(veh)	- 11.1	- -	- -

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2023 AM Pk Hr Background

10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	4	191	48	5	5	131	2332	43	23	2466	130
Future Volume (vph)	238	4	191	48	5	5	131	2332	43	23	2466	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.989			0.850			0.850
Flt Protected	0.950				0.960		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.960		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165			2			118			119
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	259	4	208	52	5	5	142	2535	47	25	2680	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	4	208	0	62	0	142	2535	47	25	2680	141
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	25.0	25.0	25.0	16.0	16.0		20.0	123.0	123.0	16.0	119.0	119.0
Total Split (%)	13.9%	13.9%	13.9%	8.9%	8.9%		11.1%	68.3%	68.3%	8.9%	66.1%	66.1%
Maximum Green (s)	18.1	18.1	18.1	8.2	8.2		12.1	116.1	116.1	8.3	112.1	112.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
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	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	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		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	17.1	17.1	17.1		8.1		12.1	123.7	123.7	7.4	113.2	113.2
Actuated g/C Ratio	0.10	0.10	0.10		0.04		0.07	0.69	0.69	0.04	0.63	0.63
v/c Ratio	0.80	0.02	0.70		0.77		0.62	0.73	0.04	0.35	0.84	0.14
Control Delay	97.7	73.5	31.7		129.8		93.9	20.3	0.1	96.7	29.5	3.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.7	73.5	31.7		129.8		93.9	20.3	0.1	96.7	29.5	3.4

B13

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2023 AM Pk Hr Background

10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	C		F		F	C	A	F	C	A
Approach Delay		68.4			129.8			23.8			28.8	
Approach LOS		E			F			C			C	
Queue Length 50th (ft)	156	4	48		72		86	741	0	29	892	10
Queue Length 95th (ft)	209	19	147		#162		127	793	0	67	947	39
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	345	187	307		82		230	3493	1124	81	3198	1039
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.02	0.68		0.76		0.62	0.73	0.04	0.31	0.84	0.14

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 147.6 (82%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 30.7

Intersection LOS: C

Intersection Capacity Utilization 83.3%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Island Park Rd

 Ø2 (R)	 Ø1	 Ø4	 Ø8
119 s	20 s	16 s	25 s
 Ø5	 Ø6 (R)		
16 s	123 s		

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2023 PM Pk Hr Background

10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	10	161	85	16	22	251	2591	41	11	2672	222
Future Volume (vph)	245	10	161	85	16	22	251	2591	41	11	2672	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Fr't			0.850		0.976				0.850			0.850
Flt Protected	0.950				0.967		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1758	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.967		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1758	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		5				118			161
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	266	11	175	92	17	24	273	2816	45	12	2904	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	266	11	175	0	133	0	273	2816	45	12	2904	241
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	27.0	27.0	27.0	18.0	18.0		23.0	120.0	120.0	15.0	112.0	112.0
Total Split (%)	15.0%	15.0%	15.0%	10.0%	10.0%		12.8%	66.7%	66.7%	8.3%	62.2%	62.2%
Maximum Green (s)	20.1	20.1	20.1	10.2	10.2		15.1	113.1	113.1	7.3	105.1	105.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lead	Lead	Lead	Lag	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	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	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		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	18.2	18.2	18.2		10.2		16.2	124.0	124.0	6.5	105.9	105.9
Actuated g/C Ratio	0.10	0.10	0.10		0.06		0.09	0.69	0.69	0.04	0.59	0.59
v/c Ratio	0.77	0.06	0.57		1.28		0.88	0.80	0.04	0.19	0.97	0.24
Control Delay	93.8	72.7	19.1		239.0		107.6	23.4	0.1	90.5	46.5	6.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	72.7	19.1		239.0		107.6	23.4	0.1	90.5	46.5	6.4

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2023 PM Pk Hr Background

10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	B		F		F	C	A	F	D	A
Approach Delay		64.4			239.0			30.4			43.6	
Approach LOS		E			F			C			D	
Queue Length 50th (ft)	159	12	11		~193		167	722	0	14	1187	40
Queue Length 95th (ft)	212	35	93		#348		#267	1034	0	39	#1253	87
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	383	208	323		104		309	3503	1127	71	2991	997
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.05	0.54		1.28		0.88	0.80	0.04	0.17	0.97	0.24

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 68.4 (38%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 42.7

Intersection LOS: D

Intersection Capacity Utilization 91.2%

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 & Island Park Rd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
23 s	112 s	18 s	27 s
 Ø6 (R)		 Ø5	
120 s		15 s	

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2025 AM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	4	195	49	5	5	133	2462	44	23	2604	132
Future Volume (vph)	242	4	195	49	5	5	133	2462	44	23	2604	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950				0.960		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.960		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		2				118			119
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	263	4	212	53	5	5	145	2676	48	25	2830	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	4	212	0	63	0	145	2676	48	25	2830	143
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	25.0	25.0	25.0	16.0	16.0		20.0	123.0	123.0	16.0	119.0	119.0
Total Split (%)	13.9%	13.9%	13.9%	8.9%	8.9%		11.1%	68.3%	68.3%	8.9%	66.1%	66.1%
Maximum Green (s)	18.1	18.1	18.1	8.2	8.2		12.1	116.1	116.1	8.3	112.1	112.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
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	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	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		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)	17.2	17.2	17.2		8.1		12.1	123.5	123.5	7.4	113.1	113.1
Actuated g/C Ratio	0.10	0.10	0.10		0.04		0.07	0.69	0.69	0.04	0.63	0.63
v/c Ratio	0.80	0.02	0.71		0.78		0.63	0.77	0.04	0.35	0.89	0.14
Control Delay	98.2	73.5	33.2		130.9		94.6	21.9	0.1	96.7	32.7	3.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.2	73.5	33.2		130.9		94.6	21.9	0.1	96.7	32.7	3.5

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2025 AM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	C		F		F	C	A	F	C	A
Approach Delay		69.2			130.9			25.2			31.9	
Approach LOS		E			F			C			C	
Queue Length 50th (ft)	158	4	52		73		87	828	0	29	1005	11
Queue Length 95th (ft)	213	19	153		#164		130	883	0	67	1062	41
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	345	187	307		82		230	3489	1123	81	3194	1038
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.02	0.69		0.77		0.63	0.77	0.04	0.31	0.89	0.14

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 147.6 (82%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 32.6

Intersection LOS: C

Intersection Capacity Utilization 86.2%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Island Park Rd

 Ø2 (R)	 Ø1	 Ø4	 Ø8
119 s	20 s	16 s	25 s
 Ø5	 Ø6 (R)		
16 s	123 s		

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2025 PM Pk Hr Background

10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	10	164	87	16	22	256	2736	42	11	2822	226
Future Volume (vph)	250	10	164	87	16	22	256	2736	42	11	2822	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.976			0.850			0.850
Flt Protected	0.950				0.966		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1756	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.966		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1756	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		5				118			156
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	272	11	178	95	17	24	278	2974	46	12	3067	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	11	178	0	136	0	278	2974	46	12	3067	246
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	27.0	27.0	27.0	18.0	18.0		23.0	120.0	120.0	15.0	112.0	112.0
Total Split (%)	15.0%	15.0%	15.0%	10.0%	10.0%		12.8%	66.7%	66.7%	8.3%	62.2%	62.2%
Maximum Green (s)	20.1	20.1	20.1	10.2	10.2		15.1	113.1	113.1	7.3	105.1	105.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lead	Lead	Lead	Lag	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	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	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		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	18.4	18.4	18.4		10.2		16.3	123.8	123.8	6.5	105.6	105.6
Actuated g/C Ratio	0.10	0.10	0.10		0.06		0.09	0.69	0.69	0.04	0.59	0.59
v/c Ratio	0.78	0.06	0.58		1.31		0.89	0.85	0.04	0.19	1.03	0.25
Control Delay	94.4	72.6	19.9		248.5		109.1	25.7	0.1	90.5	60.5	6.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.4	72.6	19.9		248.5		109.1	25.7	0.1	90.5	60.5	6.9

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2025 PM Pk Hr Background

10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	B		F		F	C	A	F	E	A
Approach Delay		65.1			248.5			32.4			56.6	
Approach LOS		E			F			C			E	
Queue Length 50th (ft)	163	12	14		~200		171	826	0	14	~1417	46
Queue Length 95th (ft)	217	35	97		#358		#273	1169	0	39	#1471	94
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	383	208	323		104		311	3498	1125	71	2984	993
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.05	0.55		1.31		0.89	0.85	0.04	0.17	1.03	0.25

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 68.4 (38%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.31

Intersection Signal Delay: 49.7

Intersection LOS: D

Intersection Capacity Utilization 94.3%

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 & Island Park Rd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
23 s	112 s	18 s	27 s
 Ø6 (R)		 Ø5	
120 s		15 s	

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2025 AM Pk Hr Background + Project
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	318	4	195	49	5	5	209	2462	44	23	2649	132
Future Volume (vph)	318	4	195	49	5	5	209	2462	44	23	2649	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Fr't			0.850		0.989				0.850			0.850
Flt Protected	0.950				0.960		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.960		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		2				118			119
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	346	4	212	53	5	5	227	2676	48	25	2879	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	346	4	212	0	63	0	227	2676	48	25	2879	143
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	25.0	25.0	25.0	16.0	16.0		20.0	123.0	123.0	16.0	119.0	119.0
Total Split (%)	13.9%	13.9%	13.9%	8.9%	8.9%		11.1%	68.3%	68.3%	8.9%	66.1%	66.1%
Maximum Green (s)	18.1	18.1	18.1	8.2	8.2		12.1	116.1	116.1	8.3	112.1	112.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
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	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	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		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	18.2	18.2	18.2		8.1		12.1	122.6	122.6	7.4	112.1	112.1
Actuated g/C Ratio	0.10	0.10	0.10		0.04		0.07	0.68	0.68	0.04	0.62	0.62
v/c Ratio	1.00	0.02	0.69		0.78		0.99	0.77	0.04	0.35	0.91	0.14
Control Delay	126.8	73.5	32.0		130.9		137.1	22.4	0.1	96.7	35.0	3.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.8	73.5	32.0		130.9		137.1	22.4	0.1	96.7	35.0	3.5

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2025 AM Pk Hr Background + Project
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	C		F		F	C	A	F	D	A
Approach Delay		90.7			130.9			30.9			34.0	
Approach LOS		F			F			C			C	
Queue Length 50th (ft)	~215	4	52		73		140	828	0	29	1046	11
Queue Length 95th (ft)	#330	19	153		#164		#237	883	0	67	1104	41
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	346	188	307		82		230	3462	1115	81	3166	1030
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.02	0.69		0.77		0.99	0.77	0.04	0.31	0.91	0.14

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 147.6 (82%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 38.3

Intersection LOS: D

Intersection Capacity Utilization 87.1%

ICU Level of Service E

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 & Island Park Rd

 Ø2 (R)	 Ø1	 Ø4	 Ø8
119 s	20 s	16 s	25 s
 Ø5	 Ø6 (R)		
16 s	123 s		

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2025 PM Pk Hr Background + Project
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	10	164	87	16	22	322	2736	42	11	2861	226
Future Volume (vph)	316	10	164	87	16	22	322	2736	42	11	2861	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Fr _t			0.850			0.976			0.850			0.850
Flt Protected	0.950				0.966		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1756	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.966		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1756	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165			5			118			154
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	343	11	178	95	17	24	350	2974	46	12	3110	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	343	11	178	0	136	0	350	2974	46	12	3110	246
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	27.0	27.0	27.0	18.0	18.0		23.0	120.0	120.0	15.0	112.0	112.0
Total Split (%)	15.0%	15.0%	15.0%	10.0%	10.0%		12.8%	66.7%	66.7%	8.3%	62.2%	62.2%
Maximum Green (s)	20.1	20.1	20.1	10.2	10.2		15.1	113.1	113.1	7.3	105.1	105.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lead	Lead	Lead	Lag	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	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	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		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	19.9	19.9	19.9		10.2		15.3	122.3	122.3	6.5	105.1	105.1
Actuated g/C Ratio	0.11	0.11	0.11		0.06		0.08	0.68	0.68	0.04	0.58	0.58
v/c Ratio	0.91	0.05	0.55		1.31		1.20	0.86	0.04	0.19	1.05	0.25
Control Delay	106.0	72.4	19.0		248.5		182.9	26.8	0.1	90.5	67.1	7.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.0	72.4	19.0		248.5		182.9	26.8	0.1	90.5	67.1	7.0

Lanes, Volumes, Timings

3: US 41 & Island Park Rd

2025 PM Pk Hr Background + Project
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	B		F		F	C	A	F	E	A
Approach Delay		76.2			248.5			42.6			62.8	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	209	12	14		~200		~259	837	0	14	~1455	47
Queue Length 95th (ft)	#301	35	97		#358		#371	1169	0	39	#1507	95
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	383	208	323		104		292	3456	1113	71	2969	988
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.05	0.55		1.31		1.20	0.86	0.04	0.17	1.05	0.25

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 68.4 (38%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.31

Intersection Signal Delay: 58.0

Intersection LOS: E

Intersection Capacity Utilization 97.0%

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 & Island Park Rd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
23 s	112 s	18 s	27 s
 Ø6 (R)		 Ø5	
120 s		15 s	

INTERSECTION TURNING MOVEMENT COUNTS

Intersection: Island Park Rd & U.S. 41
Date of Count: 9/7/2023 Wednesday

	Eastbound			Westbound			Northbound			Southbound			Total All
<u>AM Period</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>Approch's</u>
7:00 - 7:15	40	0	30	10	1	3	18	335	7	3	489	17	953
7:15 - 7:30	39	2	39	6	1	3	19	430	8	2	527	21	1097
7:30 - 7:45	66	2	44	13	1	2	13	492	8	0	527	23	1191
7:45 - 8:00	49	1	35	7	2	0	30	519	16	8	535	23	1225
8:00 - 8:15	43	0	39	9	1	2	39	457	7	5	489	30	1121
8:15 - 8:30	40	0	41	11	0	0	27	475	5	6	504	32	1141
8:30 - 8:45	42	3	43	12	0	9	41	447	13	3	452	30	1095
8:45 - 9:00	47	0	44	8	2	0	37	440	6	3	516	39	1142
AM Totals	366	8	315	76	8	19	224	3595	70	30	4039	215	8965
Approach %	53.1%	1.2%	45.7%	73.8%	7.8%	18.4%	5.8%	92.4%	1.8%	0.7%	94.3%	5.0%	
% / Lane	4.1%	0.1%	3.5%	0.8%	0.1%	0.2%	2.5%	40.1%	0.8%	0.3%	45.1%	2.4%	
% / Inter.		7.7%			1.1%			43.4%			47.8%		

	Eastbound			Westbound			Northbound			Southbound			
<u>PM Period</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
4:00 - 4:15	46	1	41	16	3	3	42	467	7	2	471	54	1153
4:15 - 4:30	51	2	35	7	1	6	47	559	6	3	559	55	1331
4:30 - 4:45	38	3	33	12	1	2	37	523	9	0	531	53	1242
4:45 - 5:00	52	3	26	7	3	4	54	560	5	2	526	50	1292
5:00 - 5:15	53	4	42	24	5	4	46	515	11	2	589	47	1342
5:15 - 5:30	42	1	33	20	2	7	50	586	9	4	571	42	1367
5:30 - 5:45	57	0	33	20	3	3	59	498	9	1	541	46	1270
5:45 - 6:00	36	1	28	5	2	4	44	536	1	2	456	37	1152
PM Totals	240	13	177	66	13	19	226	2624	38	9	2676	259	6360
Approach %	55.8%	3.0%	41.2%	67.3%	13.3%	19.4%	7.8%	90.9%	1.3%	0.3%	90.9%	8.8%	
% / Lane	3.8%	0.2%	2.8%	1.0%	0.2%	0.3%	3.6%	41.3%	0.6%	0.1%	42.1%	4.1%	
% / Inter.		6.8%			1.5%			45.4%			46.3%		

PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound			Westbound			Northbound			Southbound			
<u>AM Period</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
7:30 - 8:30	198	3	159	40	4	4	109	1943	36	19	2055	108	4678
Approach %	55.0%	0.8%	44.2%	83.3%	8.3%	8.3%	5.2%	93.1%	1.7%	0.9%	94.2%	4.9%	
<u>PM Period</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
4:45 - 5:45	204	8	134	71	13	18	209	2159	34	9	2227	185	5271
Approach %	59.0%	2.3%	38.7%	69.6%	12.7%	17.6%	8.7%	89.9%	1.4%	0.4%	92.0%	7.6%	

AM Peak Hour Factor = 0.95
 PM Peak Hour Factor = 0.96

Intersection: Island Park Rd & U.S. 41

Date of Count: 9/7/2023

2023 PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	198	3	159	40	4	4	109	1943	36	19	2055	108
<u>PM Period</u>	204	8	134	71	13	18	209	2159	34	9	2227	185

2023 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

LDOT PSCF = 1.2

	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	238	4	191	48	5	5	131	2332	43	23	2466	130
<u>PM Period</u>	245	10	161	85	16	22	251	2591	41	11	2672	222

2025 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

U.S. 41 Annual Growth Rate = 2.76%

Island Park Rd Annual Growth Rate = 1.00%

	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	242	4	195	49	5	5	133	2462	44	23	2604	132
<u>PM Period</u>	250	10	164	87	16	22	256	2736	42	11	2822	226

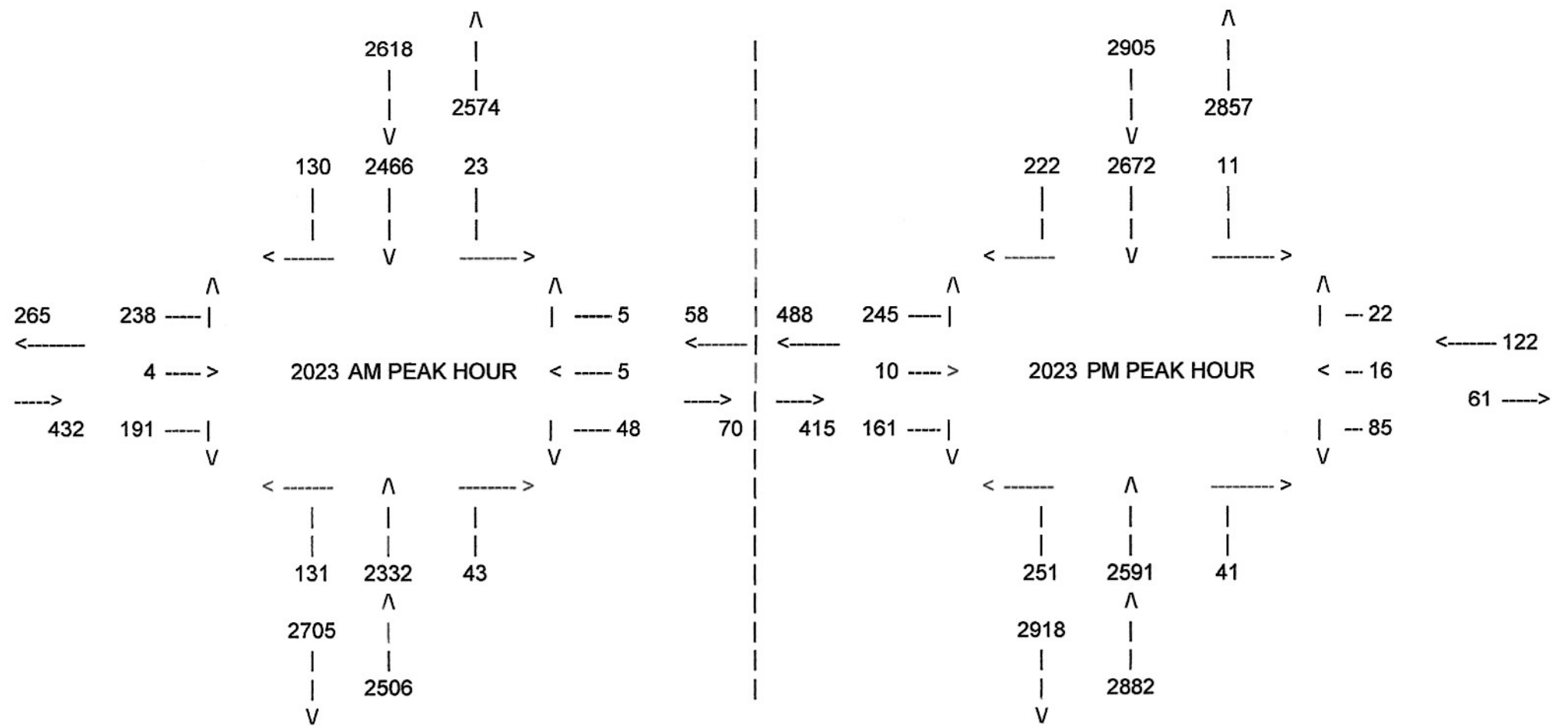
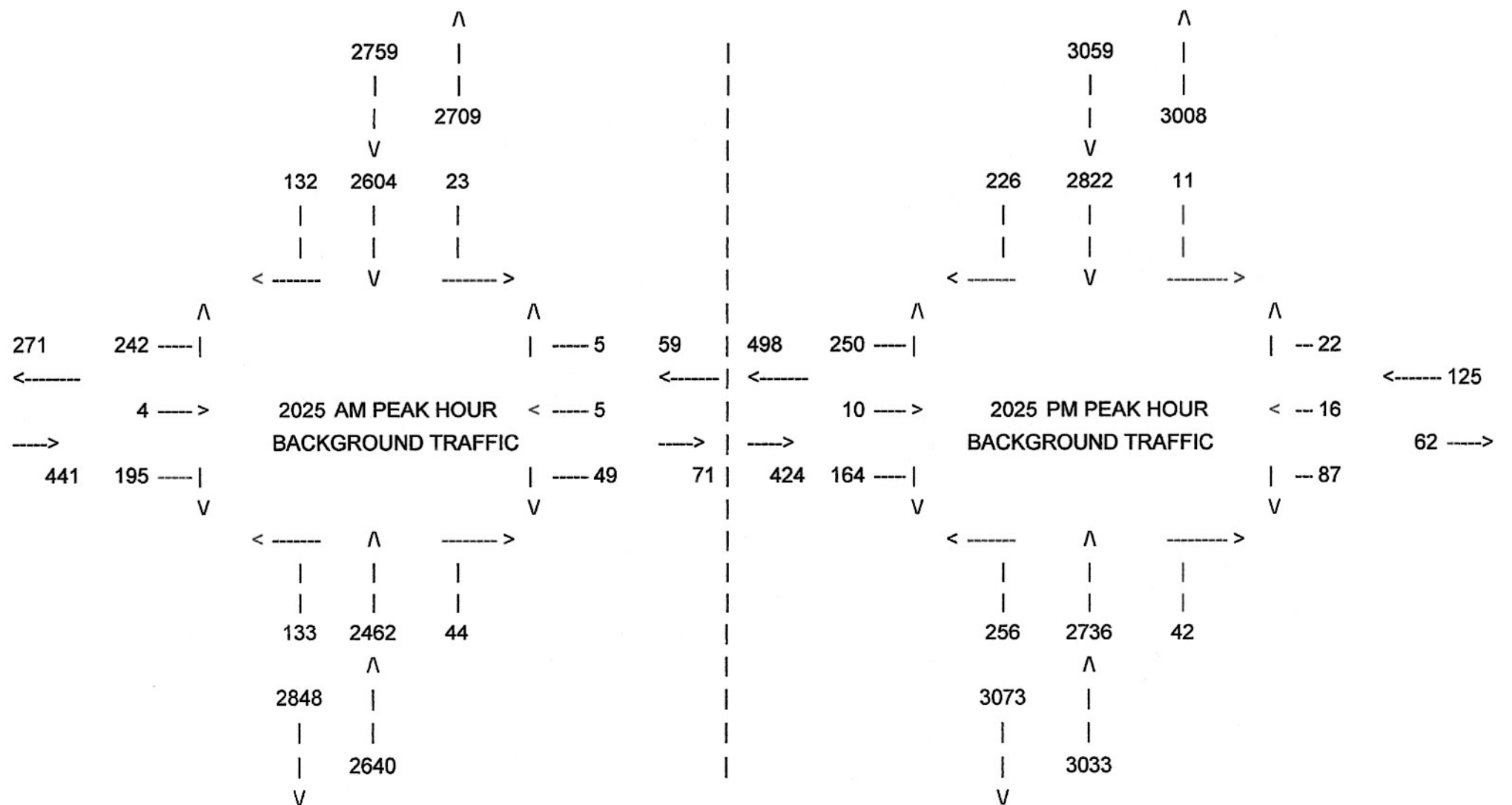
PROJECT BUILD-OUT PEAK HOUR TRAFFIC

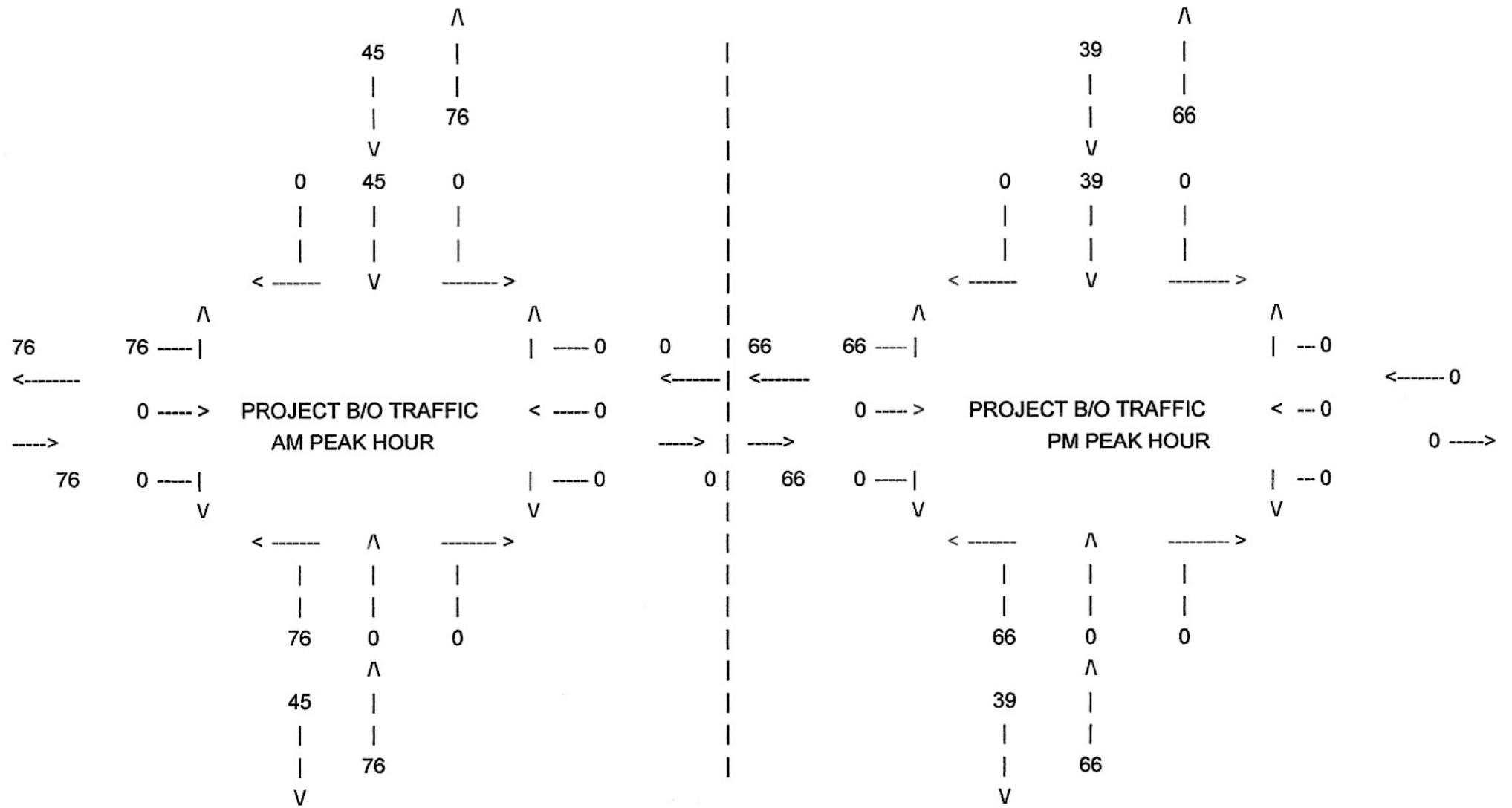
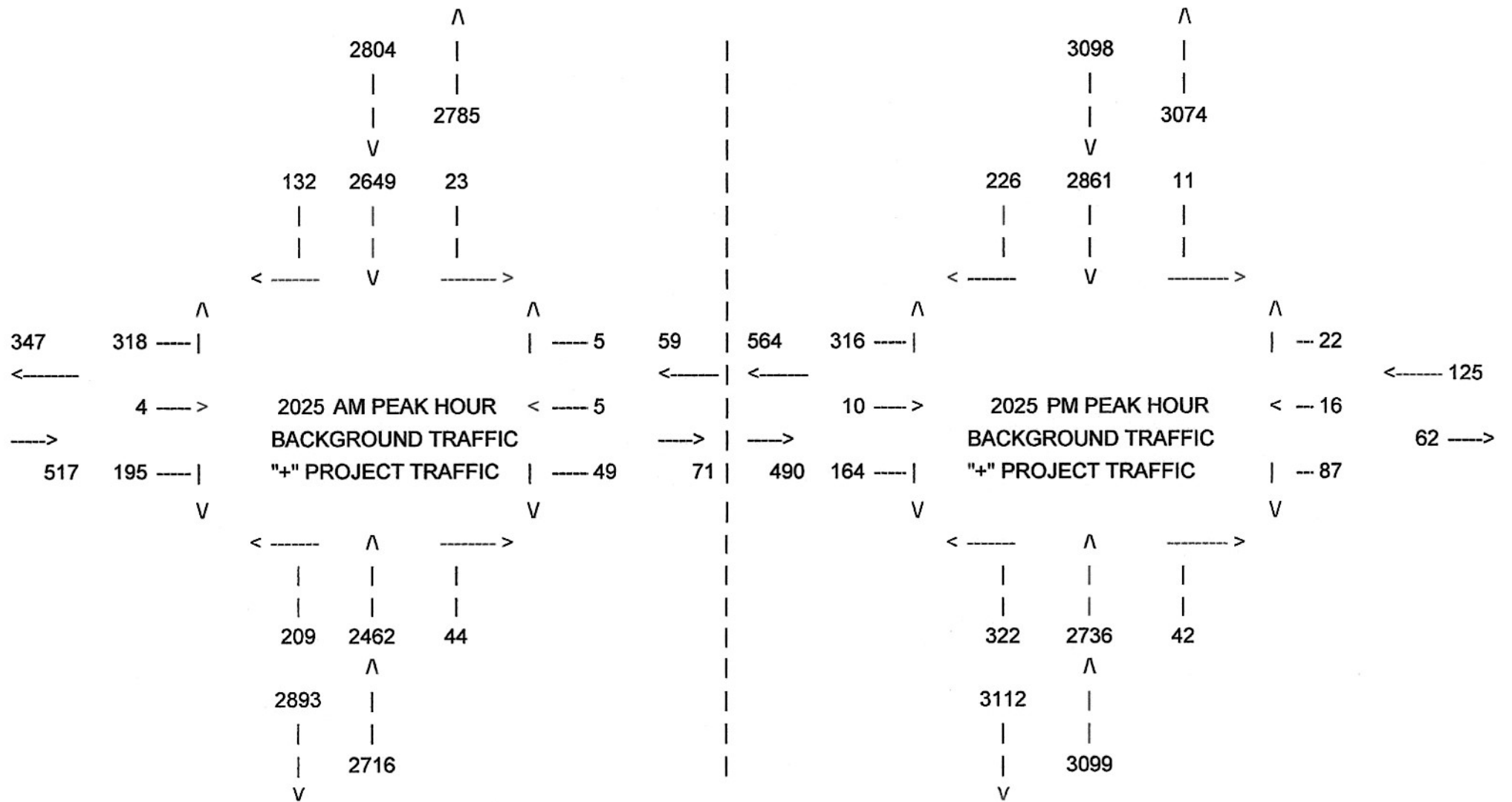
	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	76	0	0	0	0	0	76	0	0	0	45	0
<u>PM Period</u>	66	0	0	0	0	0	66	0	0	0	39	0

2025 PEAK SEASON PEAK HOUR "+" PROJECT TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	318	4	195	49	5	5	209	2462	44	23	2649	132
<u>PM Period</u>	316	10	164	87	16	22	322	2736	42	11	2861	226

Intersection: Island Park Rd & U.S. 41



Intersection: **Island Park Rd & U.S. 41**

SITE ACCESS NO. 1

Island Park Rd @ Island Park Shopping Center Access

Fort Myers FL

Thursday, September 7, 2023

Time	Southbound Goodwill Western Access						Westbound Island Park Rd						Northbound Island Park Shopping Center						Eastbound Island Park Rd						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	
7:00 AM	0	0	0	0	0	0	1	9	32	0	0	42	0	0	1	2	0	3	0	0	67	0	0	67	112
7:15 AM	0	1	0	1	0	2	4	12	26	0	0	42	0	1	0	0	0	1	0	0	80	0	0	80	125
7:30 AM	0	0	0	1	0	1	5	4	28	0	0	37	0	0	0	2	1	2	0	0	110	0	0	110	150
7:45 AM	0	0	0	1	0	1	9	6	48	0	2	63	0	1	0	1	3	2	0	0	81	0	0	81	147
Hourly Total	0	1	0	3	0	4	19	31	134	0	2	184	0	2	1	5	4	8	0	0	338	0	0	338	534
8:00 AM	0	0	0	1	0	1	2	6	59	0	0	67	0	0	0	0	0	0	0	0	79	1	0	80	148
8:15 AM	0	2	0	1	0	3	6	3	56	0	0	65	0	2	0	2	0	4	0	1	74	0	0	75	147
8:30 AM	0	2	0	0	0	2	6	2	65	0	0	73	0	1	0	2	0	3	0	1	82	0	0	83	161
8:45 AM	0	2	0	0	0	2	2	6	76	2	0	86	0	1	1	4	0	6	0	0	88	1	0	89	183
Hourly Total	0	6	0	2	0	8	16	17	256	2	0	291	0	4	1	8	0	13	0	2	323	2	0	327	639
TOTAL	0	7	0	5	0	12	35	48	390	2	2	475	0	6	2	13	4	21	0	2	661	2	0	665	1173
Cars	0	6	0	4	0	10	34	47	368	2	2	451	0	6	2	13	4	21	0	2	649	1	0	652	1134
Heavy Vehicles	0	1	0	1	0	2	1	1	22	0	0	24	0	0	0	0	0	0	0	0	12	1	0	13	39
Heavy Vehicle %	0.00%	14.29%	0.00%	20.00%	0.00%	16.67%	2.86%	2.08%	5.64%	0.00%	0.00%	5.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.82%	50.00%	0.00%	1.95%	3.32%

Island Park Rd @ Island Park Shopping Center Access

Fort Myers FL

Thursday, September 7, 2023

AM Peak Hour

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	
8:00 AM	0	0	0	1	0	1	2	6	59	0	0	67	0	0	0	0	0	0	0	0	79	1	0	80	148
8:15 AM	0	2	0	1	0	3	6	3	56	0	0	65	0	2	0	2	0	4	0	1	74	0	0	75	147
8:30 AM	0	2	0	0	0	2	6	2	65	0	0	73	0	1	0	2	0	3	0	1	82	0	0	83	161
8:45 AM	0	2	0	0	0	2	2	6	76	2	0	86	0	1	1	4	0	6	0	0	88	1	0	89	183
Peak Hour Total	0	6	0	2	0	8	16	17	256	2	0	291	0	4	1	8	0	13	0	2	323	2	0	327	639
PHF	0.000	0.750	0.000	0.500	0.000	0.667	0.667	0.708	0.842	0.250	0.000	0.846	0.000	0.500	0.250	0.500	0.000	0.542	0.000	0.500	0.918	0.500	0.000	0.919	0.873

PCS FACTOR = 1.20

529

SITE ACCESS NO. 1

Island Park Rd @ Island Park Shopping Center Access
Fort Myers FL
Thursday, September 7, 2023

Time	Southbound Goodwill Western Access						Westbound Island Park Rd						Northbound Island Park Shopping Center						Eastbound Island Park Rd						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	
430 PM	0	4	0	2	0	6	5	3	84	0	0	92	0	1	0	2	0	3	0	0	66	1	0	67	168
415 PM	0	6	0	1	0	7	6	1	74	2	0	83	0	1	0	2	0	3	0	0	57	0	0	57	150
430 PM	0	1	0	0	0	1	10	1	78	1	1	90	0	1	0	2	0	3	1	2	61	1	0	65	159
415 PM	0	5	0	2	0	7	10	5	97	0	1	112	0	5	0	5	1	10	0	0	54	2	0	56	185
Hourly Total	0	16	0	5	0	21	31	10	333	3	2	377	0	8	0	11	1	19	1	2	238	4	0	245	662
500 PM	0	7	0	2	0	9	0	6	97	0	2	103	0	3	0	5	2	8	0	0	86	1	2	87	207
515 PM	0	6	0	1	0	7	8	6	105	1	1	120	0	4	0	4	2	8	0	0	52	3	1	55	190
530 PM	0	2	0	0	0	2	11	5	117	0	0	133	0	2	0	5	0	7	0	0	97	3	0	100	242
515 PM	0	5	0	0	0	5	5	4	85	1	0	95	0	0	0	1	1	1	0	0	57	1	0	58	159
Hourly Total	0	20	0	3	0	23	24	21	404	2	3	451	0	9	0	15	5	24	0	0	292	8	3	300	798
TOTAL	0	36	0	8	0	44	55	31	737	5	5	828	0	17	0	26	6	43	1	2	530	12	3	545	1460
Cars	0	35	0	8	0	43	55	31	729	5	3	820	0	17	0	26	4	43	1	2	517	12	3	532	1438
Heavy Vehicles	0	1	0	0	0	1	0	0	8	0	2	8	0	0	0	0	2	0	0	0	13	0	0	13	22
Heavy Vehicle %	0.00%	2.78%	0.00%	0.00%	0.00%	2.27%	0.00%	0.00%	1.09%	0.00%	40.00%	0.97%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	2.45%	0.00%	0.00%	2.39%	1.51%

Island Park Rd @ Island Park Shopping Center Access
Fort Myers FL
Thursday, September 7, 2023
PM Peak Hour

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	
415 PM	0	5	0	2	0	7	10	5	97	0	1	112	0	5	0	5	1	10	0	0	54	2	0	56	185
500 PM	0	7	0	2	0	9	0	6	97	0	2	103	0	3	0	5	2	8	0	0	86	1	2	87	207
515 PM	0	6	0	1	0	7	8	6	105	1	1	120	0	4	0	4	2	8	0	0	52	3	1	55	190
530 PM	0	2	0	0	0	2	11	5	117	0	0	133	0	2	0	5	0	7	0	0	97	3	0	100	242
Peak Hour Total	0	20	0	5	0	25	29	22	416	1	4	468	0	14	0	19	5	33	0	0	289	9	3	298	824
PHF	0.000	0.714	0.000	0.625	0.000	0.694	0.659	0.917	0.869	0.250	0.500	0.880	0.000	0.700	0.000	0.950	0.625	0.825	0.000	0.000	0.745	0.750	0.375	0.745	0.851

PCS FACTOR = 1.20

830

PCS 109 - US 41 south of Jamica Bay

2022 AADT = 57,300 VPD

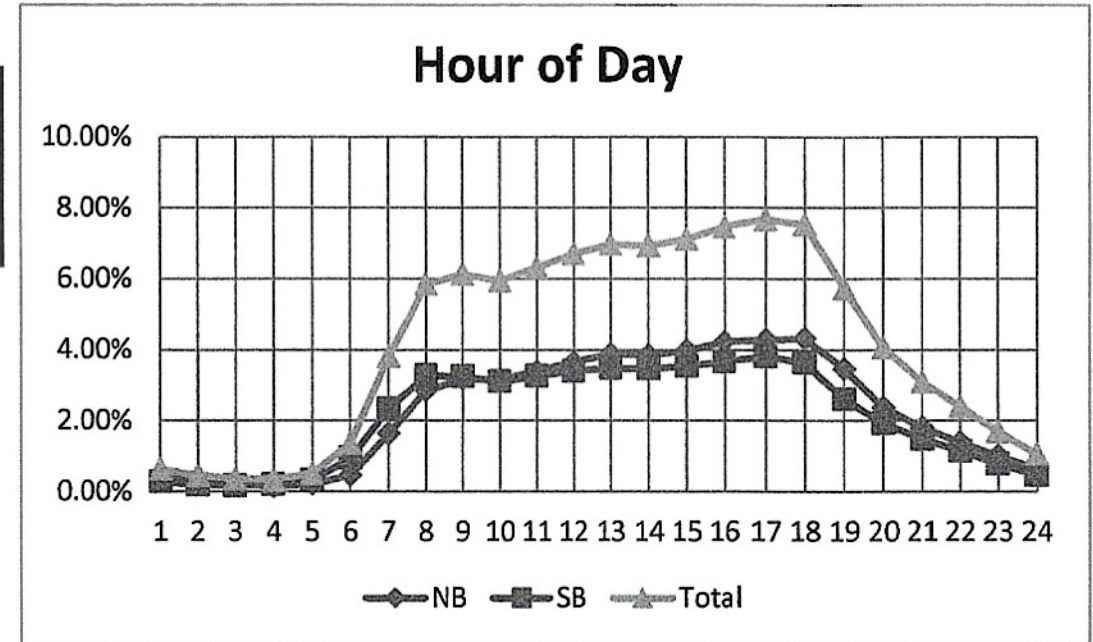
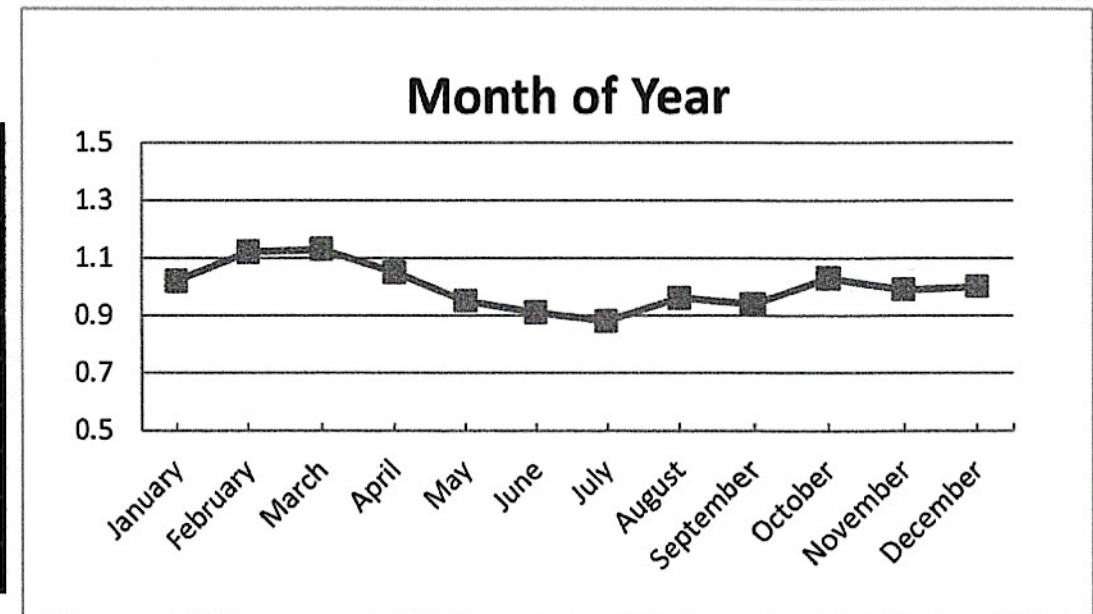
Hour	NB	SB	Total
0	0.39%	0.28%	0.63%
1	0.30%	0.19%	0.46%
2	0.21%	0.17%	0.36%
3	0.15%	0.20%	0.33%
4	0.21%	0.31%	0.51%
5	0.46%	0.93%	1.36%
6	1.62%	2.33%	3.81%
7	2.85%	3.27%	5.84%
8	3.18%	3.25%	6.12%
9	3.15%	3.10%	5.94%
10	3.38%	3.26%	6.31%
11	3.65%	3.40%	6.69%
12	3.88%	3.48%	6.97%
13	3.85%	3.47%	6.93%
14	3.97%	3.54%	7.11%
15	4.21%	3.66%	7.46%
16	4.29%	3.81%	7.67%
17	4.31%	3.64%	7.52%
18	3.46%	2.61%	5.72%
19	2.36%	1.92%	4.05%
20	1.80%	1.47%	3.09%
21	1.38%	1.14%	2.39%
22	1.01%	0.79%	1.69%
23	0.64%	0.47%	1.05%

Month of Year	Fraction
January	1.02
February	1.12
March	1.13
April	1.05
May	0.95
June	0.91
July	0.88
August	0.96
September	0.94
October	1.03
November	0.99
December	1

Directional Factor		
AM	0.59	SB
PM	0.54	NB

Day of Week	Fraction
Sunday	0.67
Monday	1.03
Tuesday	1.09
Wednesday	1.11
Thursday	1.09
Friday	1.12
Saturday	0.88

Design Hour Volume		
#	Volume	Factor
5	5525	0.096
10	5476	0.096
20	5420	0.095
30	5401	0.094
50	5332	0.093
100	5240	0.091
150	5175	0.090
200	5108	0.089



$$PSF = 1.13 / 0.94 = 1.20$$

Updated 5/3/2023		Daily Traffic Volume (AADT)										
STREET	LOCATION	Station #	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
US 41 (SR 45)	S OF COCONUT RD	<u>93</u>			46100	45000	49900	48800	49400	44900	51600	56200
US 41 (SR 45)	S OF COKSCREW RD	128								40500		50900
US 41 (SR 45)	S OF HICKORY DR	<u>25</u>	36600	37700	42500	45100	48000	50100	52100	46700	53100	55000
US 41 (SR 45)	N OF ALICO RD	110								44900		53400
US 41 (SR 45)	S OF JAMAICA BAY BLVD	<u>109</u>								43000		57300
US 41 (SR 45)	N OF ANDREA LN	<u>95</u>			40000	40400		42900	44600	40600	44800	45300
US 41 (SR 45)	N OF BRANTLEY RD	<u>9</u>	49100	50500	52300	51800	51600	52100		49200	51600	51100
US 41 (SR 45)	N OF BOY SCOUT DR	<u>96</u>			41100	44300	43600	38700	36600	33600	39900	40000
US 41 (SR 45)	N OF WINKLER AVE	<u>97</u>			42500	45200	45100	42100	39500	33300		38400
US 41 (SR 45)	S OF VICTORIA AVE	<u>98</u>			35600	35900	32600					
US 41 (SR 45)	N OF NORTH KEY DR	<u>1</u>	36400	41300	42400	43700	43700	44500	44500	41600	42800	43400
US 41 (SR 45)	S OF PINE ISLAND RD	99			25700	29600						
US 41 (SR 45)	N OF LITTLETON RD	100			18100	21400						
US 41 (SR 45)	S OF TARA WOODS BLVD	<u>103</u>			21000	24800	24900	26400	24000	23800		
VETERANS PKWY	S OF PINE ISLAND RD	527	12800	14100	15400	15900	16600	16700	17300	16200	18800	
VETERANS PKWY	E OF CHIQUITA BLVD	523									37600	
VETERANS PKWY	E OF SKYLINE BLVD	522									49100	
VETERANS PKWY	E OF SANTA BARBARA BLVD	<u>50</u>	45800	45900	47900	49300	49900	49100	54600	48200	52100	55500
VETERANS PKWY	AT TOLL PLAZA	67	43300	44700								
VETERANS PKWY	AT TOLL PLAZA	<u>121</u>			43000	44200	42000	47900	51800	47300	53400	53800
VISCAYA PKWY	W OF 13TH PL	<u>112</u>								15000	16700	17300
WESTGATE BLVD	S OF LEE BLVD	470	9600	10000		8100	12000	12800	14700	12200		10400
WILLIAMS AVE	N OF LEE BLVD	471	9400	12400		14700		13100		16900		16200
WILLIAMS RD	E OF US 41	468	4200		5100		5700	5800			5500	

Lee County, FL



MOVING TRAFFIC FORWARD

3408 - US 41 & Island Park Rd - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Min Green	5	20	7	7	5	20	7	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	31	0	39	0	13	0	36	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	5.0	3.0	2.0	2.0	5.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	60	20	15	15	60	15	20	0	0	0	0	0	0	0	0
Max2	20	55	25	60	20	55	60	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.9	4.9	4.1	4.0	4.9	4.9	4.0	4.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.0	2.0	2.8	3.8	2.8	2.0	3.8	2.8	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

833



Lee County, FL

MOVING TRAFFIC FORWARD

3408 - US 41 & Island Park Rd - - Econolite Type - ASC/3

Coordination Pattern Data

Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Percent
Cycle	180	Std (COS)	233	Offsets In	Percent
Offset Value	82%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk	No	Sequence	4		
Rest					
Phase		Action Plan	0		
Reservice	No				
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 1)	11	66	14	9	9	68	9	14	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand	0	Split Demand	0	Crossing Arterial	0
Pat 1		Pat 2		Pat	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

B34

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	93%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk	No	Sequence	7		
Rest					
Phase					
Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 2)	13	56	18	13	9	60	13	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	38%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk	No	Sequence	7		
Rest					
Phase					
Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

B35

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 3)	13	62	15	10	8	67	10	15	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

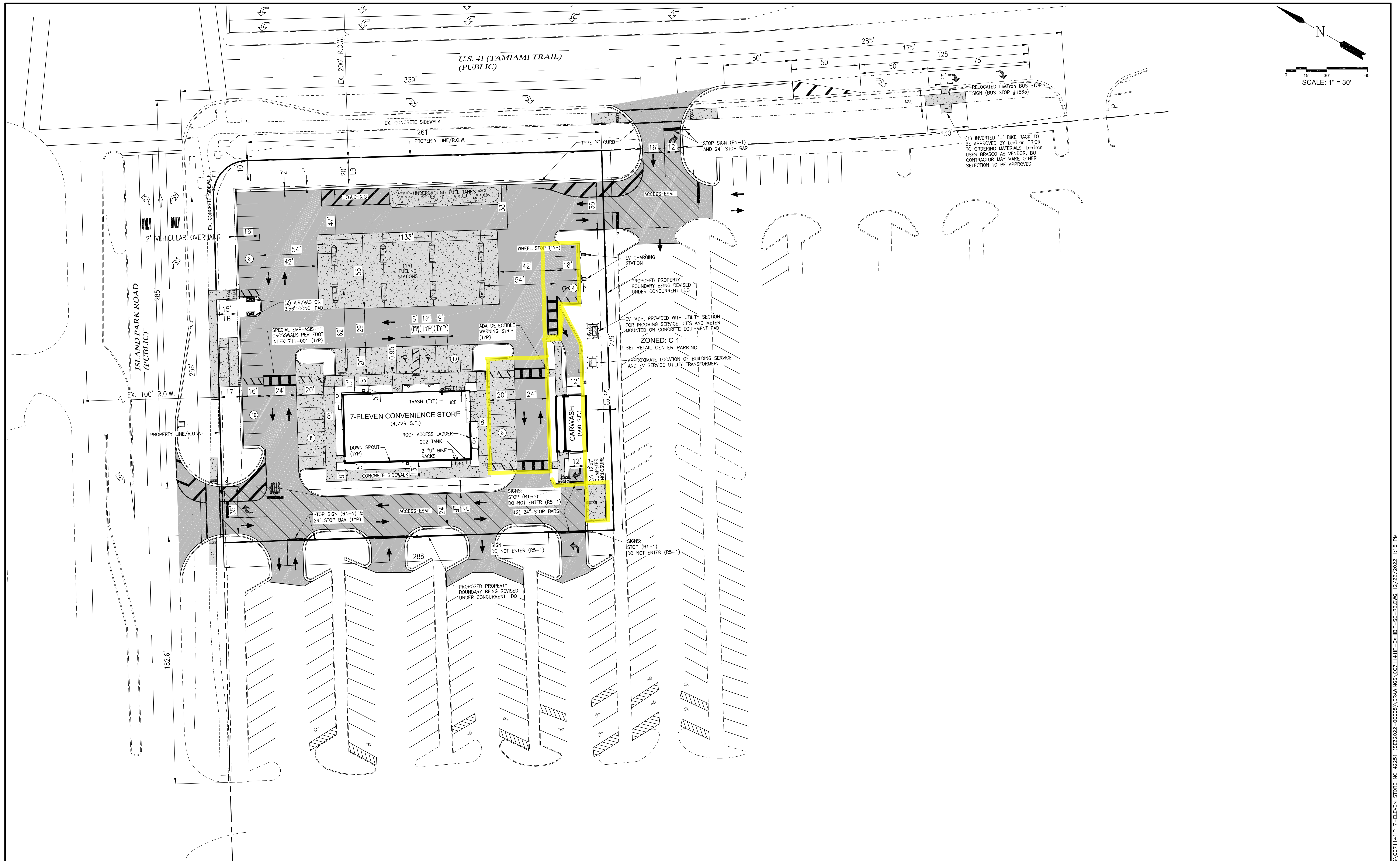
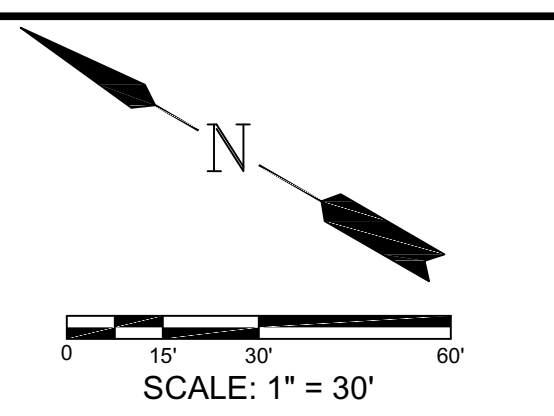
Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

B36



LEGEND

Revision	Date	Description	By

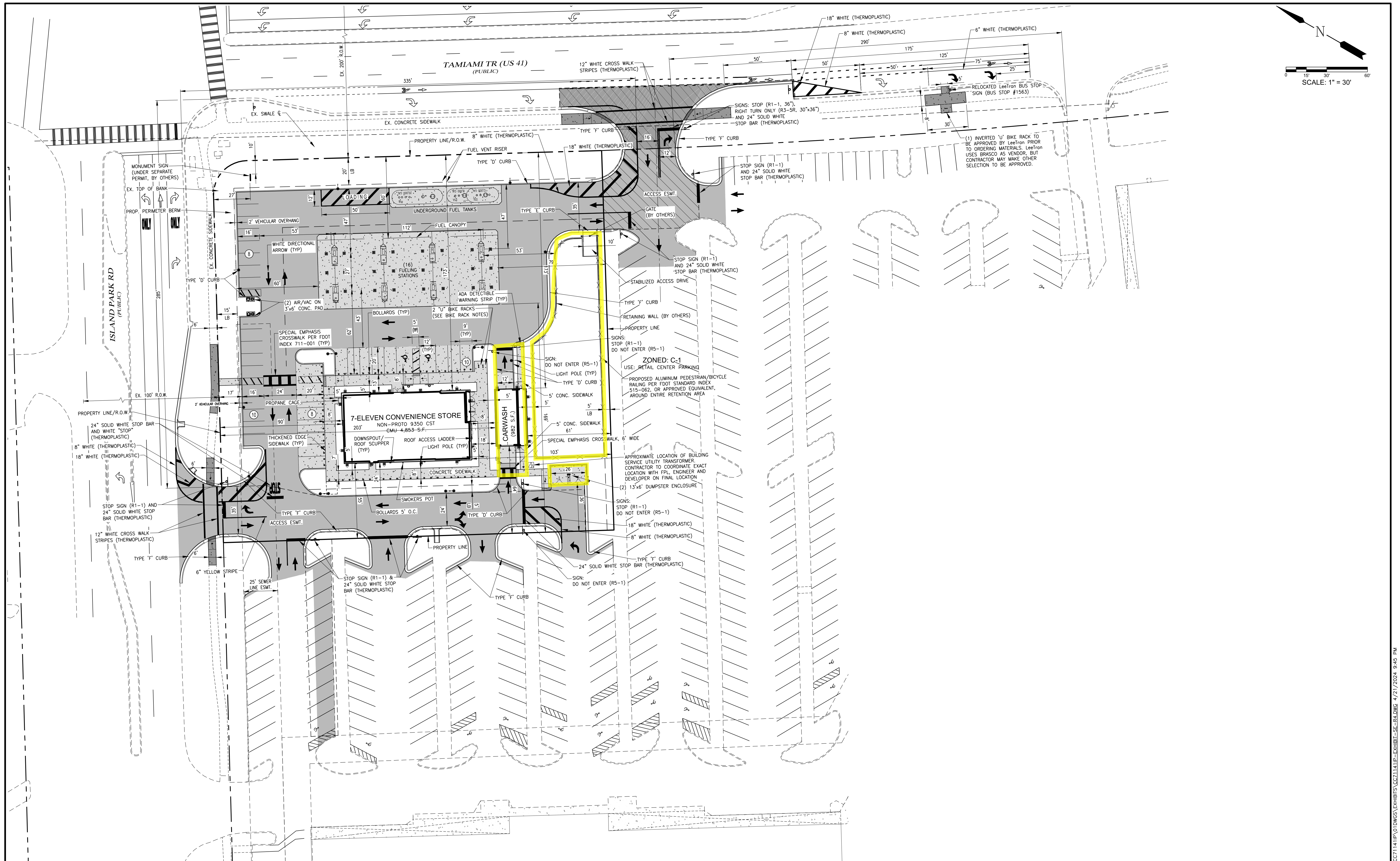
DESIGNED BY: M.T.H.
DRAWN BY: C.G.K.
APPROVED: M.T.H.
JOB CODE: CC71141P
SCALE: 1" = 30'

GradyMinor
Civil Engineers • Land Surveyors • Planners • Landscape Architects
Cert. of Auth. EB 0005151 Cert. of Auth. LB 0005151
Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380

7-ELEVEN ISLAND PARK SHOPPING CENTER
SPECIAL EXCEPTION SITE PLAN
ELEVATIONS SHOWN HEREON ARE BASED UPON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD '88)
CONVERSION FACTOR TO NATIONAL GEODETIC VERTICAL DATUM 1929 (NGVD '29) IS (+/-) 1.181'

MUNICIPALITY: LEE COUNTY
SEC/TOWNSHIP/RNG: 1/46S/24E
DATE: JUNE 2022
SUBMITTAL TYPE: EXHIBIT-SE
SHEET 1 OF 1

MICHAEL T. HERRERA, P.E.
FLORIDA P.E. LICENSE NO. 60110



LEGEND

Revision	Date	Description

DESIGNED BY:	M.T.H.
DRAWN BY:	C.G.K.
APPROVED:	M.T.H.
JOB CODE:	CC71141P
SCALE:	1" = 30'

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www.GradyMinor.com

7-ELEVEN ISLAND PARK SHOPPING CENTER
SPECIAL EXCEPTION SITE PLAN
REVISED APRIL 22, 2024
ELEVATIONS SHOWN HEREON ARE BASED UPON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD '88)
CONVERSION FACTOR TO NATIONAL GEODETIC VERTICAL DATUM 1929 (NGVD '29) IS (+/-) 1.181'

MUNICIPALITY: LEE COUNTY
SEC/TOWNSHIP/RNG: 1/465/24E
DATE: JUNE 2022
SUBMITTAL TYPE: EXHIBIT - SE
SHEET 1 OF 1

MICHAEL T. HERRERA, P.E.
FLORIDA P.E. LICENSE NO. 60110

**BOARD OF COUNTY COMMISSIONERS**

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County Manager

Richard Wm Wesch
County Attorney

Donna Marie Collins
*County Chief
Hearing Examiner*

June 1, 2022

Via E-Mail

Rachel Tracey, P.E.
Q. Grady Minor & Associates, Inc.
6150 Diamond Centre Ct, 1003
Fort Myers, FL 33912

RE: **Potable Water Availability**
7-Eleven Store No. 42251, 16510 S. Tamiami Trail
STRAP # 01-46-24-00-00007.002A and 01-46-24-00-00007.0020

Dear Ms. Tracey:

The subject properties are located within Lee County Utilities Future Service Area as depicted on Maps 4A of the Lee County Comprehensive Land Use Plan. Potable water lines are in operation adjacent to the property mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 1 commercial unit with an estimated flow demand of approximately 2,303 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water service as estimated above.

Availability of potable water service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Green Meadows Water Treatment Plant.

There are no reuse mains in the vicinity of this parcel.

Prior to beginning design work on this project, please meet with LCU Staff to determine the best point of connection and discuss requirements for construction.

This letter should not be construed as a commitment to serve, but only as to the availability of service. Lee County Utilities will commit to serve only upon receipt of all appropriate connection fees, a signed request for service and/or an executed service agreement, and the approval of all State and local regulatory agencies.

7-Eleven Store No. 42251 - Letter.Docx

June 1, 2022

Page 2

Further, this letter of availability of potable water service is to be utilized for Development Review and SFWMD only. Individual letters of availability will be required for the purpose of obtaining building permits.

Sincerely,

LEE COUNTY UTILITIES



Mary McCormic
Technician Senior
239-533-8532
UTILITIES ENGINEERING

Forest Utilities, Inc.

6000 Forest Boulevard • Fort Myers, FL • 33908 • (239) 481-5333

DATE: June 6, 2022

TO WHOM IT MAY CONCERN:

AT THIS TIME FOREST UTILITIES, INC, HAS THE AVAILABLE PLANT CAPACITY TO PROVIDE THE NECESSARY SEWER SERVICES

AT 16510 SOUTH TAMIAMI TRAIL, FORT MYERS, FL

FOREST UTILITIES, INC, WILL GUARANTEE CAPACITY ONLY UPON RECEIPT OF APPROPRIATE FEES AND CHARGES AND THE APPROVAL OF ALL STATE AND LOCAL AGENCIES.

ALL CONSTRUCTION MUST BE TO FOREST UTILITES, INC. SPECIFICATIONS.

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THIS OFFICE AT 239-481-5333.

THIS AVAILABILITY LETTER IS VOIDED AFTER 365 DAYS FROM ISSUANCE.

SINCERELY,

JUDY MALLET

TREASURER

FOREST UTILITIES, INC.