



August 11, 2024

Ms. Donna Marie Collins, Chief Hearing Examiner  
The Office of the Lee County Hearing Examiner  
1500 Monroe Street, 2<sup>nd</sup> Floor  
Fort Myers, FL 33901

**RE: Pine Island Road CPD (DCI2023-00015)  
48-Hour Letter**

Dear Madame Hearing Examiner:

On behalf of the applicant for DCI2023-00015, I am pleased to submit the information required in the 48-Hour Notice and Exhibit List. In addition, enclosed is a list of applicant witnesses who we expect to be present and/or testify.

Please note that the applicant is in general agreement with the staff report and proposed conditions with the following changes, shown in ~~strike~~through/underline format.

1) On Page 1 under “Request”, the Applicant proposes the following changes/corrections:

- a maximum ~~10,000~~ 100,000 square foot mini-warehouse/public warehouse,
- 4,000 square foot carwash,
- 2,500 square foot auto repair services,
- 7,500 square foot convenience food and beverage store with 16 fuel pumps, OR
- 5,000 square foot fast food restaurant,
- 7,800 square foot commercial retail uses

**Applicant Discussion: The reference to 10,000 SF of mini-warehouse is a scrivener’s error and should be 100,000 SF per the Applicant’s application and supportive data.**

**The addition of “public warehouse” is to address both types of “retail” warehousing intended by the Applicant. I.e. “mini-warehouse” which contains individual storage units accessed by separate exterior doors; and “public warehouse”, which contain internally accessed storage units. Please see revised Schedule of Uses and Deviations in “Applicant’s Proposed Conditions” attached.**

**Both of these warehousing types are available to the general public and function the same from a trip generation standpoint, as both fall under “ITE Code 151, Miniwarehouse”. See also Parking Demand Study attached, which describes the uses under the same ITE code, and analyzes the associated parking demands, which Staff is in agreement with.**

**Thus, the parking demand study supports Deviation #2 (reduced parking for both warehouse uses) and is appropriate to support the inclusion of public warehouse in**

**the Schedule of Uses, as it is based on ITE Code 151, which does no differential between internally and externally accessible storage uses.**

**The layout of the building and parking area for both warehousing types are consistent with the tract labeled “self storage” on the MCP. Therefore, no changes to the MCP are triggered by the addition of this use.**

- 2) On Page 2 under “Outstanding Issues”, the Applicant agrees with Staff that Deviation #3 relating to internal right-of-way buffer can be removed.

**Applicant Discussion: This change has been reflected on the revised Schedule of Deviations and Master Concept Plan dated August 9, 2024 attached hereto.**

- 3) On Page 2 under “Outstanding Issues, the Applicant agrees with Staff that the Stormwater Management Narrative contemplates utilizing the upland preserve area as part of the stormwater management system, which could result in degradation of the upland habitat.

**Applicant Discussion: The enclosed Stormwater Management Narrative has been updated to eliminate reference to utilizing the upland preserve area as part of the stormwater management system.**

- 4) The Transportation Impact Statement (TIS) attached as part of Exhibit F represents an outdated version of the report. The TIS dated February 16, 2024 is the latest and is attached.

Thank you for your consideration of the above information. We look forward to presenting the case at the hearing.

Thank you,

**RVi Planning + Landscape Architecture**



**Alexis Crespo, AICP**

Vice President of Planning

CC: Chris Lascano  
Diogo Rodrigues  
Ted Treesh, PTP  
Barrett Stejskal

**Pine Island Road CPD  
DCI2023-00015**

**Exhibit List**

- Resume of Diogo Rodriques
- Resume of Brett Nevaril
- Applicant's PowerPoint Presentation
- Revised Master Concept Plan dated August 9, 2024
- Applicant's Proposed Conditions (strikethrough/underline version of Staff's Conditions)
- Revised Schedule of Deviations & Justifications
- Revised Stormwater Management Narrative
- Parking Demand Study
- Revised Traffic Impact Statement dated February 16, 2024

**Pine Island Road CPD  
DCI2023-00015**

**Witness List**

Alexis Crespo, AICP – RVi Planning & Landscape Architecture, Inc., 28100 Bonita Grande Drive, Suite 300, Bonita Springs, FL 34135, [acrespo@rviplanning.com](mailto:acrespo@rviplanning.com)

Diogo Rodrigues – Infinity Engineering Group, LLC, 1208 E. Kennedy Blvd., Suite 230, Tampa, FL 33602, [diogo.rodrigues@iegroup.net](mailto:diogo.rodrigues@iegroup.net)

Brett Navril – Infinity Engineering Group, LLC, 1208 E. Kennedy Blvd., Suite 230, Tampa, FL 33602, [brett.navril@iegroup.net](mailto:brett.navril@iegroup.net)

Barrett Stejskal, RLA – BearPaws Environmental Consulting, 1599 Covington Circle East Fort Myers, FL 33919, [bearpaws.env.consulting@gmail.com](mailto:bearpaws.env.consulting@gmail.com)

Ted Treesh, PTP – TR Transportation Consultants, 2726 Oak Ridge Ct., Suite 503, Fort Myers, FL 33901, [tbt@trtrans.net](mailto:tbt@trtrans.net)

# Brett Nevaril

## Partner / Managing Director

Infinity Engineering Group, LLC

1208 East Kennedy Boulevard, STE 230

Tampa, FL 33602

813-695-4646

[brett@iegroup.net](mailto:brett@iegroup.net)

|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Education        | <b>Bachelor of Science, Civil Engineering</b><br><b>University of South Florida</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <i>Completed: January 1996</i> |
|                  | <b>Florida Engineer Intern</b><br><b>No. 496ET331</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <i>Completed: May 1997</i>     |
| Experience       | <b>Partner / Managing Director - Infinity Engineering Group, LLC</b><br><i>(July 2011- Present)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                |
|                  | <b>Project Manager / Partner - Progressive Development Group, Inc</b><br><i>(March 1998 - June 2011)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                |
|                  | <b>Project Engineer - MDM Services, Inc.</b><br><i>(January 1997 - February 1998)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                |
| Job Description: | <ul style="list-style-type: none"><li>• Relationship Manager for several National clients including Bank of America, 5/3 Bank, Truist and numerous Florida based clients.</li><li>• Manage multiple engineering projects in distinct phases from conceptual through construction.</li><li>• Maintain relationships with numerous local Governmental Agencies including Lee County, Collier County, City of Ft. Myers, Tampa, Manatee County, Sarasota County, South Florida Water Management District, Florida Department of Transportation, Etc.</li><li>• Coordinate the efforts of interdisciplinary teams consisting of Civil, Structural, Mechanical, Electrical, Transportation, and Environmental Engineers. In addition to coordination with Architects and General Contractors.</li><li>• Produce, Engineer, and Permitting of Commercial Development Construction drawings with associated design calculations, specifications and Land Development regulations.</li><li>• Client Relation responsibilities include all aspects of project management from inception to closeout. These responsibilities include initial and continuous contact with the client, project research preparation, coordinating with multiple governmental agencies throughout Florida, subconsultants, and contractors.</li><li>• Engineering responsibilities include quality control of the construction documents and as-built drawings. Preparation of drainage reports, lift station reports, construction cost estimates, fire hydrant calculations, and other miscellaneous engineering calculations. Final Inspections of work to ensure jobs are built to plans and construction quality is acceptable.</li></ul> |                                |
| Skills/Abilities | <b>Management</b> <ul style="list-style-type: none"><li>• Supervise 20 associates to meet time tables on individual projects.</li><li>• Initiate dialogue with Local Government agencies to accomplish goals of our clients.</li><li>• Produce monthly billing for all managed projects.</li><li>• Instruct staff on possible methodologies to be implemented in the design of a project.</li><li>• Consult Staff to resolve project issues as necessary.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                |

## Communication

- Represent clients during public hearings with several City Commissions and Board of County Commissioners.
- Communicate with clients and team members to maximize project success and meet all time tables.
- Communication with local authorities having jurisdiction to ensure design process is accurate and acceptable.
- Host staff design seminars in several areas including Stormwater management design and utility systems design.

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## Technology

### Industry Related Software

- Maintain a strong grasp of multiple engineering based programs including *Interconnected Pond Routing (ICPR)*, *Drawdown Routing Analysis (MODRET)*, and *Automated Computer-Aided Design and Drafting*.
- Use several other programs including Microsoft *Word*, *Excel*, *PowerPoint* and *Outlook*.

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## Current Projects:

### Relevant Experience in Lee County

- Fifth Third Bank – Petsmart/Target Outlot: DOS2019-00104
- Fifth Third Bank – College Parkway: DOS2020-00006
- Fifth Third Bank – Verdana Village: DOS2024-00075
- MY ITEC Lots 20, 21, 22: DOS2021-00067
- Dona Jo Brand: DOS2021-00115
- ITEC Tract J: DOS2021-00181
- Center Place: DOS2022-00044
- ITEC Tract “I” Flex Space: DOS2022-00154
- ITEC Tract “D” Storage: DOS2022-00054
- Synovus Bank: DOS2023-00072
- ITEC Alico East: DOS2023-00178
- Creel Tractors: DOS2023-00093
- Lee Road Industrial: DOS2023-00070
- Bank of America Daniels Crossing: LDO2022-00343

# Diogo-Anibal Alves Rodrigues

Infinity Engineering Group, LLC.

1208 East Kennedy Boulevard, STE 230., Tampa, FL 33602 • Cell: (727) 290-5754 • diogo.rodrigues@iegroun.net

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## EDUCATION

**Bachelor of Science in Civil Engineering**, University of Central Florida

- **Major:** Civil Engineering
- **Graduation Date:** Spring 2021

**Associate in Arts Degree in Pre-Major Engineering**, Valencia College

- **Major:** Engineering
- **Graduation Date:** May 2018

## EXPERIENCE

*July 2021-  
Present  
Tampa, FL*

**Project Engineer, Infinity Engineering Group, LLC.**

- Led diverse engineering projects from conceptual design through to construction administration, including commercial, institutional, and industrial facilities such as banks and warehouses.
- Managed all phases of projects, including due diligence, design, construction, and final delivery, ensuring adherence to project specifications, timelines, and budgets.
- Coordinated directly with clients and jurisdictions, handling communications, addressing project needs, and resolving issues promptly to ensure client satisfaction and regulatory compliance.
- Supervised and mentored a CAD design team, overseeing design accuracy, quality control, and adherence to project standards and deadlines.
- Conducted quality control (QC) reviews of engineering designs and project submittals, ensuring high standards and compliance with technical requirements.
- Performed complex engineering calculations for stormwater management (ICPR), lift station design, and various utility systems to ensure functional and regulatory compliance.
- Prepared detailed engineering reports, documenting design decisions, calculations, and project progress to support project management and client communication.
- Executed frequent on-site visits during the construction phase to monitor progress, ensure design implementation, and address any issues that arose on-site.
- Streamlined project workflows by integrating project management tools and practices, improving efficiency, and enhancing overall project delivery.
- Experience in project in more than 15+ states in the United States including numerous AHJ's within

*April 2010-  
July 2021  
Tarpon Springs, FL*

**Project Manager/Site Foreman, Timm Group Building & General Contractors Inc.**

- Provided oversight for bidding process such as reviewing bids from subcontractors, RFI's and descoping bids to ensure project requirements are met
- Provided oversight for general contractor bidding process such as takeoff's, up to date material costs and meeting project timelines
- Development of detailed cost estimates
- Facilitate weekly project meetings with owner, owner's reps, vendors, subcontractors, and other stakeholders connected to the project
- Create and maintain strong working relationships with all professional groups connected to the project
- Ensure construction materials are ordered timely for respective projects
- Company representative for bid meetings
- Close communication with bonding company
- Requested warranty letters from subcontractors; Gathered, tracked and organized close-out documentation (warranty letters, O&M Manuals, as-built drawings)
- Oversee residential, commercial and government projects

## SKILLS & ABILITIES

### Leadership Skills

- **Project Leadership:** Proven track record of leading engineering projects from initial concept through to completion, ensuring successful outcomes.
- **Team Management:** Skilled in supervising and mentoring a CAD design team, providing guidance, training, and feedback to enhance team performance and cohesion.
- **Client Relations:** Effective in building and maintaining strong relationships with clients, addressing their concerns, and ensuring their needs are met throughout the project lifecycle.
- **Stakeholder Coordination:** Proficient in coordinating with various stakeholders, including clients, jurisdictions, and contractors, to ensure seamless project execution and compliance.
- **Conflict Resolution:** Adept at resolving project-related conflicts and issues through effective negotiation and problem-solving strategies.

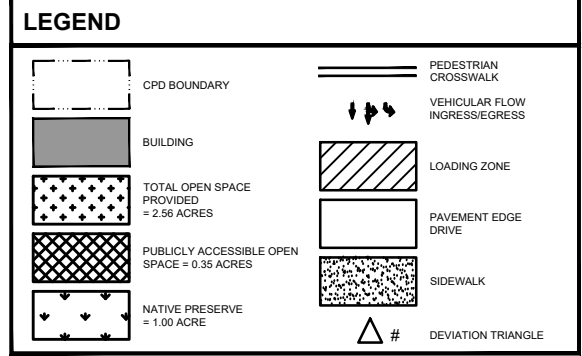
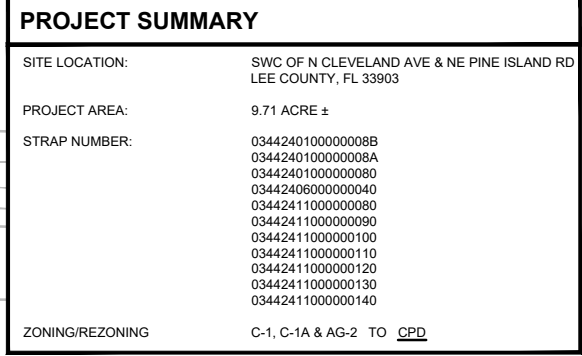
### Engineering Skills

- **Engineering Design:** Expertise in designing complex engineering systems and infrastructure, including stormwater management (ICPR), lift stations, and utility systems.
- **Technical Analysis:** Advanced skills in performing engineering calculations and analyses to ensure functional and regulatory compliance.
- **Quality Assurance:** Strong background in conducting quality control (QC) reviews and ensuring that designs and construction meet high technical standards and project requirements.
- **Construction Administration:** Experienced in overseeing construction activities, performing site visits, and ensuring adherence to design specifications and safety standards.
- **Design Review:** Proficient in reviewing and approving design submittals and ensuring that they meet project specifications and regulatory standards.

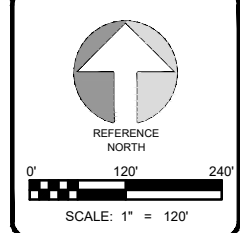
## LEE COUNTY PROJECTS EXPERIENCE

- MY ITEC Lots 20, 21, 22: DOS2021 - 00067
- Dona Jo Brand: DOS2021 - 00115
- ITEC Tract J: DOS2021 - 00181
- Center Place: DOS2022 - 00044
- ITEC Tract "I" Flex Space: DOS2022 - 00154
- ITEC Tract "D" Storage: DOS2022 - 00054
- Synovus Bank: DOS2023 - 00072
- ITEC Alico East: DOS2023 - 00178
- Creel Tractors: DOS2023 - 00093
- Lee Road Industrial: DOS2023 - 00070

|                          |                           |
|--------------------------|---------------------------|
| Project No.<br>300-21.00 | Sheet<br><br><b>MCP.1</b> |
| Date<br>01-23-23         |                           |
| Scale<br>AS NOTED        |                           |



| OPEN SPACE SUMMARY                                                           |                                                    |                                                                           |                                                            |
|------------------------------------------------------------------------------|----------------------------------------------------|---------------------------------------------------------------------------|------------------------------------------------------------|
| <u>LAND USE</u>                                                              | <u>AREA</u>                                        | <u>LAND USE</u>                                                           | <u>AREA</u>                                                |
| REQUIRED OPEN SPACE                                                          | 2.56 ACRES (0.20 X 3.49 ACRES + 0.30 X 6.22 ACRES) | REQUIRED ON-SITE PRESERVE                                                 | 1.29 ACRES (0.5 x 2.56 ACRES)                              |
| PROVIDED OPEN SPACE                                                          | 2.56 ACRES (INCLUDES NATIVE PRESERVE)              |                                                                           |                                                            |
| REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE                                      | 0.35 ACRES (0.10 X 3.49 ACRES)                     | PROVIDED ON-SITE PRESERVE (PER LDC SEC. 10-415(B)(3)(a) & (b)(4) CREDITS) | 1.35 ACRES = (135% ((CREDIT) x 1.0 ACRES PROVIDED ON-SITE) |
| PROVIDED PUBLICLY ACCESSIBLE OPEN SPACE (IN ADDITION TO REQUIRED OPEN SPACE) | 0.35 ACRES                                         |                                                                           |                                                            |



| No. | Revision/Issue                | Date     |
|-----|-------------------------------|----------|
|     | ISSUE FOR REVIEW              | 01/23/23 |
|     | ISSUE FOR DCI REVIEW COMMENTS | 09/01/23 |
|     | REVISED LAYOUT                | 01/11/24 |
|     | REVISED BUFFERS               | 04/10/24 |
|     | REVISED FOR HEX               | 08/09/24 |



**INFINITY**

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**INFINITY ENGINEERING  
GROUP, LLC**

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[illegible]

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

\_\_\_\_\_  
DATE

Project Name and Address

**PINE ISLAND ROAD CPD**

SWC OF N CLEVELAND AVE & NE PINE ISLAND RD  
LEE COUNTY, FLORIDA 33903

Sheet Title

**OPEN SPACE EXHIBIT**

|                          |                           |
|--------------------------|---------------------------|
| Project No.<br>300-21.00 | Sheet<br><br><b>MCP.2</b> |
| Date<br>01-23-23         |                           |
| Scale<br>AS NOTED        |                           |

## Pine Island Road Commercial Planned Development (DCI2023-00015)

### Applicant's Proposed Conditions and Deviations

#### Section A. - Conditions

1. The development of this project must be consistent with two-page Master Concept Plan (MCP) dated ~~April 17, 2023~~ August 9, 2024 and entitled "Pine Island Road CPD", prepared by Phoenix Associates of Florida attached as staff report Attachment D, except as modified by the conditions below. This development must comply with all requirements of the Lee County LDC at the time of local development order, except as may be granted by deviation as part of this planned development. If changes to the MCP, or conditions, or deviations are subsequently pursued, appropriate approvals will be necessary.

This project is limited a maximum of 121,800 square feet of commercial uses, including the following two scenarios for the use-specific intensities:

- a maximum ~~10,000~~ 100,000 square foot mini-warehouse or public warehouse,
- 4,000 square foot carwash,
- 2,500 square foot auto repair services,
- 7,500 square foot convenience food and beverage store with 16 fuel pumps, OR
- 5,000 square foot fast food restaurant,
- 7,800 square foot commercial retail uses

2. The following limits apply to the project and uses:

- a. Schedule of Uses

Accessory uses, buildings, and structures  
ATM (Automated Teller Machine)  
Auto parts store (with installation services)  
Automobile Repair and Service: Groups I & II  
Automobile Service Station  
Bank & Financial Establishments: Group I & II  
Car Wash  
Clothing Store, General  
Convenience Food and Beverage Store (limited to a maximum of 16 fuel pumps)  
Drive-through facility for any permitted use  
Essential Service Facilities: Group I  
Excavation: Water Retention  
Food Stores: Group I  
Hardware Store  
Hobby, Toy, and Game Shops  
Laundry or Dry Cleaning: Group I  
Lawn and Garden Supply Store  
Paint, Glass, and Wallpaper  
Parking Lot (accessory)

Personal Services: Groups I-IV (Excludes bail bonding, escort services, fortune tellers, palm readers or card readers, massage parlors, and tattoo parlors)

Pet Shop

Rental and Leasing Establishments: Group I & II

Repair Shops: Group I & II

Restaurant, Fast Food

Self-Service Fuel Pumps, in conjunction with a Convenience Food and Beverage Store

Signs

Specialty Retail Shops: Groups I, II, & III

Temporary Uses

Used Merchandise Stores: Groups I (except pawn shops), II, & III

Variety Store

Warehouse: Mini Warehouse, **public**

b. Site Development Regulations

| Development Criteria                           | Commercial         |
|------------------------------------------------|--------------------|
| Setbacks                                       |                    |
| Perimeter                                      | 25 feet            |
| Side Yard                                      | 15 feet            |
| Rear                                           | 20 feet            |
| Preserve                                       | 30 feet            |
| Maximum Building Height                        | 45 feet            |
| <b>Overall Minimum Lot Area and Dimensions</b> |                    |
| Area                                           | 25,000 square feet |
| Width                                          | 150 feet           |
| Depth                                          | 150 feet           |
| Maximum Building Coverage                      | 40 percent         |

5. Open Space

Prior to the issuance of the first development order, the development order plans must depict a total of 2.56 acres of open space.

6. Indigenous Open Space

Prior to the issuance of the first development order, the development order plans must depict 1.00 acres of indigenous preserve area to include 135 percent credit (1.35 acres of indigenous open space with credits). Plans must be in substantial compliance with the Master Concept Plan dated April 3, 2023, attached hereto as Attachment D.

7. Indigenous Restoration and Buffers

Prior to the issuance of the first development order, an indigenous restoration plan must be submitted. The restoration plants being used to meet the rights-of-way buffer requirements must comply with LDC Section 10-416(d). Any supplemental buffer landscaping proposed must comply

with LDC Section 10-420 and an above ground temporary irrigation system must be specified on the development order plans.

9. Mini Warehouse/Public Warehouse Buffers

- a. Prior to the issuance of a development order for the mini warehouse or public warehouse, the applicant must provide an enhanced 15-foot-wide buffer along the internal accessway abutting the mini-warehouse or public warehouse with landscape vegetation meeting LDC Section 34-1353(e)(1) specifications. The proposed tree and shrubs species must be consistent along the internal accessway to create a unified landscape plan.
- b. Prior to the issuance of a development order for the mini warehouse or public warehouse, the landscape plans must depict a five-foot-wide buffer along the southeast property line abutting the Community Commercial zoned property.

10. The access locations on US 41 and SR 78 shown on the Master Concept Plan are conceptual in nature and subject to modification based upon final approval from the Florida Department of Transportation (FDOT).

Section B. – Deviations

1. **Deviation (1)** seeks relief from Lee County Land Development Code (LDC) Section 34-2013(b)(3), which allows a maximum 35-foot-wide parking lot entrance width at the property line, to allow for a maximum of 56-foot parking lot entrance at the property line along Herron Road.

This deviation is **APPROVED**.

2. **Deviation (2)** seeks relief from Lee County Land Development Code (LDC) Section 34-2020(b), which requires non-residential uses, particularly mini-warehouse or public warehouse, to provide a minimum of one space per 25 storage units, with a minimum of five spaces, to allow for a minimum of one space per 50 storage units, with a minimum of five spaces.

This deviation is **APPROVED**.

3. **Deviation (3)** Recommended to be withdrawn.



**Pine Island Road CPD  
Schedule of Deviations & Justification**

**REVISED AUGUST 2024**

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

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

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

**Justification:** The Applicant is proposing to allow for a minimum of 1 space per 50 storage units, with a minimum of 5 spaces required which would be consisted with the true parking needs for the mini-warehouse **and public warehouse uses, which are treated the same per the ITE Code (151: miniwarehouse) for parking and trip generation**. The number of parking spaces required by code is estimated to be 20 parking spaces as the exact number of storage units is calculated to be around 500+/- units based on the possible maximum buildout. The applicant is proposing a minimum of 5 parking spaces. Loading and unloading zones have been designated in addition to parking spaces to the north of the warehouse building outside of parking drive aisles. Based on the trip count and parking demand study for the warehouse use, these areas are enough for patrons and employees to utilize the facility safely.

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

**The request to reduce the number of required parking spaces for a mini-warehouse consistent with the established parking needs of the use as identified by the Arbor Village mini-warehouse parking demand study. Additionally, the request removes additional unnecessary impervious area for a use that provides a minimal amount of traffic.**

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



INFINITY ENGINEERING  
GROUP, LLC

## **Stormwater Narrative**

The Pine Island Carwash will be located at 14991 North Cleveland Avenue, North Fort Myers Florida 33903. The existing site is the Mariana Park consisting of majority open-land and dispersed concrete pads. The current runoff flows south along a swale on Heron Road and flows West on Pineapple Lane, this all meets at the southwestern portion of project site and travels south towards the 12" RCP Culvert. The proposed site will consist of a 99,000 SF 3-Story Storage unit with adequate parking and Dry retention pond. The southern portion of the project will provide a 1-acre native preserve that will be properly maintained and labeled with proper signage and preventive measures for no foot-traffic within the native preserve.

The Stormwater design will meet the required districts storm frequencies of 5yr-24 hour, 25 yr-72 hr, and 100 yr -72hr. The proposed site will maintain the existing runoff patterns that flows into the south western portion of the parcel. A conveyance system will be designed to convey the stormwater runoff to the proposed dry detention pond on the southern portion of the property. A proposed outfall control structure from the surface detention pond will discharge the stormwater West under Herron Rd via the existing culvert (12" RCP) off-site. Conveyance will consist of sheet flow, inlets, and conveyance piping.

The proposed stormwater management system will be consistent with design standards as outlined in the SFWMD Applicant Handbook. The design intent of the system is to provide water quality treatment and attenuation in the proposed dry detention system and discharge at a location mimicking the existing drainage patterns. In addition to the discharge and treatment analysis, a nutrient loading analysis will be conducted to ensure the effluent nitrogen and phosphorus levels are lower in the proposed condition post-development or 80% removed. The project will adhere to the limits of moderate wave action since the site's location will be designed within flood zone AE, X of the FEMA Preliminary Coastal Study and the will have a compensate analysis for the fill on-site.



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**ITE PARKING GENERATION  
MANUAL**

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

## Land Use: 151 Mini-Warehouse

### Description

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

### Time of Day Distribution for Parking Demand

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

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

# **UPDATED PARKING SUMMARY DATA**

**Extra Space Storage**  
**2399 Champion Ring Road**  
**City of Fort Myers**

|                                   |                |                                |
|-----------------------------------|----------------|--------------------------------|
| <b>Total Spaces in Lot</b>        | <b>12</b>      | <b>Number of Storage Units</b> |
| <b>Total Building Square Feet</b> | <b>103,801</b> | <b>666</b>                     |

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

**Parking Demand Per Storage Unit**

**One Space for Every    83.3    Units**

**0.77    Spaces Per 10,000 Sq. Ft.**

Based on Peak Parking Demand

**The Lock-Up Self Storage**

9901 Estero Oaks Drive

Lee County

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

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

**Parking Demand Per Storage Unit**

One Space for Every 79.3 Units

1.05 Spaces Per 10,000 Sq. Ft.

Based on Peak Parking Demand

**Public Storage**  
**20091 Tiburon Way**  
**Village of Estero**

**Number of Storage Units**

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

**600**

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

**Parking Demand Per Storage Unit**

**One Space for Every    85.7    Units**

**0.83    Spaces Per 10,000 Sq. Ft.**

Based on Peak Parking Demand

HIGH

HIGH

**Public Storage**

11995 FL-82

City of Fort Myers

|                                   |                |                                |
|-----------------------------------|----------------|--------------------------------|
| <b>Total Spaces in Lot</b>        | <b>17</b>      | <b>Number of Storage Units</b> |
| <b>Total Building Square Feet</b> | <b>119,952</b> | <b>897</b>                     |

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

Parking Demand Per Storage Unit

One Space for Every 179.4 Units

0.42 Spaces Per 10,000 Sq. Ft.

Based on Peak Parking Demand

**Public Storage**  
**10688 Colonial Blvd**  
**City of Fort Myers**

|                                   |               |                                |
|-----------------------------------|---------------|--------------------------------|
| <b>Total Spaces in Lot</b>        | <b>24</b>     | <b>Number of Storage Units</b> |
| <b>Total Building Square Feet</b> | <b>95,220</b> | <b>650</b>                     |

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

**Parking Demand Per Storage Unit**

**One Space for Every    92.9    Units**

**0.74    Spaces Per 10,000 Sq. Ft.**

Based on Peak Parking Demand

## Indoor Self Storage Parking Survey Summary

REVISED 8-21-2023

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

**One Parking Space Per 104 Units**

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

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

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

## **CHAMPION RING ROAD SITE**



# Champion Ring Ro. Site

## Property Data

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

Generated on 8/21/2023 11:10 AM

### Owner Of Record - Sole Owner

[\[Change Address\]](#)



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

### Site Address

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

2399 CHAMPION RING RD  
FORT MYERS FL 33905

### Property Description

Do not use for legal documents!

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

### [ Tax Map Viewer ]



### [ Pictometry Aerial Viewer ]

### Image of Structure



◀ Photo Date July of 2019 ▶ ☐ View other photos

Last Inspection Date: 02/22/2019



### Current Working Values



[Hurricane Ian Tax Roll Value Letter](#)

[Tax Refund Status](#)

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

## Exemptions / Classified Use (Current)

Generated on 8/21/2023 11:10 AM

## Exemptions / Classified Use (2023 TRIM)

Generated on 8/21/2023 11:10 AM



## Values (2023 TRIM)



Generated on 8/21/2023 11:10 AM

## Taxing Authorities

Generated on 8/21/2023 11:10 AM

## Sales / Transactions

Generated on 8/21/2023 11:10 AM

## Building / Construction Permit Data

Generated on 8/21/2023 11:10 AM

**Parcel Numbering History**

Generated on 8/21/2023 11:10 AM

**Location Information**

Generated on 8/21/2023 11:10 AM

**Solid Waste (Garbage) Roll Data**

Generated on 8/21/2023 11:10 AM

**Flood and Storm Information**

Generated on 8/21/2023 11:10 AM

**Address History**

Generated on 8/21/2023 11:10 AM

**Appraisal Details (2023 TRIM)**

Generated on 8/21/2023 11:10 AM

**Land****Land Tracts**

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

**Land Features**

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

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

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

**Building Subareas**

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

**Building Features**

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

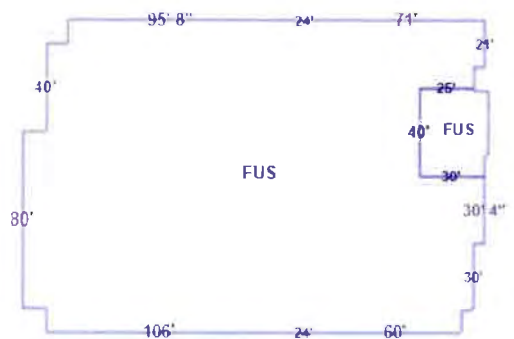
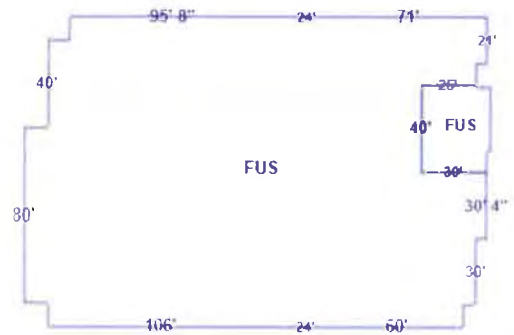
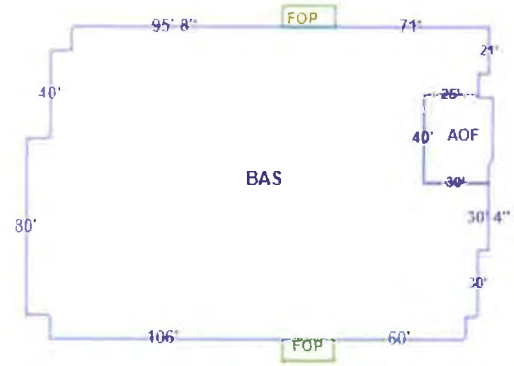
87,809<sup>0</sup>

Building Front Photo



Photo Date: July of 2019

Building Footprint



Building 2 of 4

Building Characteristics

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

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

## Building Front Photo

 Front Photo

Photo Date:

## Building Footprint

6,308<sup>±</sup>

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

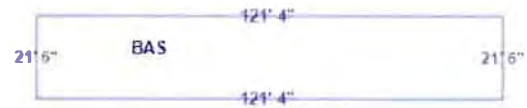
2,609<sup>±</sup>

## Building Front Photo

 [Front Photo](#)

Photo Date:

## Building Footprint



Building 4 of 4

## Building Characteristics

**Improvement Type**  
83 - Personal Storage Facilities

**Model Type**  
6 - WAREHOUSE/INDUSTRIAL

**Stories**  
1.0

**Living Units**  
0

**Bedrooms**  
0

**Bathrooms**  
0.0

**Year Built**  
2019

**Effective Year Built**  
2019

## Building Subareas

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

## Building Features

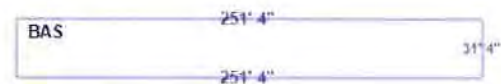
| Description                           | Year Added | Units |
|---------------------------------------|------------|-------|
| OVERHEAD DOOR - LARGE 10X10 OR LARGER | 2019       | 25    |

## Building Front Photo

 [Front Photo](#)

Photo Date:

## Building Footprint



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

**Appraisal Details (Current Working Values)**

Generated on 8/21/2023 11:10 AM

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

## **COLONIAL BLVD SITE**



# Colonial Bvo Site

## Property Data

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

Generated on 8/21/2023 11:19 AM

Owner Of Record - Sole Owner

[\[Change Address\]](#)



PS FLORIDA ONE INC  
701 WESTERN AVE  
GLENDALE CA 91201

### Site Address

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

10688 COLONIAL BLVD  
FORT MYERS FL 33913

### Property Description

Do not use for legal documents!

ARBORGATE  
DESC IN INST #2007000319643  
TRACT 4

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



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

Image of Structure



◀ Photo Date November of 2022 ▶ ☐ View other photos

Last Inspection Date: 11/22/2022



Current Working Values



[Hurricane Ian Tax Roll Value Letter](#)

[Tax Refund Status](#)



Just

16,791,216

### Attributes

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

## Exemptions / Classified Use (Current)

Generated on 8/21/2023 11:19 AM

## Exemptions / Classified Use (2023 TRIM)

Generated on 8/21/2023 11:19 AM



## Values (2023 TRIM)



Generated on 8/21/2023 11:19 AM

## Taxing Authorities

Generated on 8/21/2023 11:19 AM

## Sales / Transactions

Generated on 8/21/2023 11:19 AM

## Building / Construction Permit Data

Generated on 8/21/2023 11:19 AM

**Parcel Numbering History**

Generated on 8/21/2023 11:19 AM

**Location Information**

Generated on 8/21/2023 11:19 AM

**Solid Waste (Garbage) Roll Data**

Generated on 8/21/2023 11:19 AM

**Flood and Storm Information**

Generated on 8/21/2023 11:19 AM

**Address History**

Generated on 8/21/2023 11:19 AM

**Appraisal Details (2023 TRIM)**

Generated on 8/21/2023 11:19 AM

**Land****Land Tracts**

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

**Land Features**

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

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

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

**Building Subareas**

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

**Building Features**

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

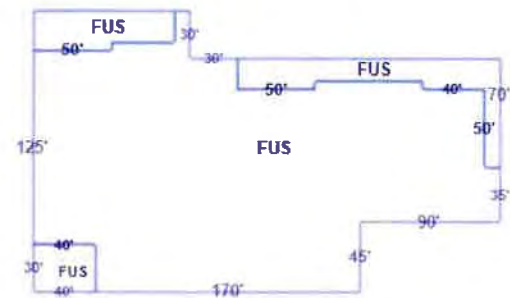
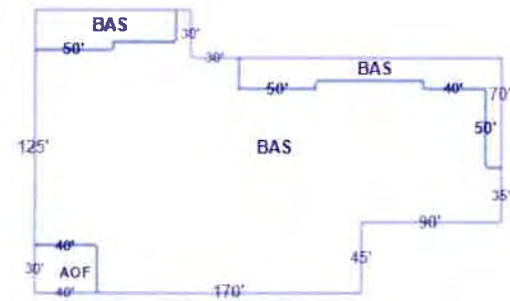
87,900\$

Building Front Photo



Photo Date: November of 2022

Building Footprint



## Building 2 of 2

## Building Characteristics

Improvement Type  
83 - Personal Storage Facilities

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

## Building Subareas

Description  
BAS - BASE

Heated / Under Air  
YArea (Sq Ft)  
7,320

## Building Features

Description  
OVERHEAD DOOR - LARGE 10X10 OR LARGER

Year Added  
2019Units  
12

7.320

Building Front Photo



Photo Date: November of 2022

Building Footprint

**Appraisal Details (Current Working Values)**

Generated on 8/21/2023 11:19 AM

[Previous Parcel Number](#)

Generated on 8/21/2023 11:19 AM

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

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

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

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

**SR 82 SITE**



SR 82 Site

## Property Data

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

Generated on 8/21/2023 11:22 AM

### Owner Of Record - Sole Owner

[\[Change Address\]](#)

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

### Site Address

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

11995 STATE ROAD 82  
FORT MYERS FL 33913

### Property Description

Do not use for legal documents!

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

### [ Tax Map Viewer ]



### [ Pictometry Aerial Viewer ]

### Image of Structure


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

Last Inspection Date: 12/22/2022



### Current Working Values


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

Just

15,937,074

### Attributes

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

## Exemptions / Classified Use (Current)

Generated on 8/21/2023 11:22 AM

## Exemptions / Classified Use (2023 TRIM)

Generated on 8/21/2023 11:22 AM



## Values (2023 TRIM)



Generated on 8/21/2023 11:22 AM

## Taxing Authorities

Generated on 8/21/2023 11:22 AM

## Sales / Transactions

Generated on 8/21/2023 11:22 AM

## Building / Construction Permit Data

Generated on 8/21/2023 11:22 AM

**Location Information**

Generated on 8/21/2023 11:22 AM

**Solid Waste (Garbage) Roll Data**

Generated on 8/21/2023 11:22 AM

**Flood and Storm Information**

Generated on 8/21/2023 11:22 AM

**Address History**

Generated on 8/21/2023 11:22 AM

**Appraisal Details (2023 TRIM)**

Generated on 8/21/2023 11:22 AM

**Land****Land Tracts**

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

**Land Features**

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

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

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

**Building Subareas**

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

**Building Features**

| Description          | Year Added | Units |
|----------------------|------------|-------|
| ELEVATOR - PASSENGER | 2020       | 6     |

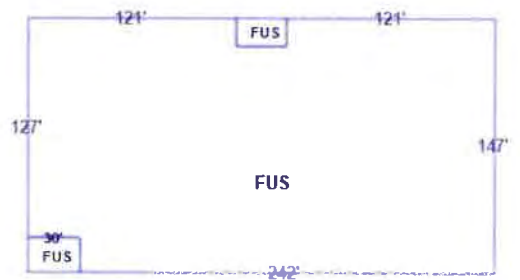
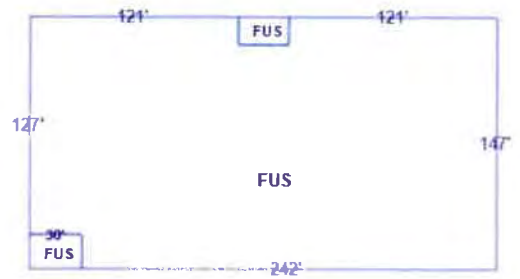
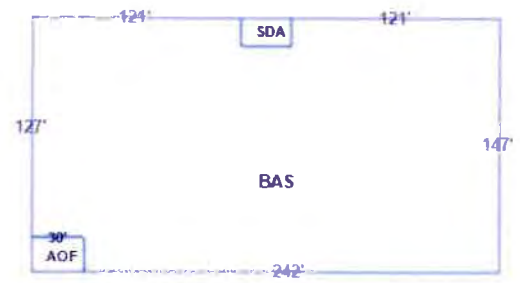
119,952  $\phi$

Building Front Photo



Photo Date: December of 2022

Building Footprint

**Appraisal Details (Current Working Values)**

Generated on 8/21/2023 11:22 AM

**Extra Space Storage**

4500 Somerset Drive  
City of Fort Myers

Total Spaces in Lot 7  
Total Building Square Feet 102,993

Number of Storage Units  
780

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

**Parking Demand Per Storage Unit**

One Space for Every 78.0 Units

0.97 Spaces Per 10,000 Sq. Ft.

Based on Peak Parking Demand

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

Average 4.3

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

## Indoor Self Storage Parking Survey Summary

REVISED 11-10-2023

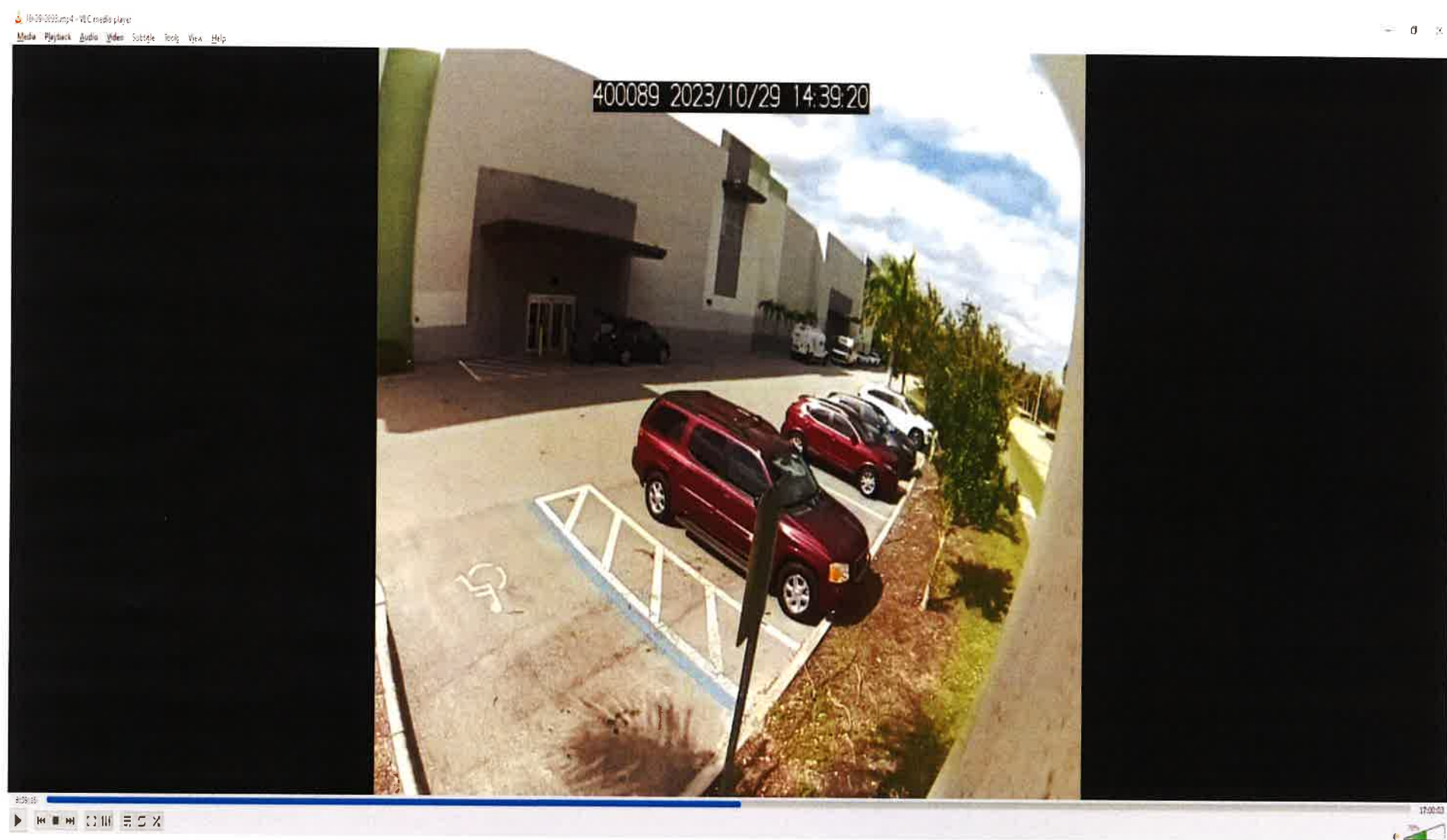
| Location                                                       | One Space Per XX Unit | Spaces/10,000 Sq. Ft. GFA |
|----------------------------------------------------------------|-----------------------|---------------------------|
| Extra Space<br>Champion Ring Road<br>666 Units/103,801 Sq. Ft.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

**One Parking Space Per 100 Units**

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

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





10-29-2023.mp4 - VLC media player

Media Playback Audio Visual Subtitle Tools View Help

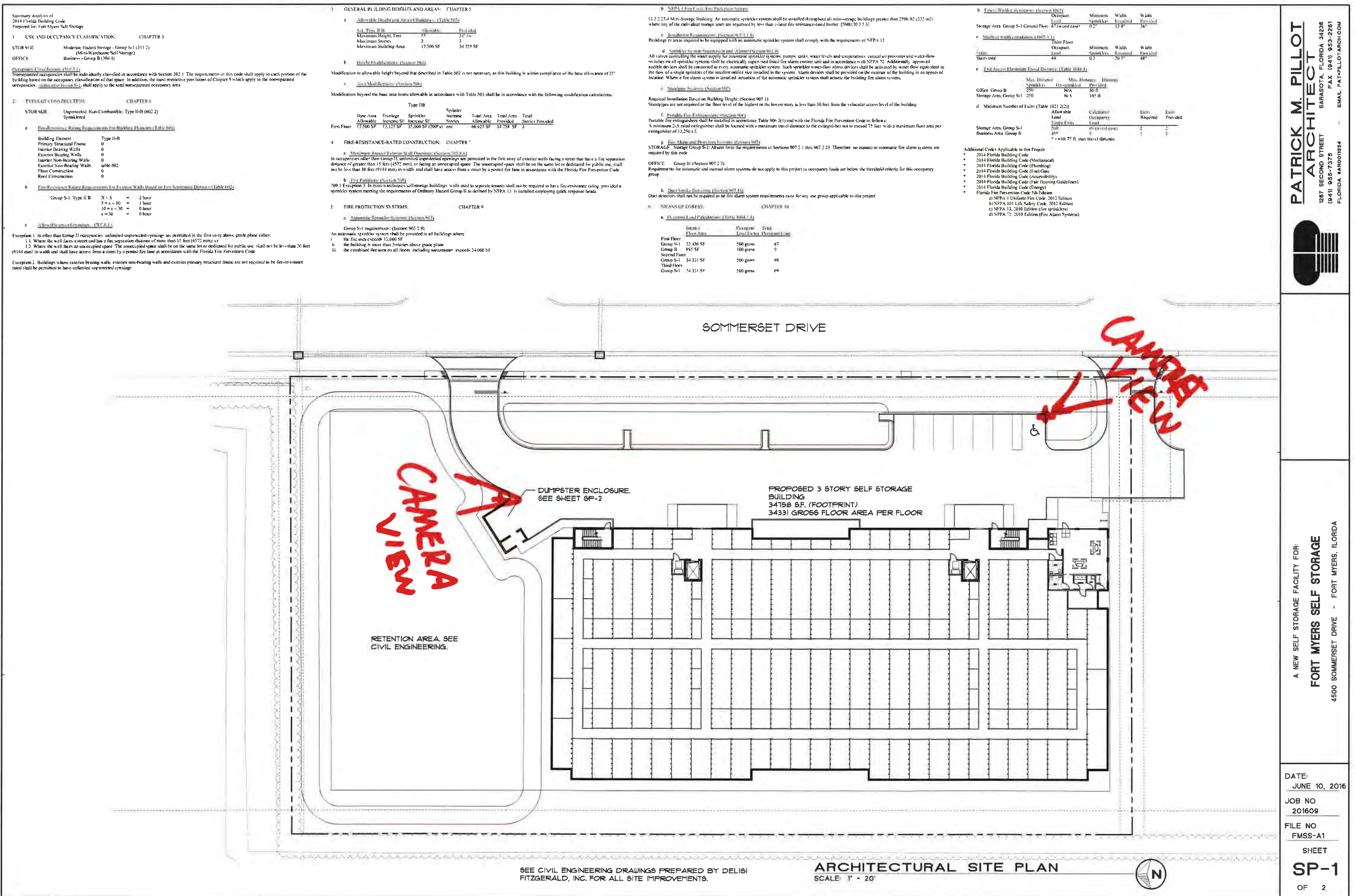
cc001019 2023/10/29 14:39:12

0:16:24



16:31:06





# **TRAFFIC IMPACT STATEMENT**

**FOR**

**PINE ISLAND ROAD CPD**

**(PROJECT NO. F2212.09)**

**PREPARED BY:**

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

**REVISED:**

**February 16, 2024**

## **CONTENTS**

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

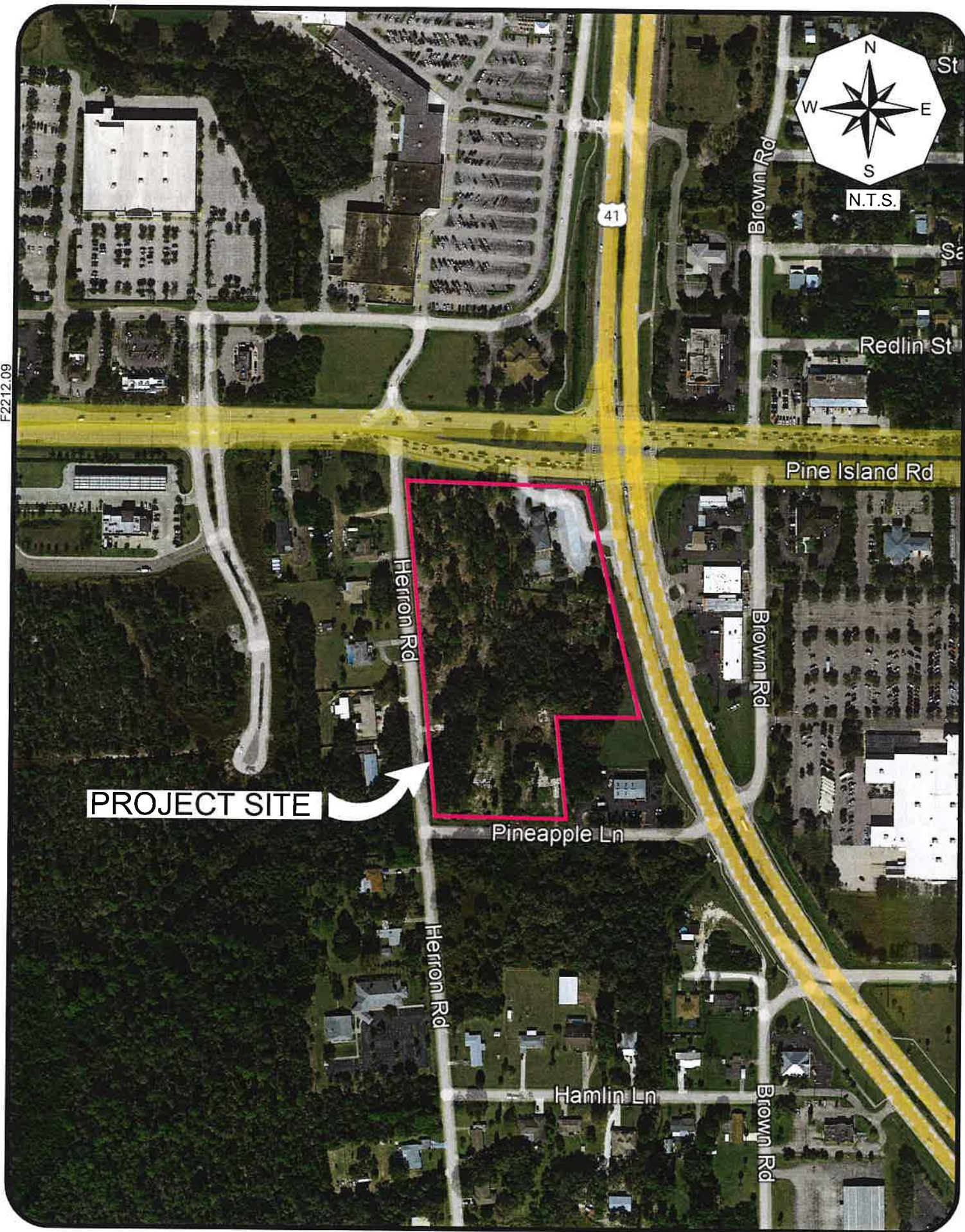
## I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking rezoning approval. The proposed development is located at the southwest corner of U.S. 41 and Pine Island Road in Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

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

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

F2212.09



## **II. EXISTING CONDITIONS**

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

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

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

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

## **III. PROPOSED DEVELOPMENT**

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

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

**Table 1**  
**Land Use**  
**Pine Island Road CPD**

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

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

#### IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation Manual*, 11<sup>th</sup> Edition. Land Use Code 945 (Convenience Store/Gas Station) was utilized for the trip generation purposes of the convenience store/gas station use based on the floor area of the convenience store. Land Use Code 941 (Quick Lubrication Vehicle Shop) was utilized for the trip generation purposes of the Auto-Repair/Quick Lube Services use, Land Use Code 948 (Automated Car Wash) was used for the car wash use, Land Use Code 151 (Mini-Warehouse) was used for the Self-Storage use and Land Use Code 822 (Strip Retail Plaza <40k) was used for the commercial retail uses. The trip generation equations utilized from these land uses are attached to the Appendix for reference. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the development as currently approved.

**Table 2  
Trip Generation  
Pine Island Road CPD**

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

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

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

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

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

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

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

| <b>Land Use</b> | <b>Percentage Trip Reduction</b> |
|-----------------|----------------------------------|
| Gas Station     | 77% AM/PM/Daily                  |
| Retail          | 30%                              |

**Table 4**  
**Trip Generation – New Trips**  
**Pine Island Road CPD**

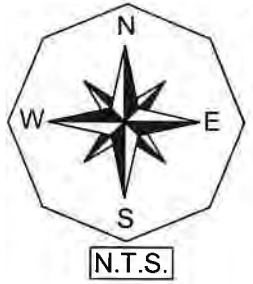
| Land Use                          | Weekday A.M. Peak Hour |           |            | Weekday P.M. Peak Hour |            |            | Daily<br>(2-way) |
|-----------------------------------|------------------------|-----------|------------|------------------------|------------|------------|------------------|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

## V. TRIP DISTRIBUTION

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

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

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PINE ISLAND RD.

SR 78

(30) 25

(117) 130

US 41

32 (45)

50 (57)

(37) 31  
(53) 53  
(53) 53

(54) 48

(237) 244

25 (30)

244 (237)  
2 (5)

224 (237)  
(146) 113

PINEAPPLE LN.

(5) 2

HERRON RD.

2 (5)

LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC

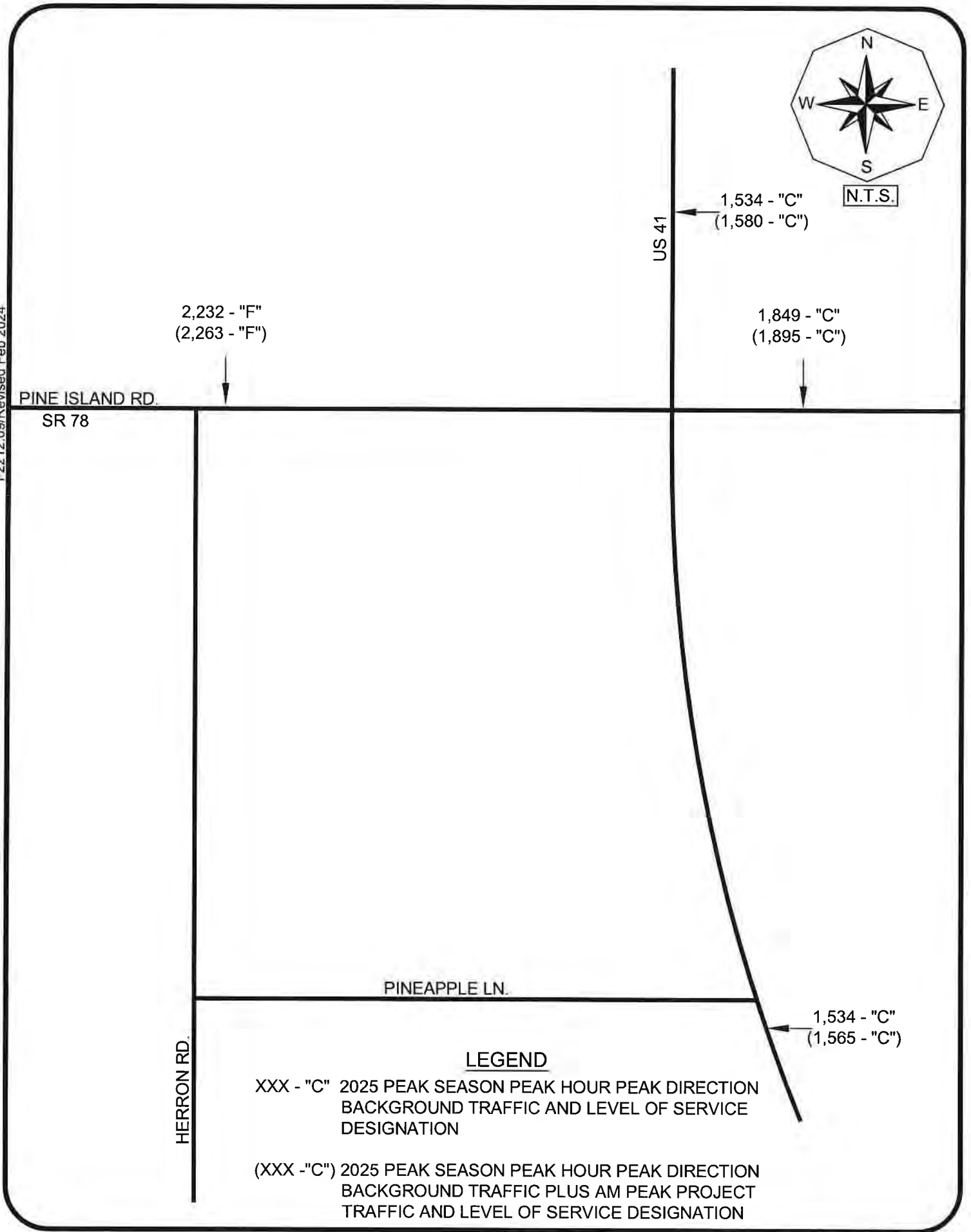
## **VI. FUTURE TRAFFIC CONDITIONS**

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

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

**Figure 3** indicates the year 2027 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 3 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday P.M. peak hour with the development traffic added to the roadways. This figure is derived from Table 2A contained in the Appendix.

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## VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

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

## VIII. INTERSECTION ANALYSIS

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

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

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

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

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

## **IX. CONCLUSION**

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

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

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

# APPENDIX

## **TABLE 1A & 2A**

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

**Revised 2-16-2024**

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

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

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

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

**Revised 2-16-2024**

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

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

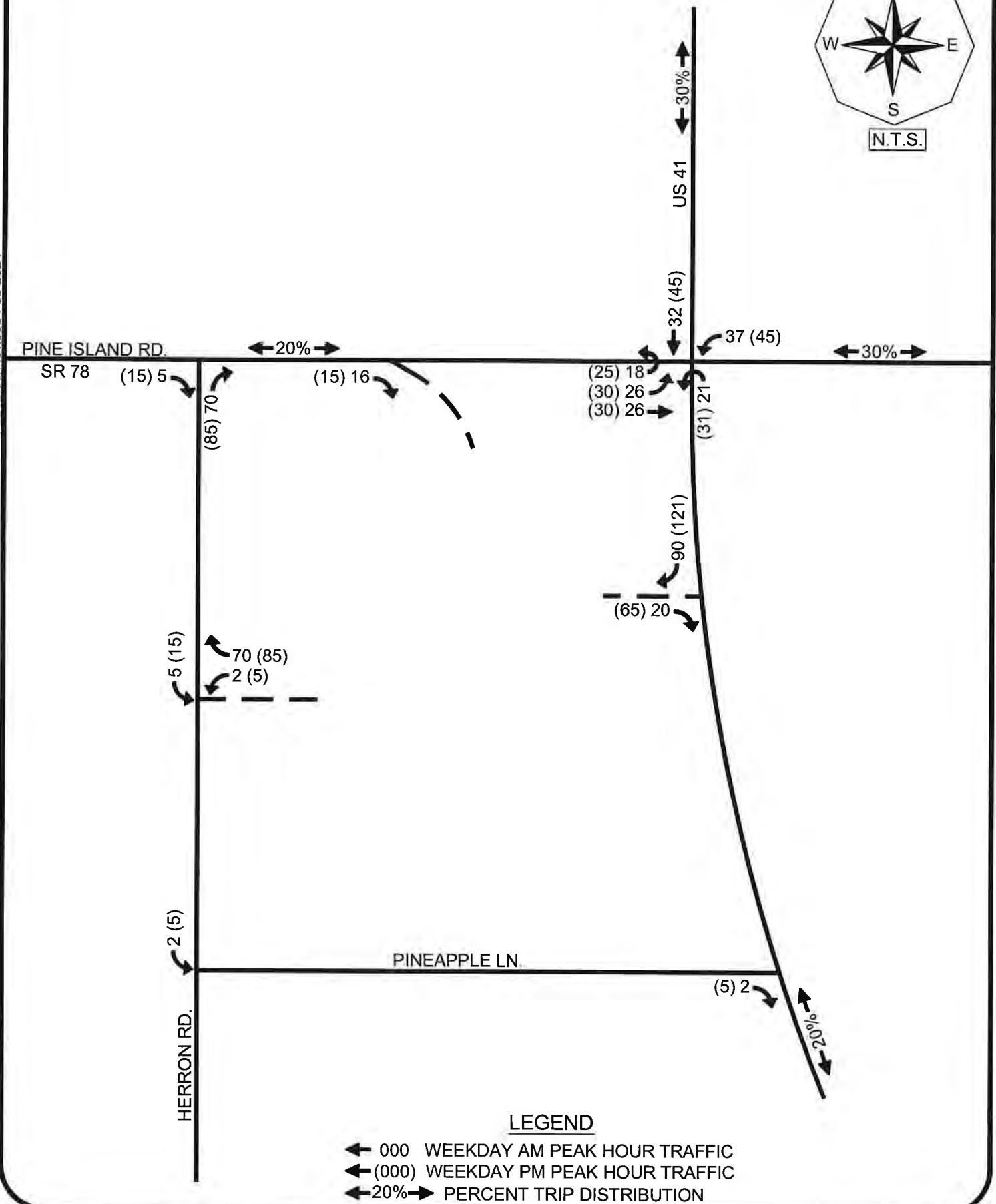
<sup>1</sup> Current peak hour peak season peak direction traffic volumes for all roadways were obtained from the 2022 Lee County Public Facilities Level of Service and Concurrency Report.

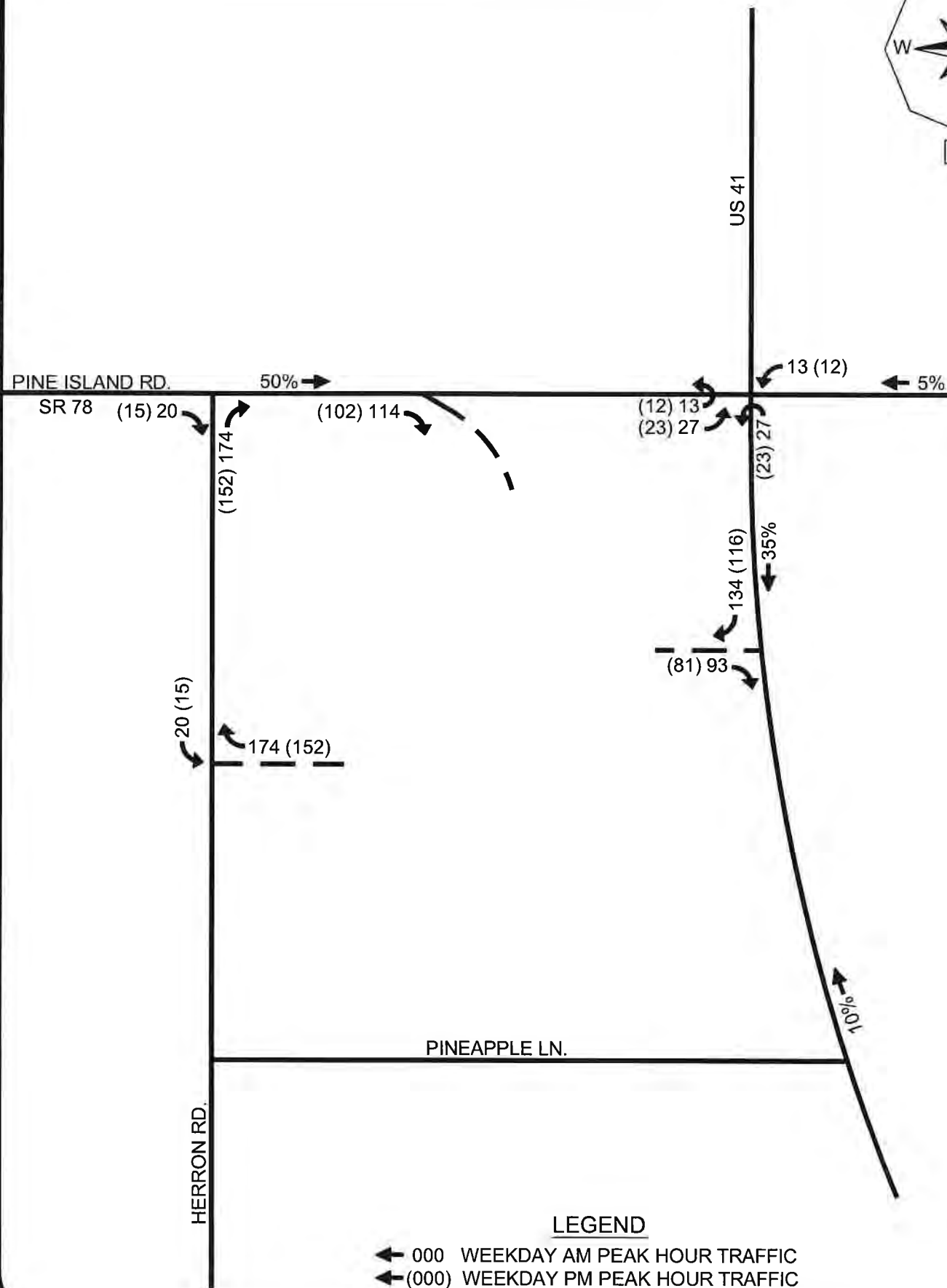
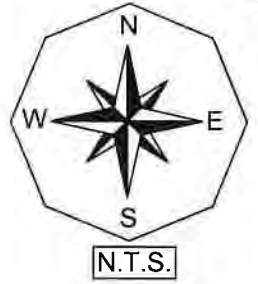
\* AGR was calculated based the historical traffic data obtained from FDOT's Florida Traffic Online webpage

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

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

F2212.09/Revised Feb 2024





#### LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← ((000)) WEEKDAY PM PEAK HOUR TRAFFIC
- ← 20% ONE-WAY TRIP DISTRIBUTION

### ASSIGNMENT & DISTRIBUTION OF PASS-BY PROJECT TRIPS PINE ISLAND ROAD CPD

Figure A-2

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

TABLE 7

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

January 2020

| INTERRUPTED FLOW FACILITIES                                                                                                 |           |                      |                       |                    |       | UNINTERRUPTED FLOW FACILITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |           |                      |                    |        |       |
|-----------------------------------------------------------------------------------------------------------------------------|-----------|----------------------|-----------------------|--------------------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------|--------------------|--------|-------|
| STATE SIGNALIZED ARTERIALS                                                                                                  |           |                      |                       |                    |       | FREEWAYS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |                      |                    |        |       |
| Class I (40 mph or higher posted speed limit)                                                                               |           |                      |                       |                    |       | Core Urbanized                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                      |                    |        |       |
| Lanes                                                                                                                       | Median    | B                    | C                     | D                  | E     | Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | B         | C                    | D                  | E      |       |
| 1                                                                                                                           | Undivided | *                    | 830                   | 880                | **    | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 2,230     | 3,100                | 3,740              | 4,080  |       |
| 2                                                                                                                           | Divided   | *                    | 1,910                 | 2,000              | **    | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3,280     | 4,570                | 5,620              | 6,130  |       |
| 3                                                                                                                           | Divided   | *                    | 2,940                 | 3,020              | **    | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4,310     | 6,030                | 7,490              | 8,170  |       |
| 4                                                                                                                           | Divided   | *                    | 3,970                 | 4,040              | **    | 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 5,390     | 7,430                | 9,370              | 10,220 |       |
|                                                                                                                             |           |                      |                       |                    |       | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 6,380     | 8,990                | 11,510             | 12,760 |       |
| Class II (35 mph or slower posted speed limit)                                                                              |           |                      |                       |                    |       | Urbanized                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |           |                      |                    |        |       |
| Lanes                                                                                                                       | Median    | B                    | C                     | D                  | E     | Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | B         | C                    | D                  | E      |       |
| 1                                                                                                                           | Undivided | *                    | 370                   | 750                | 800   | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 2,270     | 3,100                | 3,890              | 4,230  |       |
| 2                                                                                                                           | Divided   | *                    | 730                   | 1,630              | 1,700 | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3,410     | 4,650                | 5,780              | 6,340  |       |
| 3                                                                                                                           | Divided   | *                    | 1,170                 | 2,520              | 2,560 | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4,550     | 6,200                | 7,680              | 8,460  |       |
| 4                                                                                                                           | Divided   | *                    | 1,610                 | 3,390              | 3,420 | 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 5,690     | 7,760                | 9,520              | 10,570 |       |
| Non-State Signalized Roadway Adjustments                                                                                    |           |                      |                       |                    |       | Freeway Adjustments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |           |                      |                    |        |       |
| (Alter corresponding state volumes by the indicated percent.)                                                               |           |                      |                       |                    |       | Auxiliary Lane + 1,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           |                      |                    |        |       |
| Non-State Signalized Roadways - 10%                                                                                         |           |                      |                       |                    |       | Ramp Metering + 5%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |           |                      |                    |        |       |
| Median & Turn Lane Adjustments                                                                                              |           |                      |                       |                    |       | UNINTERRUPTED FLOW HIGHWAYS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |           |                      |                    |        |       |
| Lanes                                                                                                                       | Median    | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |       | Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Median    | B                    | C                  | D      | E     |
| 1                                                                                                                           | Divided   | Yes                  | No                    | +5%                |       | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Undivided | 580                  | 890                | 1,200  | 1,610 |
| 1                                                                                                                           | Undivided | No                   | No                    | -20%               |       | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Divided   | 1,800                | 2,600              | 3,280  | 3,730 |
| Multi                                                                                                                       | Undivided | Yes                  | No                    | -5%                |       | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Divided   | 2,700                | 3,900              | 4,920  | 5,600 |
| Multi                                                                                                                       | Undivided | No                   | No                    | -25%               |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| —                                                                                                                           | —         | —                    | Yes                   | + 5%               |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| One-Way Facility Adjustment                                                                                                 |           |                      |                       |                    |       | Uninterrupted Flow Highway Adjustments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           |                      |                    |        |       |
| Multiply the corresponding directional volumes in this table by 1.2                                                         |           |                      |                       |                    |       | Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Median    | Exclusive left lanes | Adjustment factors |        |       |
|                                                                                                                             |           |                      |                       |                    |       | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Divided   | Yes                  | +5%                |        |       |
|                                                                                                                             |           |                      |                       |                    |       | Multi                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Undivided | Yes                  | -5%                |        |       |
|                                                                                                                             |           |                      |                       |                    |       | Multi                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Undivided | No                   | -25%               |        |       |
| BICYCLE MODE <sup>2</sup>                                                                                                   |           |                      |                       |                    |       | <sup>1</sup> Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual. |           |                      |                    |        |       |
| (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) |           |                      |                       |                    |       | <sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |                      |                    |        |       |
| Paved Shoulder/Bicycle                                                                                                      |           |                      |                       |                    |       | <sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |           |                      |                    |        |       |
| Lane Coverage                                                                                                               | B         | C                    | D                     | E                  |       | * Cannot be achieved using table input value defaults.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           |                      |                    |        |       |
| 0-49%                                                                                                                       | *         | 150                  | 390                   | 1,000              |       | ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.                                                                                                                                                                                                                                                                      |           |                      |                    |        |       |
| 50-84%                                                                                                                      | 110       | 340                  | 1,000                 | >1,000             |       | Source:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |           |                      |                    |        |       |
| 85-100%                                                                                                                     | 470       | 1,000                | >1,000                | **                 |       | Florida Department of Transportation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |        |       |
| PEDESTRIAN MODE <sup>2</sup>                                                                                                |           |                      |                       |                    |       | Systems Implementation Office                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |           |                      |                    |        |       |
| (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) |           |                      |                       |                    |       | <a href="https://www.fdot.gov/planning/systems/">https://www.fdot.gov/planning/systems/</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |           |                      |                    |        |       |
| Sidewalk Coverage                                                                                                           | B         | C                    | D                     | E                  |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| 0-49%                                                                                                                       | *         | *                    | 140                   | 480                |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| 50-84%                                                                                                                      | *         | 80                   | 440                   | 800                |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| 85-100%                                                                                                                     | 200       | 540                  | 880                   | >1,000             |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| BUS MODE (Scheduled Fixed Route) <sup>3</sup>                                                                               |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| (Buses in peak hour in peak direction)                                                                                      |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| Sidewalk Coverage                                                                                                           | B         | C                    | D                     | E                  |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| 0-84%                                                                                                                       | > 5       | ≥ 4                  | ≥ 3                   | ≥ 2                |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |
| 85-100%                                                                                                                     | > 4       | ≥ 3                  | ≥ 2                   | ≥ 1                |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |        |       |

# **FDOT PEAK SEASON ADJUSTMENT FACTOR**

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

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

\* PEAK SEASON

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

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

Table 21 b) 5 of 7

| LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways) |                         |                             |                   |               |           |                      |                      |                         |       |      |                        |       |      |                                    |
|----------------------------------------------------------------------|-------------------------|-----------------------------|-------------------|---------------|-----------|----------------------|----------------------|-------------------------|-------|------|------------------------|-------|------|------------------------------------|
| Link No.                                                             | NAME                    | ROADWAY LINK                |                   | F. Class      | ROAD TYPE | PERFORMANCE STANDARD |                      | 2021 100TH HIGHEST HOUR |       |      | FUTURE FORECAST (2026) |       |      | Notes                              |
|                                                                      |                         |                             |                   |               |           | LOS                  | DIRECTIONAL CAPACITY | LOS                     | VOL   | V/C  | LOS                    | VOL   | V/C  |                                    |
|                                                                      |                         | FROM                        | TO                |               |           | LOS                  | DIRECTIONAL CAPACITY | LOS                     | VOL   | V/C  | LOS                    | VOL   | V/C  |                                    |
| 19400                                                                | ORANGE RIVER BLVD       | STALEY RD                   | BUCKINGHAM RD     | Maj. Col      | 2LN       | E                    | 1,000                | D                       | 477   | 0.43 | D                      | 511   | 0.51 |                                    |
| 19500                                                                | ORIOLE RD               | SAN CARLOS BLVD             | ALICO RD          | Maj. Col      | 2LN       | E                    | 860                  | C                       | 129   | 0.15 | C                      | 136   | 0.16 |                                    |
| 19600                                                                | ORTIZ AVE               | COLONIAL BLVD               | SR 82             | Controlled xs | 2LN       | E                    | 900                  | B                       | 716   | 0.80 | B                      | 753   | 0.84 |                                    |
| 19700                                                                | ORTIZ AVE               | SR 82                       | LUCKETT RD        | P. Art        | 2LN       | E                    | 900                  | B                       | 745   | 0.83 | B                      | 784   | 0.87 | 4 Ln design & ROW                  |
| 19800                                                                | ORTIZ AVE               | LUCKETT RD                  | SR 80             | P. Art        | 2LN       | E                    | 900                  | B                       | 809   | 0.84 | B                      | 825   | 0.86 | 4 Ln design & ROW                  |
| 19900                                                                | PALM BEACH BLVD (SR 8)  | PROSPECT AVE                | ORTIZ AVE         | State         | 4LD       | D                    | 2,100                | C                       | 1,089 | 0.52 | C                      | 1,240 | 0.59 |                                    |
| 20000                                                                | PALM BEACH BLVD (SR 8)  | ORTIZ AVE                   | I-75              | State         | 6LD       | D                    | 3,171                | C                       | 1,242 | 0.39 | C                      | 1,391 | 0.44 |                                    |
| 20100                                                                | PALM BEACH BLVD (SR 8)  | I-75                        | SR 31             | State         | 6LD       | D                    | 3,171                | C                       | 1,616 | 0.51 | C                      | 2,001 | 0.63 |                                    |
| 20200                                                                | PALM BEACH BLVD (SR 8)  | SR 31                       | BUCKINGHAM RD     | State         | 4LD       | D                    | 2,100                | D                       | 2,043 | 0.97 | F                      | 2,495 | 1.19 |                                    |
| 20300                                                                | PALM BEACH BLVD (SR 8)  | BUCKINGHAM RD               | WERNER DR         | State         | 4LD       | D                    | 3,280                | B                       | 1,426 | 0.43 | C                      | 1,802 | 0.55 |                                    |
| 20330                                                                | PALM BEACH BLVD (SR 8)  | WERNER DR                   | JOEL BLVD         | State         | 4LD       | C                    | 2,210                | B                       | 1,179 | 0.53 | C                      | 1,531 | 0.69 |                                    |
| 20400                                                                | PALM BEACH BLVD (SR 8)  | JOEL BLVD                   | HENDRY CO. LINE   | State         | 4LD       | C                    | 2,210                | B                       | 1,053 | 0.48 | B                      | 1,343 | 0.61 |                                    |
| 20500                                                                | PALOMINO LN             | DANIELS PKWY                | PENZANCE BLVD     | Min. Col      | 2LN       | E                    | 860                  | C                       | 380   | 0.44 | C                      | 403   | 0.47 |                                    |
| 20600                                                                | PARK MEADOWS DR         | SUMMERLIN RD                | US 41             | Maj. Col      | 2LN       | E                    | 860                  | C                       | 205   | 0.24 | C                      | 216   | 0.25 |                                    |
| 20800                                                                | PENZANCE BLVD           | RANCHETTE RD                | SIX MILE PKWY     | Maj. Col      | 2LN       | E                    | 860                  | C                       | 148   | 0.17 | C                      | 160   | 0.19 |                                    |
| 20900                                                                | PINE ISLAND RD          | STRINGFELLOW RD             | BURNT STORE RD    | P. Art        | 2LN       | E                    | 950                  | E                       | 594   | 0.63 | E                      | 644   | 0.68 | Constrained                        |
| 21400                                                                | PINE ISLAND RD (SR 78)  | CITY LIMITS E OF BARRETT RD | US 41             | State         | 4LD       | D                    | 2,100                | C                       | 1,821 | 0.87 | F                      | 2,171 | 1.08 |                                    |
| 21500                                                                | PINE ISLAND RD (SR 78)  | US 41                       | BUS 41            | State         | 4LD       | D                    | 2,100                | C                       | 1,590 | 0.76 | C                      | 1,754 | 0.84 |                                    |
| 21600                                                                | PINE RIDGE RD           | SAN CARLOS BLVD             | SUMMERLIN RD      | Maj. Col      | 2LN       | E                    | 860                  | C                       | 515   | 0.60 | D                      | 587   | 0.68 | *                                  |
| 21700                                                                | PINE RIDGE RD           | SUMMERLIN RD                | GLADIOLUS DR      | Maj. Col      | 2LN       | E                    | 860                  | C                       | 245   | 0.28 | C                      | 405   | 0.47 | Heritage Isle*                     |
| 21800                                                                | PINE RIDGE RD           | GLADIOLUS DR                | MCGREGOR BLVD     | Maj. Col      | 2LN       | E                    | 860                  | C                       | 245   | 0.28 | C                      | 257   | 0.30 |                                    |
| 21900                                                                | PLANTATION RD           | SIX MILE PKWY               | DANIELS PKWY      | M. Art        | 2LN       | E                    | 860                  | C                       | 267   | 0.31 | C                      | 369   | 0.43 | Intermed Park                      |
| 22000                                                                | PLANTATION RD           | DANIELS PKWY                | IDLEWILD ST       | M. Art        | 2LN       | E                    | 860                  | D                       | 692   | 0.80 | D                      | 728   | 0.85 | FDOT Metro Pkwy 6-laning           |
| 22050                                                                | PLANTATION RD           | IDLEWILD ST                 | COLONIAL BLVD     | M. Art        | 4LN       | E                    | 1,790                | C                       | 687   | 0.38 | C                      | 722   | 0.40 |                                    |
| 22100                                                                | PONDELLA RD             | SR 78                       | ORANGE GROVE BLVD | P. Art        | 4LD       | E                    | 1,890                | B                       | 1,012 | 0.54 | B                      | 1,063 | 0.56 | *                                  |
| 22200                                                                | PONDELLA RD             | ORANGE GROVE BLVD           | US 41             | P. Art        | 4LD       | E                    | 1,890                | B                       | 1,405 | 0.74 | B                      | 1,480 | 0.75 |                                    |
| 22300                                                                | PONDELLA RD             | US 41                       | BUS 41            | P. Art        | 4LD       | E                    | 1,890                | B                       | 1,052 | 0.56 | B                      | 1,105 | 0.58 |                                    |
| 22400                                                                | PRITCHETT PKWY          | SR 78                       | RICH RD           | Maj. Col      | 2LN       | E                    | 860                  | C                       | 73    | 0.08 | C                      | 541   | 0.63 | old count, Stoneybrook North(2009) |
| 22500                                                                | RANCHETTE RD            | PENZANCE BLVD               | IDLEWILD ST       | Maj. Col      | 2LN       | E                    | 860                  | C                       | 93    | 0.11 | C                      | 98    | 0.11 |                                    |
| 22600                                                                | RICH RD                 | SLATER RD                   | PRITCHETT PKWY    | Maj. Col      | 2LN       | E                    | 860                  | C                       | 55    | 0.06 | C                      | 62    | 0.07 | old count projection(2009)         |
| 22700                                                                | RICHMOND AVE            | LEELAND HEIGHTS             | E 12TH ST         | Maj. Col      | 2LN       | E                    | 860                  | C                       | 82    | 0.10 | C                      | 94    | 0.11 |                                    |
| 22800                                                                | RICHMOND AVE            | E 12TH ST                   | GREENBRIAR BLVD   | Maj. Col      | 2LN       | E                    | 860                  | C                       | 82    | 0.10 | C                      | 86    | 0.10 |                                    |
| 23230                                                                | SAN CARLOS BLVD         | US 41                       | THREE OAKS PKWY   | Maj. Col      | 2LN       | E                    | 860                  | C                       | 401   | 0.47 | C                      | 422   | 0.49 | *                                  |
| 23000                                                                | SAN CARLOS BLVD (SR 8E) | MANTANZAS PASS B.           | MAIN ST           | State         | 2LD       | D                    | 970                  | F                       | 1,051 | 1.08 | F                      | 1,176 | 1.21 | Constrained                        |
| 23100                                                                | SAN CARLOS BLVD (SR 8E) | MAIN ST                     | SUMMERLIN RD      | State         | 4LD       | D                    | 2,100                | C                       | 1,051 | 0.50 | C                      | 1,176 | 0.56 | PD&E Study                         |
| 23180                                                                | SAN CARLOS BLVD (SR 8E) | SUMMERLIN RD                | KELLY RD          | State         | 2LD       | D                    | 970                  | C                       | 772   | 0.80 | C                      | 795   | 0.82 |                                    |
| 23200                                                                | SAN CARLOS BLVD (SR 8E) | KELLY RD                    | GLADIOLUS DR      | State         | 4LD       | D                    | 2,100                | C                       | 772   | 0.37 | C                      | 795   | 0.38 |                                    |
| 23260                                                                | SANIBEL BLVD            | US 41                       | LEE RD            | Maj. Col      | 2LN       | E                    | 860                  | C                       | 489   | 0.57 | C                      | 514   | 0.60 |                                    |
| 23300                                                                | SANIBEL CAUSEWAY        | SANIBEL SHORELINE           | TOLL PLAZA        | P. Art        | 2LN       | E                    | 1,140                | E                       | 987   | 0.87 | E                      | 1,037 | 0.91 |                                    |
| 23400                                                                | SHELL POINT BLVD        | MCGREGOR BLVD               | PALM ACRES        | Maj. Col      | 2LN       | E                    | 860                  | C                       | 231   | 0.27 | C                      | 243   | 0.28 | *                                  |
| 23600                                                                | SIX MILE CYPRESS        | METRO PKWY                  | DANIELS PKWY      | Controlled xs | 4LD       | E                    | 2,000                | B                       | 1,371 | 0.69 | B                      | 1,441 | 0.72 | Unincorporated LC                  |
| 23700                                                                | SIX MILE CYPRESS        | DANIELS PKWY                | WINKLER EXT.      | Controlled xs | 4LD       | E                    | 1,900                | B                       | 951   | 0.50 | B                      | 1,154 | 0.61 | Unincorporated LC                  |
| 23800                                                                | SIX MILE CYPRESS        | WINKLER EXT.                | CHALLENGER BLVD   | Controlled xs | 4LD       | E                    | 1,900                | B                       | 1,061 | 0.56 | B                      | 1,115 | 0.59 | Incorporated LC                    |
| 23900                                                                | SIX MILE CYPRESS        | CHALLENGER BLVD             | COLONIAL BLVD     | Controlled xs | 6LD       | E                    | 2,860                | A                       | 1,061 | 0.37 | A                      | 1,115 | 0.39 | Incorporated LC                    |
| 23500                                                                | SIX MILE PKWY (SR 739)  | US 41                       | METRO PKWY        | State         | 4LD       | D                    | 2,100                | C                       | 1,941 | 0.92 | F                      | 2,243 | 1.07 |                                    |
| 24000                                                                | SLATER RD               | SR 78                       | NALLE GRADE RD    | M. Art        | 2LN       | E                    | 1,010                | C                       | 375   | 0.37 | C                      | 395   | 0.39 | *                                  |
| 24100                                                                | SOUTH POINTE BLVD       | CYPRESS LAKE DR             | COLLEGE PKWY      | Maj. Col      | 2LD       | E                    | 910                  | D                       | 602   | 0.66 | D                      | 633   | 0.70 | *                                  |
| 24200                                                                | SR 31 (ARCADIA RD)      | SR 80                       | SR 78             | State         | 2LN       | D                    | 970                  | C                       | 763   | 0.79 | F                      | 989   | 1.02 | PD&E/SEIR Study                    |

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Controlled Access Arterial Facility

County Maintained Expressway

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

Table 21 b) 6 of 7

| LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways) |                       |                    |                    |               |           |                      |                      |                         |       |      |                        |       |      |                                        |
|----------------------------------------------------------------------|-----------------------|--------------------|--------------------|---------------|-----------|----------------------|----------------------|-------------------------|-------|------|------------------------|-------|------|----------------------------------------|
| Link No.                                                             | NAME                  | ROADWAY LINK       |                    | F. Class      | ROAD TYPE | PERFORMANCE STANDARD |                      | 2021 100TH HIGHEST HOUR |       |      | FUTURE FORECAST (2026) |       |      | Notes                                  |
|                                                                      |                       |                    |                    |               |           | LOS                  | DIRECTIONAL CAPACITY | LOS                     | VOL   | V/C  | LOS                    | VOL   | V/C  |                                        |
|                                                                      |                       | FROM               | TO                 |               |           |                      |                      |                         |       |      |                        |       |      |                                        |
| 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 | Elementary U.                          |
| 27000                                                                | TREELINE AVE          | TERMINAL ACCESS RD | DANIELS PKWY       | Controlled xs | 4LD       | E                    | 1,980                | A                       | 1,050 | 0.53 | A                      | 1,288 | 0.65 | Harley Davidson                        |
| 27030                                                                | TREELINE AVE          | DANIELS PKWY       | AMBERWOOD RD       | P. Art        | 4LD       | E                    | 1,980                | A                       | 782   | 0.39 | A                      | 822   | 0.42 |                                        |
| 27070                                                                | TREELINE AVE          | AMBERWOOD RD       | COLONIAL BLVD      | P. Art        | 4LD       | E                    | 1,980                | A                       | 782   | 0.39 | A                      | 822   | 0.42 |                                        |
| 30500                                                                | US 41 (CLEVELAND AVE) | DANIELS PKWY       | COLLEGE PKWY       | State         | 6LD       | D                    | 3,171                | C                       | 2,598 | 0.82 | C                      | 2,904 | 0.92 | SR 739 6 in DES & ROW Progrmd          |
| 30600                                                                | US 41 (CLEVELAND AVE) | COLLEGE PKWY       | SOUTH RD           | State         | 6LD       | D                    | 3,171                | C                       | 2,598 | 0.82 | C                      | 2,904 | 0.92 | SR 739 6 in DES & ROW Progrmd          |
| 30700                                                                | US 41 (CLEVELAND AVE) | SOUTH RD           | BOY SCOUT RD       | State         | 6LD       | D                    | 3,171                | C                       | 2,598 | 0.82 | C                      | 2,904 | 0.92 | SR 739 6 in DES & ROW Progrmd          |
| 30800                                                                | US 41 (CLEVELAND AVE) | BOY SCOUT RD       | NORTH AIRPORT RD   | State         | 6LD       | D                    | 3,171                | C                       | 2,598 | 0.82 | C                      | 2,904 | 0.92 | SR 739 6 in DES & ROW Progrmd          |
| 30810                                                                | US 41 (CLEVELAND AVE) | NORTH AIRPORT RD   | COLONIAL BLVD      | State         | 6LD       | D                    | 3,171                | C                       | 2,418 | 0.76 | C                      | 2,704 | 0.85 |                                        |
| 30900                                                                | US 41 (CLEVELAND AVE) | CITY LIMITS        | N. KEY DR          | State         | 4LD       | D                    | 2,100                | C                       | 1,996 | 0.95 | F                      | 2,240 | 1.07 |                                        |
| 31000                                                                | US 41 (CLEVELAND AVE) | N. KEY DR          | HANCOCK B. PKWY    | State         | 4LD       | D                    | 2,100                | C                       | 1,996 | 0.95 | F                      | 2,240 | 1.07 |                                        |
| 31100                                                                | US 41 (CLEVELAND AVE) | HANCOCK B. PKWY    | PONDELLA RD        | State         | 4LD       | D                    | 2,100                | C                       | 1,996 | 0.95 | F                      | 2,240 | 1.07 |                                        |
| 31200                                                                | US 41 (CLEVELAND AVE) | PONDELLA RD        | SR 78              | State         | 4LD       | D                    | 2,100                | C                       | 1,362 | 0.65 | C                      | 1,523 | 0.73 |                                        |
| 31300                                                                | US 41 (CLEVELAND AVE) | SR 78              | LITTLETON RD       | State         | 4LD       | D                    | 2,100                | C                       | 1,362 | 0.65 | C                      | 1,523 | 0.73 |                                        |
| 31400                                                                | US 41 (N TAMIAAMI TR) | LITTLETON RD       | BUS 41             | State         | 4LD       | D                    | 2,100                | C                       | 1,087 | 0.52 | C                      | 1,263 | 0.60 |                                        |
| 31500                                                                | US 41 (N TAMIAAMI TR) | BUS 41             | DEL PRADO BLVD     | State         | 4LD       | D                    | 2,100                | C                       | 1,087 | 0.52 | C                      | 1,263 | 0.60 |                                        |
| 31600                                                                | US 41 (N TAMIAAMI TR) | DEL PRADO BLVD     | CHARLOTTE CO. LINE | State         | 4LD       | D                    | 2,100                | C                       | 1,577 | 0.75 | C                      | 1,885 | 0.90 |                                        |
| 29800                                                                | US 41 (S TAMIAAMI TR) | OLD 41             | CORKSCREW RD       | State         | 6LD       | D                    | 3,171                | C                       | 2,342 | 0.74 | C                      | 2,616 | 0.82 |                                        |
| 29900                                                                | US 41 (S TAMIAAMI TR) | CORKSCREW RD       | SANIBEL BLVD       | State         | 6LD       | D                    | 3,171                | C                       | 2,294 | 0.72 | C                      | 2,767 | 0.87 |                                        |
| 30000                                                                | US 41 (S TAMIAAMI TR) | SANIBEL BLVD       | ALICO RD           | State         | 6LD       | D                    | 3,171                | C                       | 2,576 | 0.81 | C                      | 3,011 | 0.95 |                                        |
| 30100                                                                | US 41 (S TAMIAAMI TR) | ALICO RD           | ISLAND PARK RD     | State         | 6LD       | D                    | 3,171                | C                       | 2,576 | 0.81 | C                      | 3,011 | 0.95 |                                        |
| 30200                                                                | US 41 (S TAMIAAMI TR) | ISLAND PARK RD     | BRIARCLIFF RD      | State         | 6LD       | D                    | 3,171                | C                       | 3,002 | 0.95 | F                      | 3,356 | 1.06 |                                        |

County-Maintained Collector Roadway - Unincorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County Maintained Controlled Access Arterial Facility

County-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Expressway

County-Maintained Arterial Roadway - Incorporated Lee County

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

(LC364)

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

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

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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

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

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

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

**TURNING MOVEMENT COUNT**  
**PINE ISLAND ROAD @**  
**HERRON ROAD**

# Pine Island @ Heron Rd 1-12-23 AM

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

Location:

Cars and Peds

Site Code:

Study Date: 01/12/2023

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

## Pine Island @ Heron Rd 1-12-23 AM

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

Site Code:

Location:

All Vehicles

Study Date: 01/12/2023

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

# Pine Island @ Heron Rd 1-12-23 AM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

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

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

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

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

# Pine Island @ Heron Rd 1-12-23 PM

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

Location:

Cars and Peds

Site Code:

Study Date: 01/12/2023

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

# Pine Island @ Heron Rd 1-12-23 PM

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

Location: All Vehicles

Site Code:

Study Date: 01/12/2023

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

# Pine Island @ Heron Rd 1-12-23 PM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

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

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

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

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

**TURNING MOVEMENT COUNT**  
**US 41 @ PINE ISLAND ROAD**

# Pine Island @ US 41 1-12-23 AM

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

Location:

Cars and Peds

Site Code:

Study Date: 01/12/2023

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

# Pine Island @ US 41 1-12-23 AM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

# Pine Island @ US 41 1-12-23 AM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

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

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

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

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

# Pine Island @ US 41 1-12-23 PM

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

Location:

Cars and Peds

Site Code:

Study Date: 01/12/2023

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

# Pine Island @ US 41 1-12-23 PM

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

Site Code:

Location: All Vehicles

Study Date: 01/12/2023

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

# Pine Island @ US 41 1-12-23 PM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

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

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

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

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

**TURNING MOVEMENT COUNT**  
**US 41 @ PINEAPPLE LANE**

# US 41 @ Pineapple Ln 1-12-23 AM

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

Location:

Cars and Peds

Site Code:

Study Date: 01/12/2023

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

# US 41 @ Pineapple Ln 1-12-23 AM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

# US 41 @ Pineapple Ln 1-12-23 AM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

|              |   |        |                                                                                    |
|--------------|---|--------|------------------------------------------------------------------------------------|
| Pineapple Ln | 6 | Right  |  |
|              | 0 | Thru   |   |
|              | 0 | Left   |   |
|              | 0 | U-Turn |   |

| US 41                                                                             |                                                                                   |                                                                                     |                                                                                     |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 4                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   |
| Right                                                                             | Thru                                                                              | Left                                                                                | U-Turn                                                                              |
|  |  |  |  |

AM Peak Hour Statistics  
 AM Peak Hour Begins: 07:15  
 AM Peak Hour Volume: 10  
 AM Peak Hour Factor: 0.417

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

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

## US 41 @ Pineapple Ln 1-12-23 PM

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

**Location:** **Cars and Peds**

Site Code:

**Study Date:** 01/12/2023

| US 41<br>Southbound |      |       |       |       |        |            |      |       |       |       |        |            | Westbound |       |       |       |        |            | Northbound |       |       |       |        |            | Pineapple Ln<br>Eastbound |    |  |  |  |  |
|---------------------|------|-------|-------|-------|--------|------------|------|-------|-------|-------|--------|------------|-----------|-------|-------|-------|--------|------------|------------|-------|-------|-------|--------|------------|---------------------------|----|--|--|--|--|
| Time                | Peds | Right | Thru  | Left  | U-Turn | Appr Total | Peds | Right | Thru  | Left  | U-Turn | Appr Total | Peds      | Right | Thru  | Left  | U-Turn | Appr Total | Peds       | Right | Thru  | Left  | U-Turn | Appr Total | Int Total                 |    |  |  |  |  |
| 16:00               |      | 0     | 0     | 0     |        | 0          |      |       |       |       |        | 0          |           |       |       |       |        | 0          |            |       | 1     | 0     | 0      |            | 1                         | 1  |  |  |  |  |
| 16:15               |      | 0     | 0     | 0     |        | 0          |      |       |       |       |        | 0          |           |       |       |       |        | 0          |            |       | 0     | 0     | 0      |            | 0                         | 0  |  |  |  |  |
| 16:30               |      | 2     | 0     | 0     |        | 2          |      |       |       |       |        | 0          |           |       |       |       |        | 0          |            |       | 3     | 0     | 0      |            | 3                         | 5  |  |  |  |  |
| 16:45               |      | 1     | 0     | 0     |        | 1          |      |       |       |       |        | 0          |           |       |       |       |        | 0          |            |       | 4     | 0     | 0      |            | 4                         | 5  |  |  |  |  |
| Total               | 0    | 3     | 0     | 0     | 0      | 3          | 0    | 0     | 0     | 0     | 0      | 0          | 0         | 0     | 0     | 0     | 0      | 0          | 0          | 0     | 8     | 0     | 0      | 0          | 8                         | 11 |  |  |  |  |
| 17:00               |      | 1     | 0     | 0     |        | 1          |      |       |       |       |        | 0          |           |       |       |       |        | 0          |            |       | 4     | 0     | 0      |            | 4                         | 5  |  |  |  |  |
| 17:15               |      | 1     | 0     | 0     |        | 1          |      |       |       |       |        | 0          |           |       |       |       |        | 0          |            |       | 0     | 0     | 0      |            | 0                         | 1  |  |  |  |  |
| 17:30               |      | 0     | 0     | 0     |        | 0          |      |       |       |       |        | 0          |           |       |       |       |        | 0          |            |       | 1     | 0     | 0      |            | 1                         | 1  |  |  |  |  |
| Grand Total         | 0    | 5     | 0     | 0     | 0      | 5          | 0    | 0     | 0     | 0     | 0      | 0          | 0         | 0     | 0     | 0     | 0      | 0          | 0          | 0     | 13    | 0     | 0      | 0          | 13                        | 18 |  |  |  |  |
| Appr %              |      | 100   | 0     | 0     | 0      |            |      | -2    | -2    | -2    | -2     |            |           | -2    | -2    | -2    | -2     |            |            |       | 100   | 0     | 0      | 0          |                           |    |  |  |  |  |
| Total %             |      | 27.8  | 0     | 0     | 0      |            |      | 0     | 0     | 0     | 0      |            |           | 0     | 0     | 0     | 0      |            |            |       | 72.2  | 0     | 0      | 0          |                           |    |  |  |  |  |
| PM Pk Hr            |      | 16:30 | 16:30 | 16:30 | 16:30  | 16:30      |      | 16:30 | 16:30 | 16:30 | 16:30  | 16:30      |           | 16:30 | 16:30 | 16:30 | 16:30  | 16:30      |            | 16:30 | 16:30 | 16:30 | 16:30  | 16:30      | 16:30                     |    |  |  |  |  |
| PM Pk Vol           |      | 5     | 0     | 0     | 0      | 5          |      | 0     | 0     | 0     | 0      | 0          |           | 0     | 0     | 0     | 0      | 0          |            | 11    | 0     | 0     | 0      | 11         | 16                        |    |  |  |  |  |
| PM PHF              |      | 0.625 | NaN   | NaN   | NaN    | 0.625      |      | NaN   | NaN   | NaN   | NaN    | NaN        |           | NaN   | NaN   | NaN   | NaN    | NaN        |            | 0.688 | NaN   | NaN   | NaN    | 0.688      | 0.800                     |    |  |  |  |  |

## US 41 @ Pineapple Ln 1-12-23 PM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

# US 41 @ Pineapple Ln 1-12-23 PM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

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

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

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

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

**TURNING MOVEMENT COUNT**  
**HERRON LANE @ PINEAPPLE LANE**

# Pineapple Ln @ Heron Rd 1-12-23 AM

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

Location:

Cars and Peds

Site Code:

Study Date: 01/12/2023

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

# Pineapple Ln @ Heron Rd 1-12-23 AM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

| Time        | Heron Rd Southbound |       |       |        |            | Pineapple Ln Westbound |       |       |        |            | Heron Rd Northbound |       |       |        |            | Eastbound |       |       |        |            | Int Total |
|-------------|---------------------|-------|-------|--------|------------|------------------------|-------|-------|--------|------------|---------------------|-------|-------|--------|------------|-----------|-------|-------|--------|------------|-----------|
|             | Right               | Thru  | Left  | U-Turn | Appr Total | Right                  | Thru  | Left  | U-Turn | Appr Total | Right               | Thru  | Left  | U-Turn | Appr Total | Right     | Thru  | Left  | U-Turn | Appr Total |           |
| 07:00       | 0                   | 1     | 0     | 0      | 1          | 0                      | 0     | 0     | 0      | 0          | 1                   | 0     | 0     | 0      | 1          | 0         | 0     | 0     | 0      | 0          | 2         |
| 07:15       | 0                   | 2     | 1     | 0      | 3          | 0                      | 0     | 0     | 0      | 0          | 1                   | 0     | 0     | 0      | 1          | 0         | 0     | 0     | 0      | 0          | 4         |
| 07:30       | 0                   | 3     | 4     | 0      | 7          | 0                      | 0     | 0     | 0      | 0          | 0                   | 1     | 0     | 0      | 1          | 0         | 0     | 0     | 0      | 0          | 8         |
| 07:45       | 0                   | 5     | 1     | 0      | 6          | 0                      | 0     | 0     | 0      | 0          | 1                   | 0     | 0     | 0      | 1          | 0         | 0     | 0     | 0      | 0          | 7         |
| Total       | 0                   | 11    | 6     | 0      | 17         | 0                      | 0     | 0     | 0      | 0          | 3                   | 1     | 0     | 0      | 4          | 0         | 0     | 0     | 0      | 0          | 21        |
| 08:00       | 0                   | 2     | 0     | 0      | 2          | 0                      | 0     | 0     | 0      | 0          | 0                   | 0     | 0     | 0      | 0          | 0         | 0     | 0     | 0      | 0          | 2         |
| 08:15       | 0                   | 4     | 0     | 0      | 4          | 0                      | 0     | 0     | 0      | 0          | 0                   | 0     | 0     | 0      | 0          | 0         | 0     | 0     | 0      | 0          | 4         |
| 08:30       | 0                   | 2     | 1     | 0      | 3          | 0                      | 0     | 2     | 0      | 2          | 0                   | 2     | 0     | 0      | 2          | 0         | 0     | 0     | 0      | 0          | 7         |
| 08:45       | 0                   | 4     | 0     | 0      | 4          | 0                      | 0     | 0     | 0      | 0          | 1                   | 3     | 0     | 0      | 4          | 0         | 0     | 0     | 0      | 0          | 8         |
| Total       | 0                   | 12    | 1     | 0      | 13         | 0                      | 0     | 2     | 0      | 2          | 1                   | 5     | 0     | 0      | 6          | 0         | 0     | 0     | 0      | 0          | 21        |
| Grand Total | 0                   | 23    | 7     | 0      | 30         | 0                      | 0     | 2     | 0      | 2          | 4                   | 6     | 0     | 0      | 10         | 0         | 0     | 0     | 0      | 0          | 42        |
| Appr %      | 00.0                | 76.7  | 23.3  | 00.0   |            | 00.0                   | 00.0  | 100.0 | 00.0   |            | 40.0                | 60.0  | 00.0  | 00.0   |            | NaN       | NaN   | NaN   | NaN    |            |           |
| Total %     | 00.0                | 54.8  | 16.7  | 00.0   |            | 00.0                   | 00.0  | 04.8  | 00.0   |            | 09.5                | 14.3  | 00.0  | 00.0   |            | 00.0      | 00.0  | 00.0  | 00.0   |            |           |
| % Trucks    | -                   | 00.0  | 00.0  | -      | 00.0       | -                      | -     | 00.0  | -      | 00.0       | 00.0                | 00.0  | -     | -      | 00.0       | -         | -     | -     | -      | -          | 00.0      |
| AM Pk Hr    | 08:00               | 08:00 | 08:00 | 08:00  | 08:00      | 08:00                  | 08:00 | 08:00 | 08:00  | 08:00      | 08:00               | 08:00 | 08:00 | 08:00  | 08:00      | 08:00     | 08:00 | 08:00 | 08:00  | 08:00      | 08:00     |
| AM Pk Vol   | 0                   | 12    | 1     | 0      | 13         | 0                      | 0     | 2     | 0      | 2          | 1                   | 5     | 0     | 0      | 6          | 0         | 0     | 0     | 0      | 0          | 21        |
| AM PHF      | NaN                 | 0.750 | 0.250 | NaN    | 0.813      | NaN                    | NaN   | 0.250 | NaN    | 0.250      | 0.250               | 0.417 | NaN   | NaN    | 0.375      | NaN       | NaN   | NaN   | NaN    | NaN        | 0.656     |

# Pineapple Ln @ Heron Rd 1-12-23 AM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

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

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

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

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

# Pineapple Ln @ Heron Rd 1-12-23 PM

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

Location:

Cars and Peds

Site Code:

Study Date: 01/12/2023

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

# Pineapple Ln @ Heron Rd 1-12-23 PM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

# Pineapple Ln @ Heron Rd 1-12-23 PM

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

Location:

All Vehicles

Site Code:

Study Date: 01/12/2023

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

| Heron Rd                                                                          |                                                                                   |                                                                                     |                                                                                     |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 0                                                                                 | 10                                                                                | 3                                                                                   | 0                                                                                   |
| Right                                                                             | Thru                                                                              | Left                                                                                | U-Turn                                                                              |
|  |  |  |  |

PM Peak Hour Statistics  
 PM Peak Hour Begins: 16:45  
 PM Peak Hour Volume: 25  
 PM Peak Hour Factor: 0.694

|  |  |  |  |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| U-Turn                                                                              | Left                                                                                | Thru                                                                                  | Right                                                                                 |
| 0                                                                                   | 0                                                                                   | 8                                                                                     | 1                                                                                     |
| Heron Rd                                                                            |                                                                                     |                                                                                       |                                                                                       |

| 2            | Right  |    |
|--------------|--------|---------------------------------------------------------------------------------------|
| 0            | Thru   |    |
| 1            | Left   |    |
| 0            | U-Turn |  |
| Pineapple Ln |        |                                                                                       |

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

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

| Time         | Southbound<br>0 |            |                     |                |                        |                              | Westbound<br>0 |            |                     |                |                        |                              | Northbound<br>0 |            |                     |                |                        |                              | Eastbound<br>0 |            |                     |                |                        |                              | VEHICLE<br>TOTAL |
|--------------|-----------------|------------|---------------------|----------------|------------------------|------------------------------|----------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------|------------|---------------------|----------------|------------------------|------------------------------|----------------|------------|---------------------|----------------|------------------------|------------------------------|------------------|
|              | U Turns         | Left Turns | Straight<br>Through | Right<br>Turns | Crosswalk<br>Crossings | Vehicle<br>Approach<br>Total | U Turns        | Left Turns | Straight<br>Through | Right<br>Turns | Crosswalk<br>Crossings | Vehicle<br>Approach<br>Total | U Turns         | Left Turns | Straight<br>Through | Right<br>Turns | Crosswalk<br>Crossings | Vehicle<br>Approach<br>Total | U Turns        | Left Turns | Straight<br>Through | Right<br>Turns | Crosswalk<br>Crossings | Vehicle<br>Approach<br>Total |                  |
| 4:00 PM      | 0               | 35         | 1                   | 13             | 0                      | 49                           | 1              | 4          | 331                 | 33             | 0                      | 369                          | 0               | 10         | 2                   | 19             | 0                      | 31                           | 0              | 7          | 251                 | 4              | 1                      | 262                          | 711              |
| 4:15 PM      | 1               | 22         | 2                   | 10             | 0                      | 35                           | 0              | 8          | 304                 | 42             | 0                      | 354                          | 0               | 4          | 3                   | 13             | 1                      | 20                           | 0              | 14         | 241                 | 0              | 0                      | 255                          | 664              |
| 4:30 PM      | 0               | 45         | 0                   | 8              | 0                      | 53                           | 0              | 5          | 309                 | 25             | 0                      | 339                          | 0               | 3          | 5                   | 10             | 0                      | 18                           | 0              | 7          | 256                 | 3              | 1                      | 266                          | 676              |
| 4:45 PM      | 0               | 24         | 0                   | 9              | 0                      | 33                           | 4              | 13         | 341                 | 30             | 2                      | 388                          | 0               | 14         | 1                   | 6              | 0                      | 23                           | 1              | 11         | 245                 | 3              | 1                      | 260                          | 704              |
| Hourly Total | 1               | 126        | 3                   | 40             | 0                      | 170                          | 5              | 30         | 1285                | 130            | 2                      | 1450                         | 0               | 31         | 11                  | 50             | 1                      | 92                           | 1              | 39         | 993                 | 10             | 2                      | 1043                         | 2755             |
| 5:00 PM      | 0               | 37         | 2                   | 9              | 0                      | 48                           | 1              | 9          | 327                 | 31             | 0                      | 368                          | 0               | 12         | 3                   | 12             | 0                      | 27                           | 0              | 12         | 258                 | 3              | 0                      | 273                          | 716              |
| 5:15 PM      | 0               | 24         | 1                   | 10             | 0                      | 35                           | 1              | 11         | 367                 | 21             | 0                      | 400                          | 0               | 7          | 0                   | 15             | 0                      | 22                           | 2              | 14         | 255                 | 0              | 1                      | 271                          | 728              |
| 5:30 PM      | 0               | 39         | 2                   | 11             | 0                      | 52                           | 0              | 7          | 331                 | 29             | 0                      | 367                          | 0               | 9          | 2                   | 12             | 1                      | 23                           | 0              | 17         | 265                 | 2              | 0                      | 284                          | 726              |
| 5:45 PM      | 0               | 14         | 2                   | 9              | 0                      | 25                           | 0              | 5          | 363                 | 30             | 0                      | 398                          | 0               | 9          | 0                   | 9              | 0                      | 18                           | 0              | 11         | 212                 | 2              | 0                      | 225                          | 666              |
| Hourly Total | 0               | 114        | 7                   | 39             | 0                      | 160                          | 2              | 32         | 1386                | 111            | 0                      | 1533                         | 0               | 37         | 5                   | 48             | 1                      | 90                           | 2              | 54         | 990                 | 7              | 1                      | 1033                         | 2836             |

| PM Peak Hour    |            |            |                     |                |                        |                              |           |            |                     |                |                        |                              |            |            |                     |                |                        |                              |           |            |                     |                |                        |                              |                  |
|-----------------|------------|------------|---------------------|----------------|------------------------|------------------------------|-----------|------------|---------------------|----------------|------------------------|------------------------------|------------|------------|---------------------|----------------|------------------------|------------------------------|-----------|------------|---------------------|----------------|------------------------|------------------------------|------------------|
| Time            | Southbound |            |                     |                |                        |                              | Westbound |            |                     |                |                        |                              | Northbound |            |                     |                |                        |                              | Eastbound |            |                     |                |                        |                              | VEHICLE<br>TOTAL |
|                 | U Turns    | Left Turns | Straight<br>Through | Right<br>Turns | Crosswalk<br>Crossings | Vehicle<br>Approach<br>Total | U Turns   | Left Turns | Straight<br>Through | Right<br>Turns | Crosswalk<br>Crossings | Vehicle<br>Approach<br>Total | U Turns    | Left Turns | Straight<br>Through | Right<br>Turns | Crosswalk<br>Crossings | Vehicle<br>Approach<br>Total | U Turns   | Left Turns | Straight<br>Through | Right<br>Turns | Crosswalk<br>Crossings | Vehicle<br>Approach<br>Total |                  |
| 4:45 PM         | 0          | 24         | 0                   | 9              | 0                      | 33                           | 4         | 13         | 341                 | 30             | 2                      | 388                          | 0          | 14         | 1                   | 8              | 0                      | 23                           | 1         | 11         | 245                 | 3              | 1                      | 260                          | 704              |
| 5:00 PM         | 0          | 37         | 2                   | 9              | 0                      | 48                           | 1         | 9          | 327                 | 31             | 0                      | 368                          | 0          | 12         | 3                   | 12             | 0                      | 27                           | 0         | 12         | 258                 | 3              | 0                      | 273                          | 716              |
| 5:15 PM         | 0          | 24         | 1                   | 10             | 0                      | 35                           | 1         | 11         | 367                 | 21             | 0                      | 400                          | 0          | 7          | 0                   | 15             | 0                      | 22                           | 2         | 14         | 255                 | 0              | 1                      | 271                          | 728              |
| 5:30 PM         | 0          | 39         | 2                   | 11             | 0                      | 52                           | 0         | 7          | 331                 | 29             | 0                      | 367                          | 0          | 9          | 2                   | 12             | 1                      | 23                           | 0         | 17         | 265                 | 2              | 0                      | 284                          | 726              |
| Peak Hour Total | 0          | 124        | 5                   | 39             | 0                      | 168                          | 6         | 40         | 1368                | 111            | 2                      | 1523                         | 0          | 42         | 6                   | 47             | 1                      | 95                           | 3         | 54         | 1023                | 8              | 2                      | 1038                         | 2874             |
| PHF             | 0.000      | 0.795      | 0.625               | 0.886          | 0.000                  | 0.808                        | 0.375     | 0.769      | 0.931               | 0.895          | 0.250                  | 0.952                        | 0.000      | 0.750      | 0.500               | 0.783          | 0.250                  | 0.880                        | 0.375     | 0.794      | 0.965               | 0.667          | 0.500                  | 0.958                        | 0.987            |

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



| Total Vehicles on Leg 4919 | Vehicles Entering Intersection 2096 | Eastbound | Cars | Heavy | Total |
|----------------------------|-------------------------------------|-----------|------|-------|-------|
|                            |                                     |           | 3    | 1     | 4     |
|                            |                                     |           | 3    | 0     | 3     |
|                            |                                     |           | 93   | 0     | 93    |
|                            |                                     |           | 1901 | 62    | 1963  |
|                            |                                     |           | 17   | 0     | 17    |



Daily Volumes

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



| Cars                      | Heavy | Total | Northbound | Vehicles Entering Intersection 182 | Vehicles Exiting Intersection 89 |
|---------------------------|-------|-------|------------|------------------------------------|----------------------------------|
| 2                         | 0     | 2     |            |                                    |                                  |
| 0                         | 0     | 0     |            |                                    |                                  |
| 0                         | 0     | 0     |            |                                    |                                  |
| 67                        | 16    | 83    |            |                                    |                                  |
| 1                         | 0     | 1     |            |                                    |                                  |
| 68                        | 16    | 84    |            |                                    |                                  |
| Total                     | 2     | 2     |            |                                    |                                  |
| Total Vehicles On Leg 271 |       |       |            |                                    |                                  |



**DEVELOPMENT OF FUTURE YEAR  
BACKGROUND TURNING VOLUMES**

## Development of Future Year Background Turning Volumes

Intersection  
Count Date  
Build-Out Year

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

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

Development of Future Year Background Turning Volumes

Intersection

Count Date

Build-Out Year

SR 78 @ Herron Road

January 12, 2023

2027

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

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

## Development of Future Year Background Turning Volumes

Intersection **US 41 @ Pine Island Road**  
 Count Date **January 12, 2023**  
 Build-Out Year **2027**

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

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

## Development of Future Year Background Turning Volumes

Intersection  
Count Date  
Build-Out Year

**US 41 @ Pineapple Lane**  
January 12, 2023  
2027

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

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

## Development of Future Year Background Turning Volumes

Intersection  
Count Date  
Build-Out Year

**Pineapple Lane @ Herron Road**  
January 12, 2023  
2027

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

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

## Development of Future Year Background Turning Volumes

Intersection  
Count Date  
Build-Out Year

**US 41 @ Site Access**

2027

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

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

## Development of Future Year Background Turning Volumes

Intersection  
Count Date  
Build-Out Year

**SR 78 @ Site Access**  
January 12, 2023  
2027

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

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

**INTERSECTION ANALYSIS  
SYNCHRO SUMMARY SHEETS**

**PINE ISLAND ROAD @ HERRON  
ROAD**

## **2027 AM PEAK HOUR ANALYSIS**

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 1396 | 24   | 0    | 1495 | 0    | 4    |
| Future Vol, veh/h        | 1396 | 24   | 0    | 1495 | 0    | 4    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1517 | 26   | 0    | 1625 | 0    | 4    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 772    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 6.94   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 3.32   |
| Pot Cap-1 Maneuver   | -      | 0      | 342    |
| Stage 1              | -      | 0      | -      |
| Stage 2              | -      | 0      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 342    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB | NB   |
|----------------------|----|----|------|
| HCM Control Delay, s | 0  | 0  | 15.7 |
| HCM LOS              |    |    | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|-----------------------|-------|-----|-----|-----|
| Capacity (veh/h)      | 342   | -   | -   | -   |
| HCM Lane V/C Ratio    | 0.013 | -   | -   | -   |
| HCM Control Delay (s) | 15.7  | -   | -   | -   |
| HCM Lane LOS          | C     | -   | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   |

Intersection

Int Delay, s/veh 3.7

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

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

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

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

## **2027 PM PEAK HOUR ANALYSIS**

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

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

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

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

| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 4.3    |        |      |        |      |      |
| Movement                 | EBT    | EBR    | WBL  | WBT    | NBL  | NBR  |
| Lane Configurations      | ↑↑     |        |      | ↑↑     |      | ↗    |
| Traffic Vol, veh/h       | 1500   | 43     | 0    | 1681   | 0    | 247  |
| Future Vol, veh/h        | 1500   | 43     | 0    | 1681   | 0    | 247  |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | -      | -    | -      | -    | 0    |
| Veh in Median Storage, # | 0      | -      | -    | 0      | 0    | -    |
| Grade, %                 | 0      | -      | -    | 0      | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 1630   | 47     | 0    | 1827   | 0    | 268  |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor1 |      |      |
| Conflicting Flow All     | 0      | 0      | -    | -      | -    | 839  |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | -    | -      | -    | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | -    | -      | -    | 3.32 |
| Pot Cap-1 Maneuver       | -      | -      | 0    | -      | 0    | 309  |
| Stage 1                  | -      | -      | 0    | -      | 0    | -    |
| Stage 2                  | -      | -      | 0    | -      | 0    | -    |
| Platoon blocked, %       | -      | -      |      | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -    | -      | -    | 309  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | NB     |      |      |
| HCM Control Delay, s     | 0      | 0      |      | 60.8   |      |      |
| HCM LOS                  |        |        |      | F      |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | EBR  | WBT    |      |      |
| Capacity (veh/h)         | 309    | -      | -    | -      |      |      |
| HCM Lane V/C Ratio       | 0.869  | -      | -    | -      |      |      |
| HCM Control Delay (s)    | 60.8   | -      | -    | -      |      |      |
| HCM Lane LOS             | F      | -      | -    | -      |      |      |
| HCM 95th %tile Q(veh)    | 7.8    | -      | -    | -      |      |      |

**US 41 @ PINE ISLAND ROAD**

## **2027 AM PEAK HOUR ANALYSIS**

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

2027 AM Peak Hour Background

04/04/2023

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

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

2027 AM Peak Hour Background  
04/04/2023

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

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

2027 AM Peak Hour Background

04/04/2023

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

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 51.5

Intersection LOS: D

Intersection Capacity Utilization 88.3%

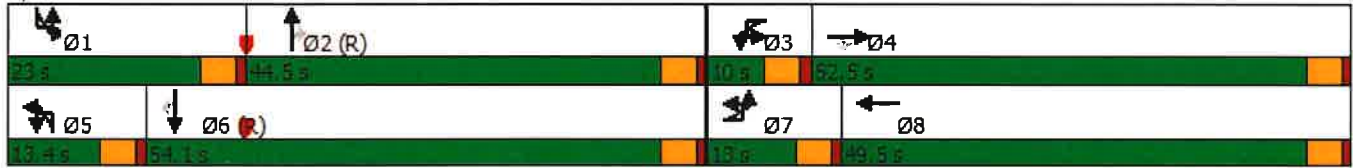
ICU Level of Service E

Analysis Period (min) 15

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

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

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



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

2027 AM Peak Hour With Project

02/19/2024

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

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

2027 AM Peak Hour With Project

02/19/2024

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

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

2027 AM Peak Hour With Project

02/19/2024

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

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

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

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.64

Intersection Signal Delay: 103.4

Intersection LOS: F

Intersection Capacity Utilization 92.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

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

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

## **2027 PM PEAK HOUR ANALYSIS**

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

2027 PM Peak Hour Background

04/04/2023

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

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

2027 PM Peak Hour Background  
04/04/2023

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

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

2027 PM Peak Hour Background

04/04/2023

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

Intersection Summary

|                                   |                                                             |
|-----------------------------------|-------------------------------------------------------------|
| Area Type:                        | Other                                                       |
| Cycle Length:                     | 140                                                         |
| Actuated Cycle Length:            | 140                                                         |
| Offset:                           | 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle:                    | 140                                                         |
| Control Type:                     | Actuated-Coordinated                                        |
| Maximum v/c Ratio:                | 1.11                                                        |
| Intersection Signal Delay:        | 76.3                                                        |
| Intersection Capacity Utilization | 99.4%                                                       |
| Analysis Period (min)             | 15                                                          |
|                                   | Intersection LOS: E                                         |
|                                   | ICU Level of Service F                                      |

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

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

2027 PM Peak Hour Background

04/04/2023

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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



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

2027 PM Peak Hour With Project

02/19/2024

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

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

2027 PM Peak Hour With Project

02/19/2024

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

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

2027 PM Peak Hour With Project

02/19/2024

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

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

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

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.24

Intersection Signal Delay: 87.8

Intersection LOS: F

Intersection Capacity Utilization 101.9%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

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

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

**US 41 @ PINEAPPLE LANE**

## **2027 AM PEAK HOUR ANALYSIS**

Intersection

Int Delay, s/veh 0

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

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

| Approach             | EB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 16.5 | 0  | 0  |
| HCM LOS              | C    |    |    |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|-----------------------|-----------|-----|
| Capacity (veh/h)      | - 320     | -   |
| HCM Lane V/C Ratio    | - 0.02    | -   |
| HCM Control Delay (s) | - 16.5    | -   |
| HCM Lane LOS          | - C       | -   |
| HCM 95th %tile Q(veh) | - 0.1     | -   |

Intersection

Int Delay, s/veh 0.1

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

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

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

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

## **2027 PM PEAK HOUR ANALYSIS**

| Intersection             |           |        |      |        |      |      |
|--------------------------|-----------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0.1       |        |      |        |      |      |
| Movement                 | EBL       | EBR    | NBL  | NBT    | SBT  | SBR  |
| Lane Configurations      |           | ↗      |      | ↑↑     | ↑↑   | ↗    |
| Traffic Vol, veh/h       | 0         | 13     | 0    | 1298   | 1240 | 5    |
| Future Vol, veh/h        | 0         | 13     | 0    | 1298   | 1240 | 5    |
| Conflicting Peds, #/hr   | 0         | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Stop      | Stop   | Free | Free   | Free | Free |
| RT Channelized           | -         | None   | -    | Free   | -    | Free |
| Storage Length           | -         | 0      | -    | -      | -    | 435  |
| Veh in Median Storage, # | 0         | -      | -    | 0      | 0    | -    |
| Grade, %                 | 0         | -      | -    | 0      | 0    | -    |
| Peak Hour Factor         | 92        | 92     | 92   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 2         | 2      | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 0         | 14     | 0    | 1411   | 1348 | 5    |
|                          |           |        |      |        |      |      |
| Major/Minor              | Minor2    | Major1 |      | Major2 |      |      |
| Conflicting Flow All     | -         | 674    | -    | 0      | -    | 0    |
| Stage 1                  | -         | -      | -    | -      | -    | -    |
| Stage 2                  | -         | -      | -    | -      | -    | -    |
| Critical Hdwy            | -         | 6.94   | -    | -      | -    | -    |
| Critical Hdwy Stg 1      | -         | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -         | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -         | 3.32   | -    | -      | -    | -    |
| Pot Cap-1 Maneuver       | 0         | 397    | 0    | -      | -    | 0    |
| Stage 1                  | 0         | -      | 0    | -      | -    | 0    |
| Stage 2                  | 0         | -      | 0    | -      | -    | 0    |
| Platoon blocked, %       |           |        |      | -      | -    |      |
| Mov Cap-1 Maneuver       | -         | 397    | -    | -      | -    | -    |
| Mov Cap-2 Maneuver       | -         | -      | -    | -      | -    | -    |
| Stage 1                  | -         | -      | -    | -      | -    | -    |
| Stage 2                  | -         | -      | -    | -      | -    | -    |
|                          |           |        |      |        |      |      |
| Approach                 | EB        | NB     |      | SB     |      |      |
| HCM Control Delay, s     | 14.4      | 0      |      | 0      |      |      |
| HCM LOS                  | B         |        |      |        |      |      |
|                          |           |        |      |        |      |      |
| Minor Lane/Major Mvmt    | NBT EBLn1 |        | SBT  |        |      |      |
| Capacity (veh/h)         | -         | 397    | -    |        |      |      |
| HCM Lane V/C Ratio       | -         | 0.036  | -    |        |      |      |
| HCM Control Delay (s)    | -         | 14.4   | -    |        |      |      |
| HCM Lane LOS             | -         | B      | -    |        |      |      |
| HCM 95th %tile Q(veh)    | -         | 0.1    | -    |        |      |      |

Intersection

Int Delay, s/veh 0.1

| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      | ↗    |      | ↗↗   | ↗↗   | ↗    |
| Traffic Vol, veh/h       | 0    | 18   | 0    | 1298 | 1240 | 5    |
| Future Vol, veh/h        | 0    | 18   | 0    | 1298 | 1240 | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | Free | -    | Free |
| Storage Length           | -    | 0    | -    | -    | -    | 435  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 20   | 0    | 1411 | 1348 | 5    |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | - 674  | - 0    | - 0    |
| Stage 1              | - -    | - -    | - -    |
| Stage 2              | - -    | - -    | - -    |
| Critical Hdwy        | - 6.94 | - -    | - -    |
| Critical Hdwy Stg 1  | - -    | - -    | - -    |
| Critical Hdwy Stg 2  | - -    | - -    | - -    |
| Follow-up Hdwy       | - 3.32 | - -    | - -    |
| Pot Cap-1 Maneuver   | 0 397  | 0 -    | - 0    |
| Stage 1              | 0 -    | 0 -    | - 0    |
| Stage 2              | 0 -    | 0 -    | - 0    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | - 397  | - -    | - -    |
| Mov Cap-2 Maneuver   | - -    | - -    | - -    |
| Stage 1              | - -    | - -    | - -    |
| Stage 2              | - -    | - -    | - -    |

| Approach             | EB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 14.5 | 0  | 0  |
| HCM LOS              | B    |    |    |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|-----------------------|-----------|-----|
| Capacity (veh/h)      | - 397     | -   |
| HCM Lane V/C Ratio    | - 0.049   | -   |
| HCM Control Delay (s) | - 14.5    | -   |
| HCM Lane LOS          | - B       | -   |
| HCM 95th %tile Q(veh) | - 0.2     | -   |

**HERRON ROAD @ PINEAPPLE LANE**

## **2027 AM PEAK HOUR ANALYSIS**

Intersection

Int Delay, s/veh 1.2

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

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

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

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

Intersection

Int Delay, s/veh 1.6

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

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

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

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

## **2027 PM PEAK HOUR ANALYSIS**

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.7                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 1                                                                                 | 2    | 9                                                                                 | 1    | 3    | 12                                                                                |
| Future Vol, veh/h        | 1                                                                                 | 2    | 9                                                                                 | 1    | 3    | 12                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92   | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 |
| Mvmt Flow                | 1                                                                                 | 2    | 10                                                                                | 1    | 3    | 13                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 30     | 11     | 0      |
| Stage 1              | 11     | -      | -      |
| Stage 2              | 19     | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 984    | 1070   | 1608   |
| Stage 1              | 1012   | -      | -      |
| Stage 2              | 1004   | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 982    | 1070   | 1608   |
| Mov Cap-2 Maneuver   | 982    | -      | -      |
| Stage 1              | 1012   | -      | -      |
| Stage 2              | 1002   | -      | -      |

| Approach             | WB  | NB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.5 | 0  | 1.4 |
| HCM LOS              | A   |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 1039  | 1608  |
| HCM Lane V/C Ratio    | -   | -        | 0.003 | 0.002 |
| HCM Control Delay (s) | -   | -        | 8.5   | 7.2   |
| HCM Lane LOS          | -   | -        | A     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0     | 0     |

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

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

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

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

**US 41 @ SITE ACCESS**

## **2027 AM PEAK HOUR ANALYSIS**

# HCS Two-Way Stop-Control Report

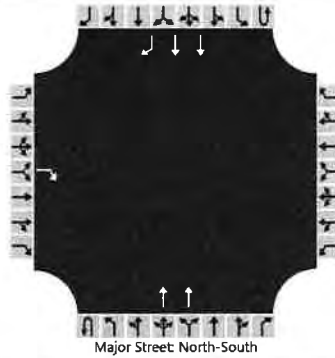
## General Information

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

## Site Information

|                            |                     |
|----------------------------|---------------------|
| Intersection               | US 41 & Site Access |
| Jurisdiction               | Lee County          |
| East/West Street           | US 41               |
| North/South Street         | Site Access         |
| Peak Hour Factor           | 0.92                |
| Analysis Time Period (hrs) | 0.25                |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |     | Westbound |   |   |   | Northbound |   |     |   | Southbound |   |      |     |
|----------------------------|-----------|----|----|-----|-----------|---|---|---|------------|---|-----|---|------------|---|------|-----|
| Movement                   | U         | L  | T  | R   | U         | L | T | R | U          | L | T   | R | U          | L | T    | R   |
| Priority                   |           | 10 | 11 | 12  |           | 7 | 8 | 9 | 1U         | 1 | 2   | 3 | 4U         | 4 | 5    | 6   |
| Number of Lanes            |           | 0  | 0  | 1   |           | 0 | 0 | 0 | 0          | 0 | 2   | 0 | 0          | 0 | 2    | 1   |
| Configuration              |           |    |    | R   |           |   |   |   |            |   | T   |   |            |   | T    | R   |
| Volume (veh/h)             |           |    |    | 113 |           |   |   |   |            |   | 896 |   |            |   | 1502 | 224 |
| Percent Heavy Vehicles (%) |           |    |    | 3   |           |   |   |   |            |   |     |   |            |   |      |     |
| Proportion Time Blocked    |           |    |    |     |           |   |   |   |            |   |     |   |            |   |      |     |
| Percent Grade (%)          | 0         |    |    |     |           |   |   |   |            |   |     |   |            |   |      |     |
| Right Turn Channelized     | No        |    |    |     |           |   |   |   |            |   |     |   | No         |   |      |     |
| Median Type   Storage      | Left Only |    |    |     |           |   |   |   | 1          |   |     |   |            |   |      |     |

## Critical and Follow-up Headways

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

## Delay, Queue Length, and Level of Service

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

## **2027 PM PEAK HOUR ANALYSIS**

# HCS Two-Way Stop-Control Report

## General Information

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

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |     | Westbound |   |   |   | Northbound |   |      |   | Southbound |   |      |     |
|----------------------------|-----------|----|----|-----|-----------|---|---|---|------------|---|------|---|------------|---|------|-----|
| Movement                   | U         | L  | T  | R   | U         | L | T | R | U          | L | T    | R | U          | L | T    | R   |
| Priority                   |           | 10 | 11 | 12  |           | 7 | 8 | 9 | 1U         | 1 | 2    | 3 | 4U         | 4 | 5    | 6   |
| Number of Lanes            |           | 0  | 0  | 1   |           | 0 | 0 | 0 | 0          | 0 | 2    | 0 | 0          | 0 | 2    | 1   |
| Configuration              |           |    |    | R   |           |   |   |   |            |   | T    |   |            |   | T    | R   |
| Volume (veh/h)             |           |    |    | 146 |           |   |   |   |            |   | 1298 |   |            |   | 1240 | 237 |
| Percent Heavy Vehicles (%) |           |    |    | 3   |           |   |   |   |            |   |      |   |            |   |      |     |
| Proportion Time Blocked    |           |    |    |     |           |   |   |   |            |   |      |   |            |   |      |     |
| Percent Grade (%)          | 0         |    |    |     |           |   |   |   |            |   |      |   |            |   |      |     |
| Right Turn Channelized     | No        |    |    |     |           |   |   |   |            |   |      |   | No         |   |      |     |
| Median Type   Storage      | Left Only |    |    |     |           |   |   |   | 1          |   |      |   |            |   |      |     |

## Critical and Follow-up Headways

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

## Delay, Queue Length, and Level of Service

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

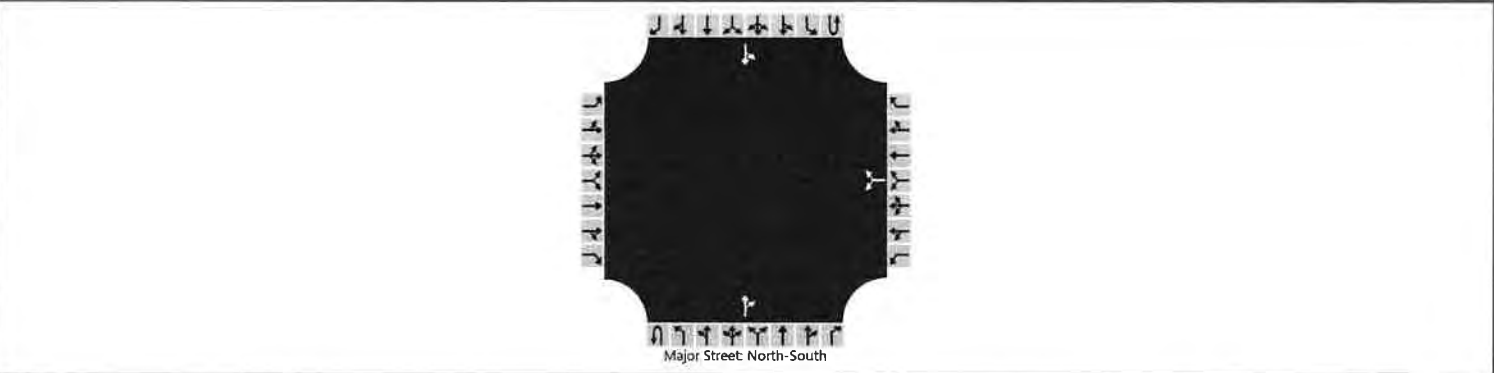
**HERRON ROAD @ SITE ACCESS**

## **2027 AM PEAK HOUR ANALYSIS**

HCS Two-Way Stop-Control Report

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

Lanes



Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |    |     | Northbound |   |   |    | Southbound |    |    |   |
|----------------------------|-----------|----|----|----|-----------|---|----|-----|------------|---|---|----|------------|----|----|---|
| Movement                   | U         | L  | T  | R  | U         | L | T  | R   | U          | L | T | R  | U          | L  | T  | R |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8  | 9   | 1U         | 1 | 2 | 3  | 4U         | 4  | 5  | 6 |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0 | 1  | 0   | 0          | 0 | 1 | 0  | 0          | 0  | 1  | 0 |
| Configuration              |           |    |    |    |           |   | LR |     |            |   |   | TR |            | LT |    |   |
| Volume (veh/h)             |           |    |    |    |           | 2 |    | 244 |            |   | 4 | 0  |            | 25 | 28 |   |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 1 |    | 3   |            |   |   |    |            | 1  |    |   |
| Proportion Time Blocked    |           |    |    |    |           |   |    |     |            |   |   |    |            |    |    |   |
| Percent Grade (%)          |           |    |    |    | 0         |   |    |     |            |   |   |    |            |    |    |   |
| Right Turn Channelized     |           |    |    |    |           |   |    |     |            |   |   |    |            |    |    |   |
| Median Type   Storage      | Undivided |    |    |    |           |   |    |     |            |   |   |    |            |    |    |   |

Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |      |  |  |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|--|------|--|--|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 6.41 |  | 6.23 |  |  |  |  |  | 4.11 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.51 |  | 3.33 |  |  |  |  |  | 2.21 |  |  |

Delay, Queue Length, and Level of Service

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

## **2027 PM PEAK HOUR ANALYSIS**

# HCS Two-Way Stop-Control Report

## General Information

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

## Site Information

|                            |                          |
|----------------------------|--------------------------|
| Intersection               | Herron Rd. @ Site Access |
| Jurisdiction               | Lee County               |
| East/West Street           | Center Site Access       |
| North/South Street         | Herron Rd.               |
| Peak Hour Factor           | 0.92                     |
| Analysis Time Period (hrs) | 0.25                     |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |    |     | Northbound |   |   |    | Southbound |    |    |   |
|----------------------------|-----------|----|----|----|-----------|---|----|-----|------------|---|---|----|------------|----|----|---|
| Movement                   | U         | L  | T  | R  | U         | L | T  | R   | U          | L | T | R  | U          | L  | T  | R |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8  | 9   | 1U         | 1 | 2 | 3  | 4U         | 4  | 5  | 6 |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0 | 1  | 0   | 0          | 0 | 1 | 0  | 0          | 0  | 1  | 0 |
| Configuration              |           |    |    |    |           |   | LR |     |            |   |   | TR |            | LT |    |   |
| Volume (veh/h)             |           |    |    |    |           | 5 |    | 237 |            |   | 4 | 0  |            | 30 | 18 |   |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 3 |    | 3   |            |   |   |    |            | 3  |    |   |
| Proportion Time Blocked    |           |    |    |    |           |   |    |     |            |   |   |    |            |    |    |   |
| Percent Grade (%)          |           |    |    |    | 0         |   |    |     |            |   |   |    |            |    |    |   |
| Right Turn Channelized     |           |    |    |    |           |   |    |     |            |   |   |    |            |    |    |   |
| Median Type   Storage      | Undivided |    |    |    |           |   |    |     |            |   |   |    |            |    |    |   |

## Critical and Follow-up Headways

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

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |  |  |  |  |     |      |     |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|--|--|--|--|-----|------|-----|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 263  |  |  |  |  |  |  |     | 33   |     |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1071 |  |  |  |  |  |  |     | 1611 |     |  |
| v/c Ratio                               |  |  |  |  |     | 0.25 |  |  |  |  |  |  |     | 0.02 |     |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 1.0  |  |  |  |  |  |  |     | 0.1  |     |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 9.4  |  |  |  |  |  |  |     | 7.3  | 0.1 |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |  |  |  |  |     | A    | A   |  |
| Approach Delay (s/veh)                  |  |  |  |  | 9.4 |      |  |  |  |  |  |  | 4.6 |      |     |  |
| Approach LOS                            |  |  |  |  | A   |      |  |  |  |  |  |  | A   |      |     |  |

**US 41 @ JUDD CREEK**

## **2027 PM PEAK HOUR ANALYSIS**

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

Lanes, Volumes, Timings  
44: Judd Creek/Merchants Crossing & Pine Island Rd.

2027 PM Peak Hour Background

02/19/2024

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

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

## Intersection Summary

Area Type: Other

Cycle Length: 202.8

Actuated Cycle Length: 202.8

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

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay: Err

Intersection LOS: F

Intersection Capacity Utilization 125.7%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

|                                                                                     |                                                                                     |                                                                                       |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| Ø1                                                                                  | Ø2 (R)                                                                              | Ø4                                                                                    | Ø8                                                                                    |
| 16 s                                                                                | 120 s                                                                               | 24.3 s                                                                                | 42 s                                                                                  |
|  |  |                                                                                       |                                                                                       |
| Ø5                                                                                  | Ø6                                                                                  |                                                                                       |                                                                                       |
| 15 s                                                                                | 120 s                                                                               |                                                                                       |                                                                                       |



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

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

Lanes, Volumes, Timings  
44: Judd Creek/Merchants Crossing & Pine Island Rd.

2027 PM Peak Hour With Project

02/19/2024

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

Lanes, Volumes, Timings  
44: Judd Creek/Merchants Crossing & Pine Island Rd.

2027 PM Peak Hour With Project

02/19/2024

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

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 200

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

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay: Err

Intersection LOS: F

Intersection Capacity Utilization 125.7%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

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



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

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

# Trip Generation

## Characteristics of Large Gas Stations/Convenience Stores and Student Apartments



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## **Executive Summary**

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

### **Convenience Markets with Gas Pumps**

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

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

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

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

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

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

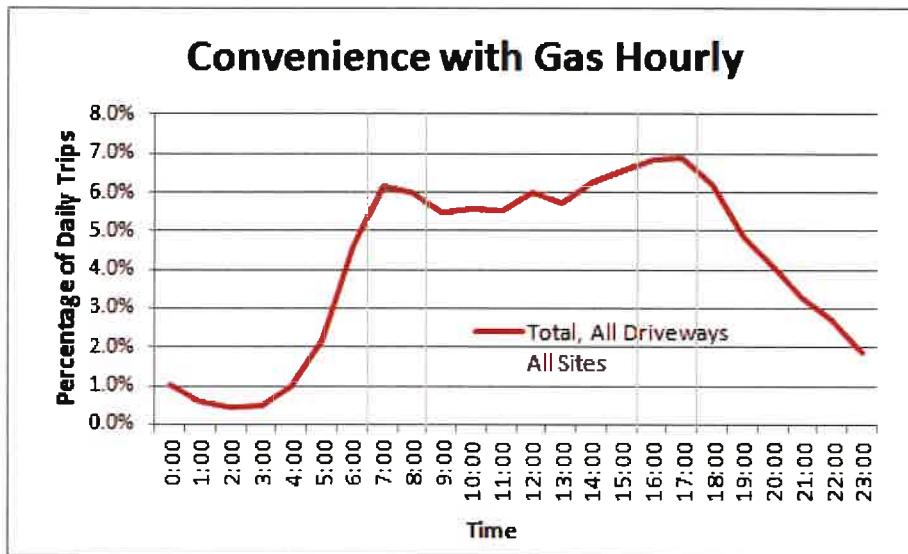


Figure 18 above shows the hourly breakdown of traffic counts. From this we gain some insight on the generator peaks in relation to the peaks of the adjacent street traffic. While the AM and PM peaks do coincide with the peaks of the adjacent street, there are other trends to note. Instead of the drastic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

## Pass-By Trips

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

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

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

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

\*Combination of customer surveys and observation

**Figure 20: Comparison of Pass-By Rates**

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

# FDOT 2012 Study- Gas Pass-Bys

## Convenience with Gas

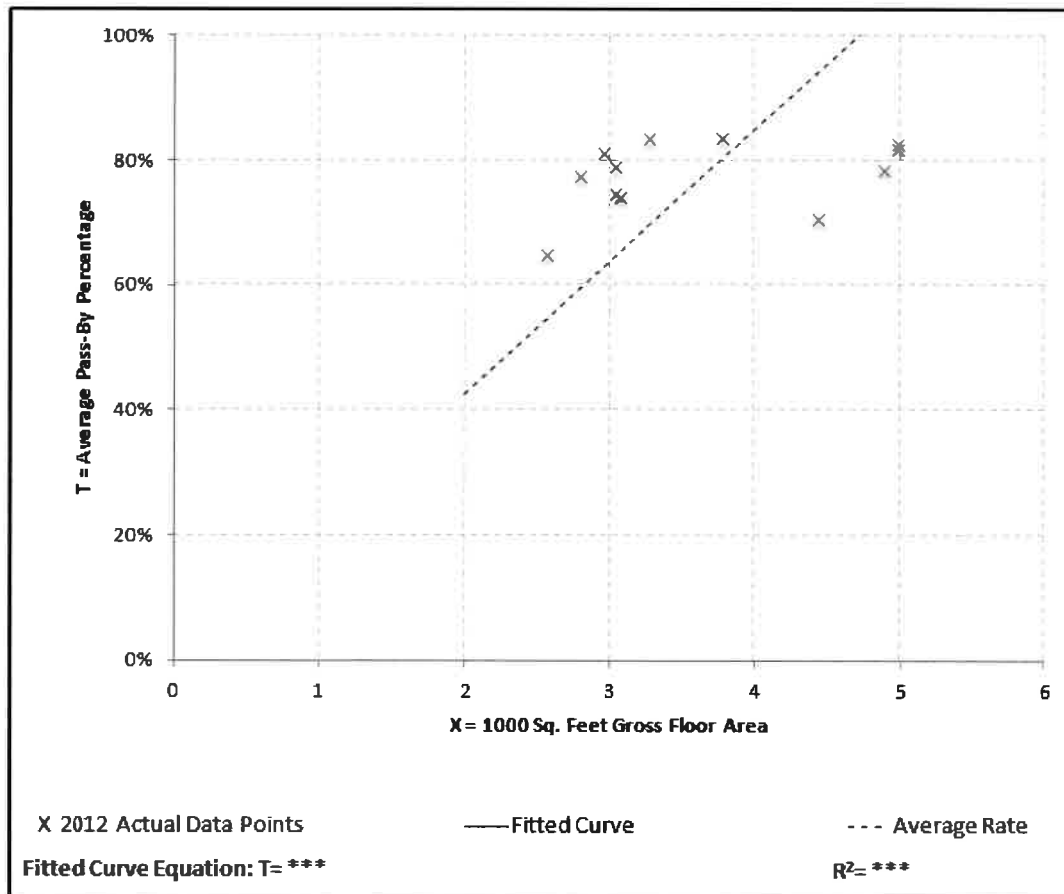
Average Pass-By Percentage vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

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

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

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

### Data Plot and Equation



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

**TRIP GENERATION COMPARISON**  
**FAST FOOD vs. GAS/CONVENIENCE**

**Table 1**  
**Trip Generation**  
**Pine Island Road CPD**

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

**Table 2**  
**Trip Generation – New Trips**  
**Pine Island Road CPD**

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

**Table 3**  
**Trip Generation**  
**Pine Island Road CPD**

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

**Table 4**  
**Trip Generation – New Trips**  
**Pine Island Road CPD**

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

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

# **TRIP GENERATION EQUATIONS**

# Mini-Warehouse (151)

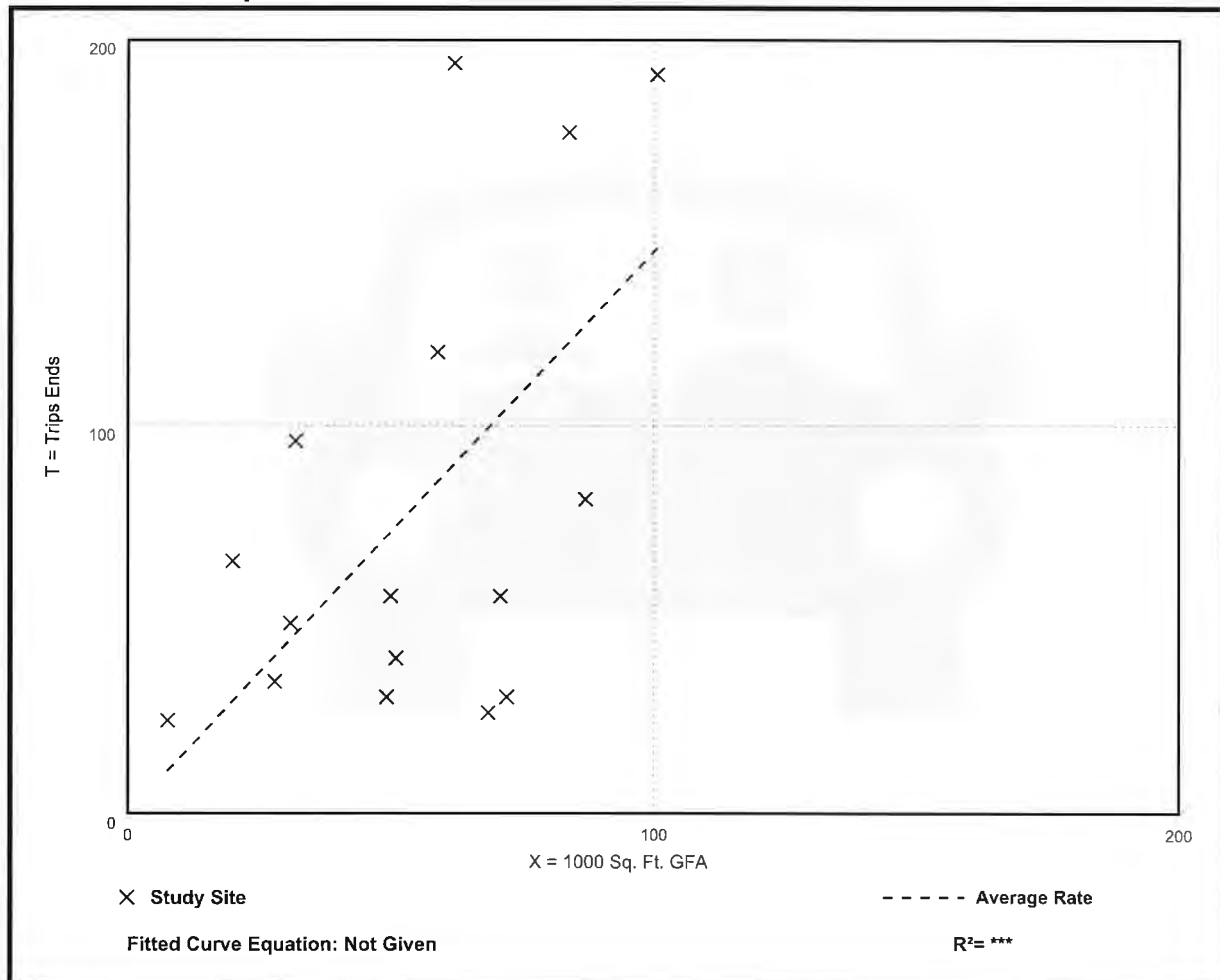
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 16  
Avg. 1000 Sq. Ft. GFA: 55  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



# Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

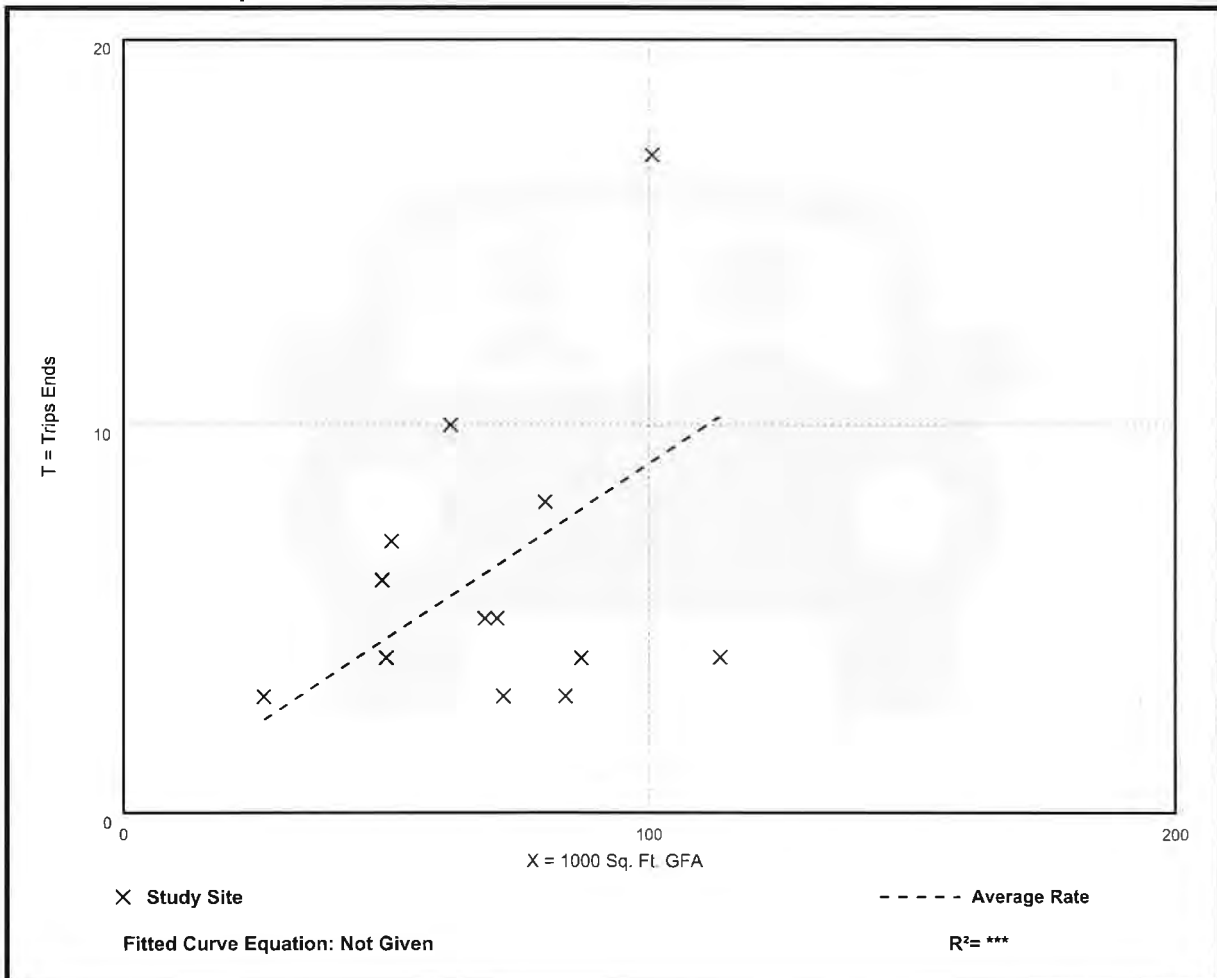
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 59% entering, 41% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



# Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 18

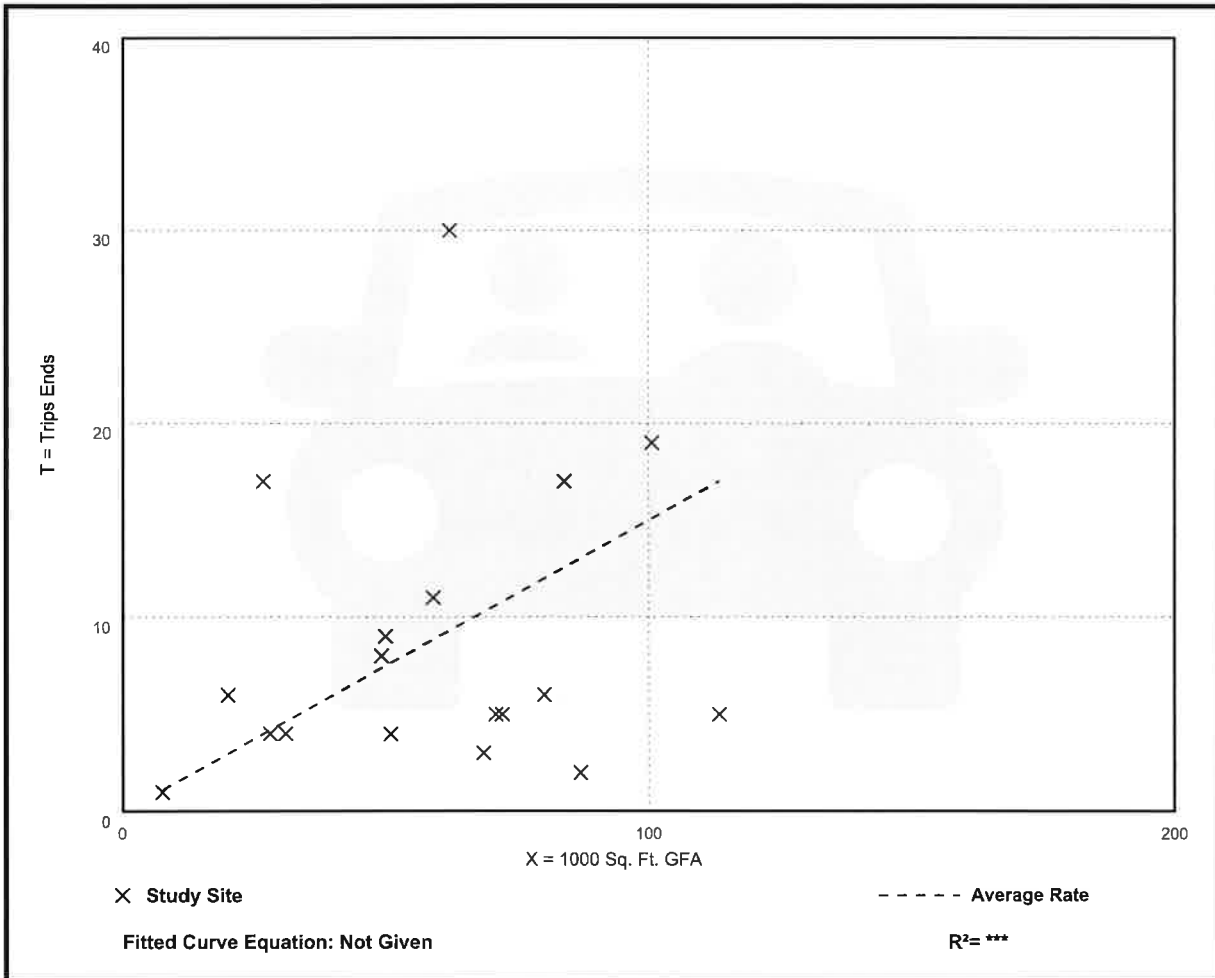
Avg. 1000 Sq. Ft. GFA: 59

Directional Distribution: 47% entering, 53% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



## Strip Retail Plaza (<40k) (822)

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

Setting/Location: General Urban/Suburban

Number of Studies: 4

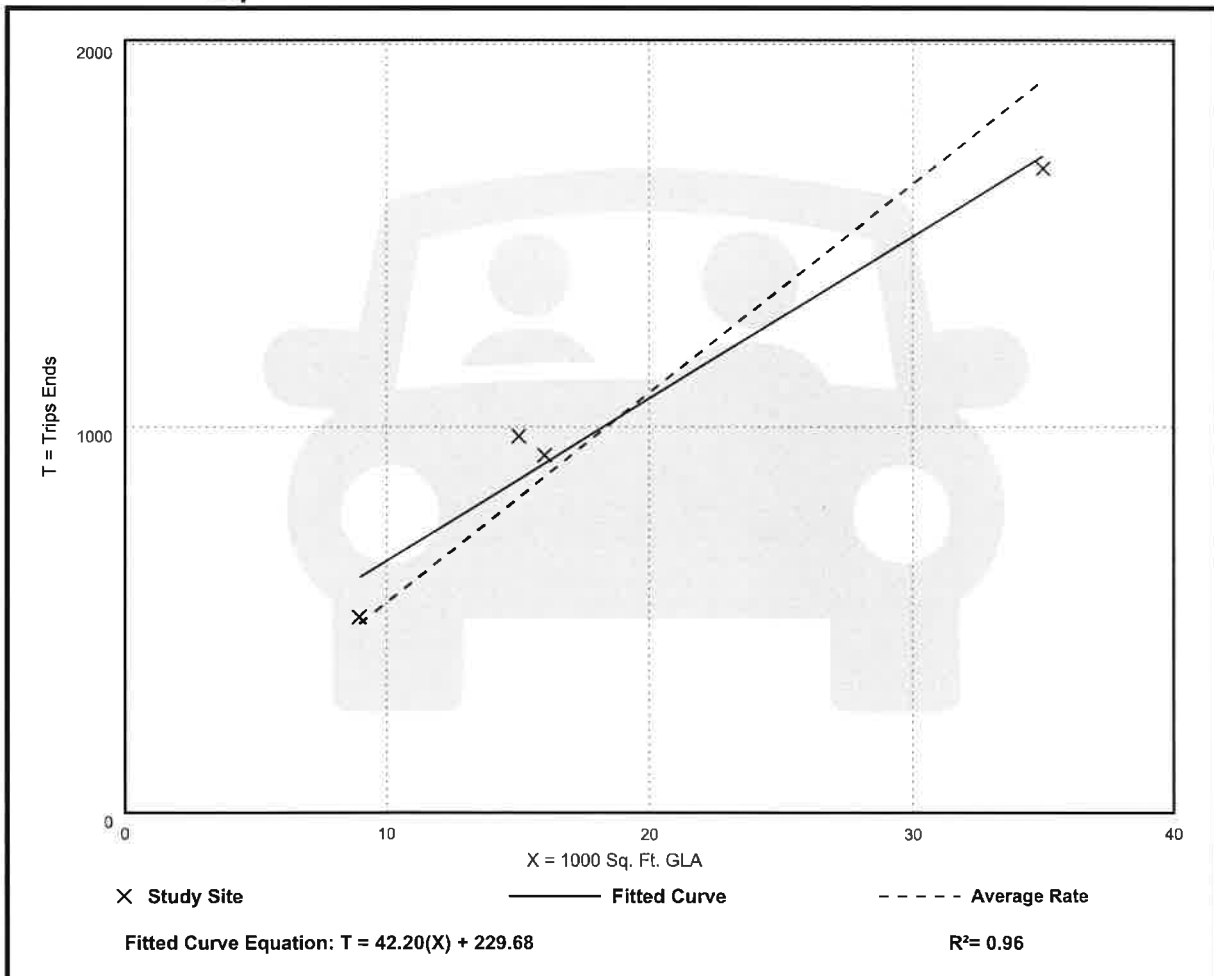
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

### Data Plot and Equation



## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

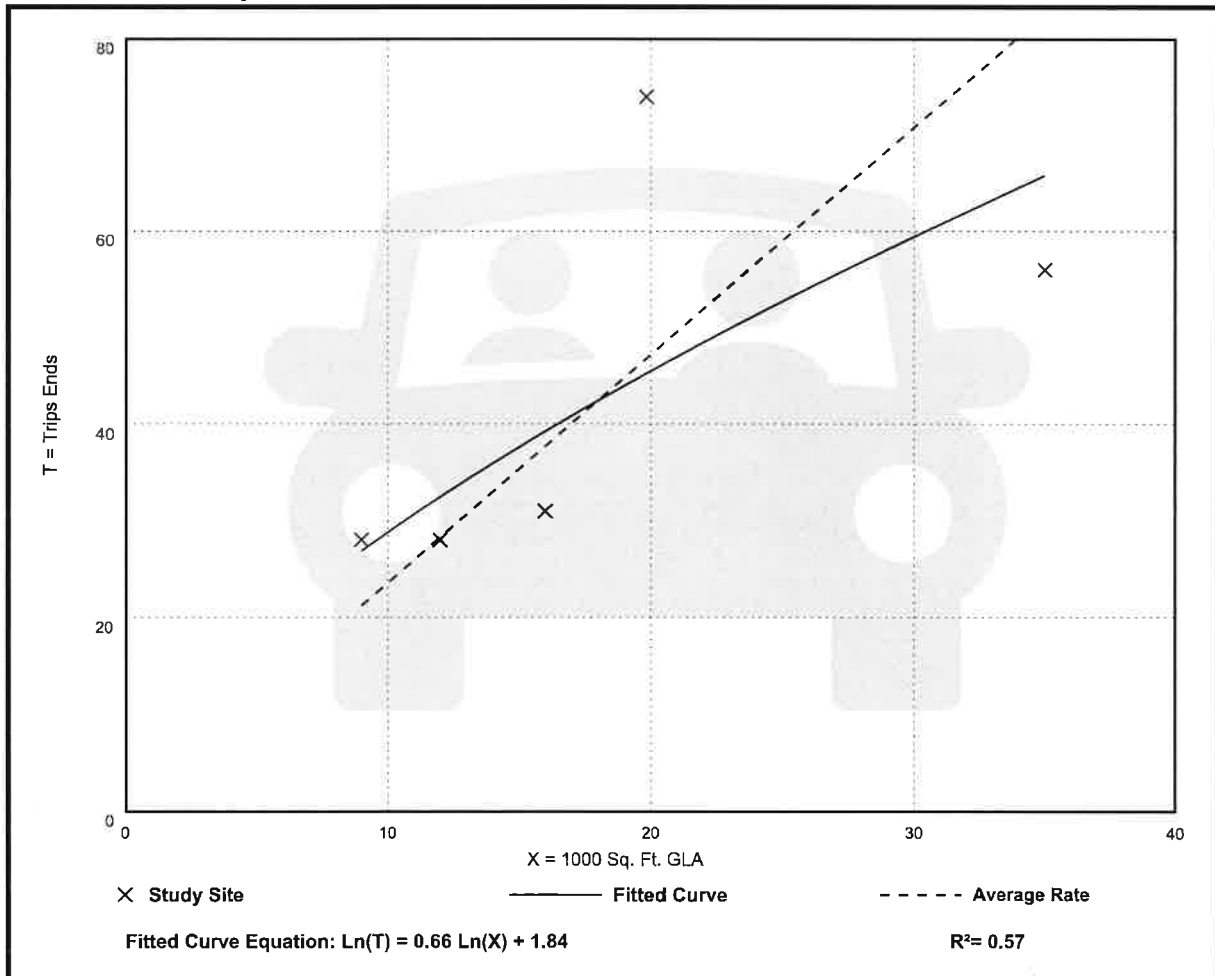
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

### Data Plot and Equation



## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

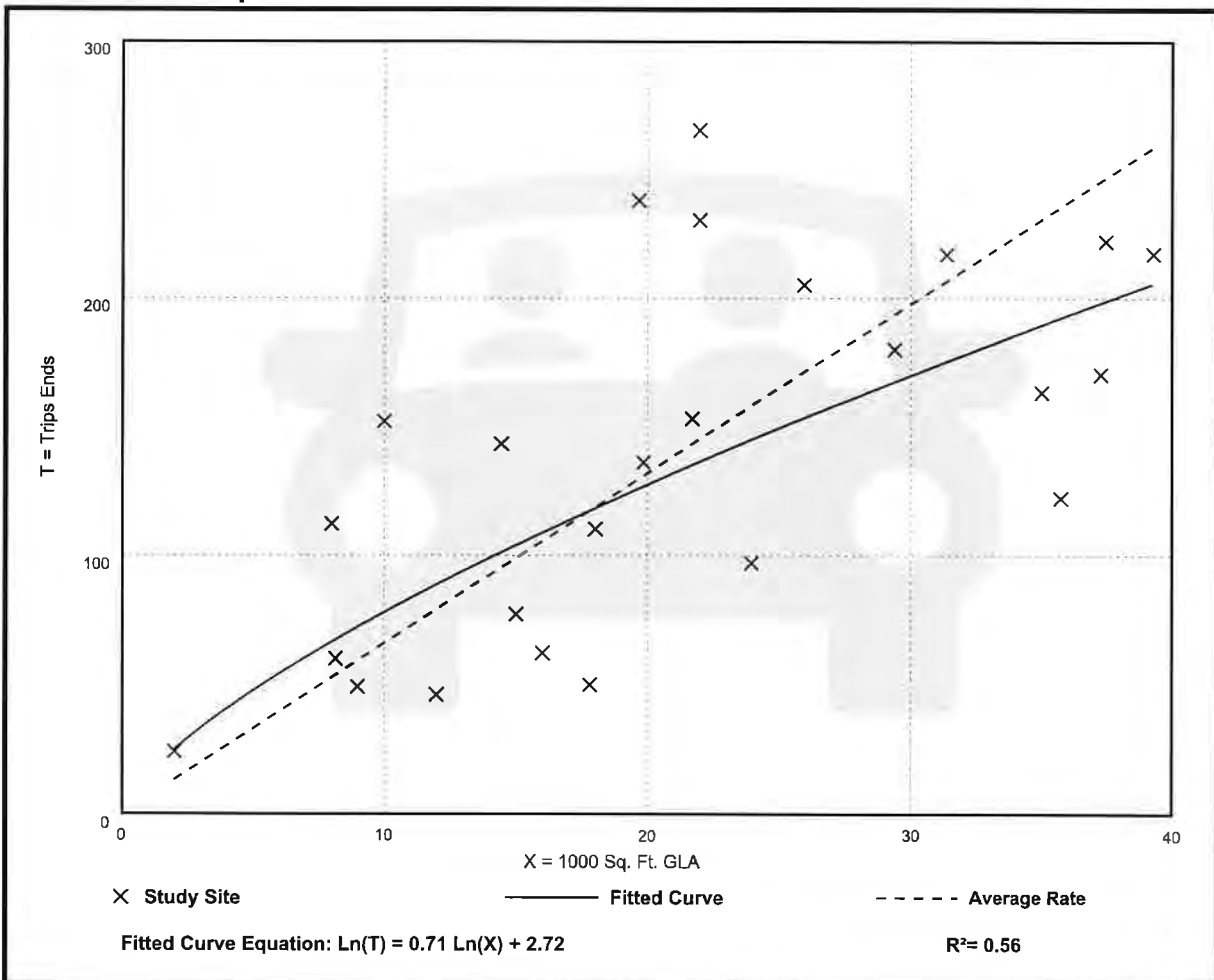
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

### Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 71

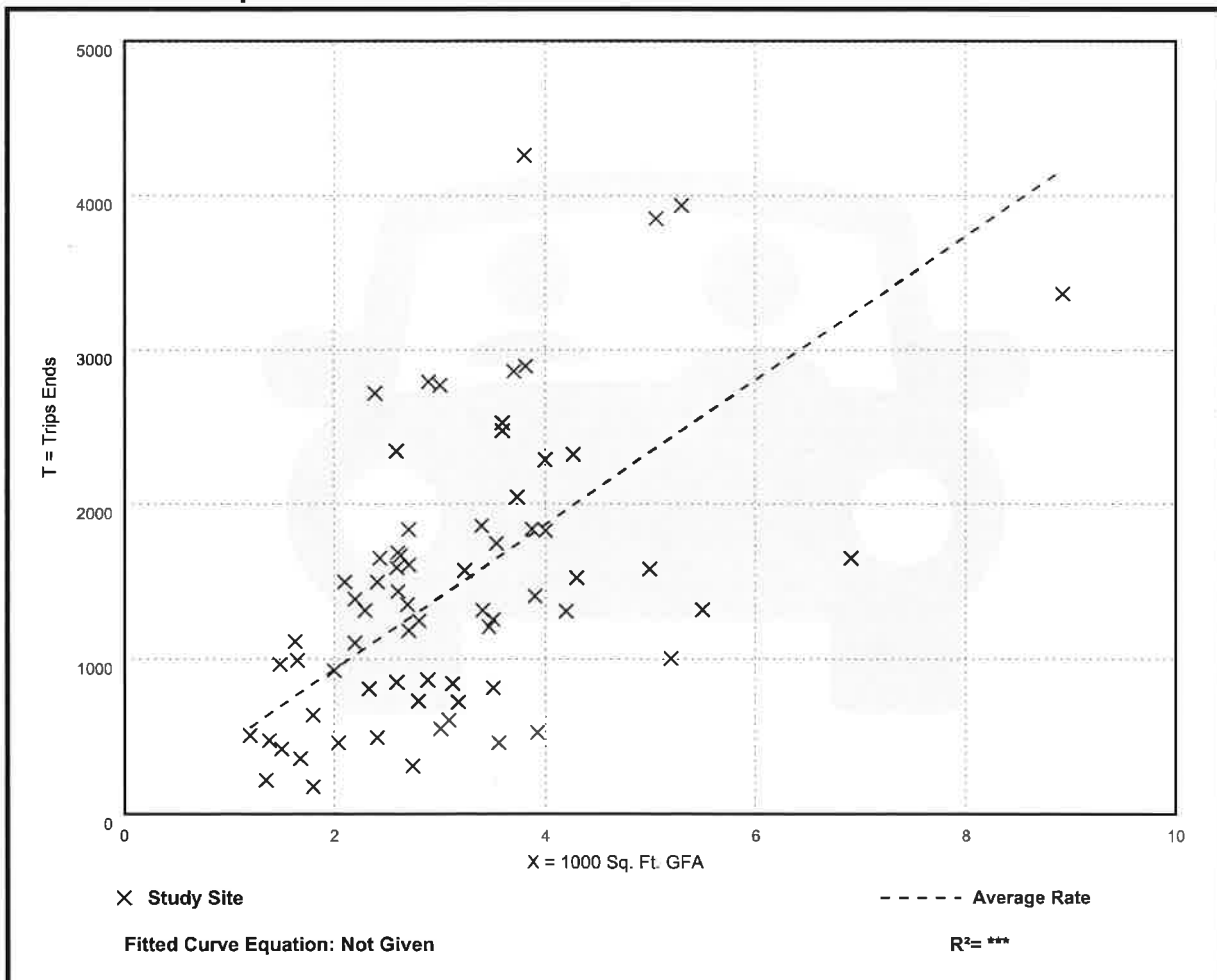
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 96

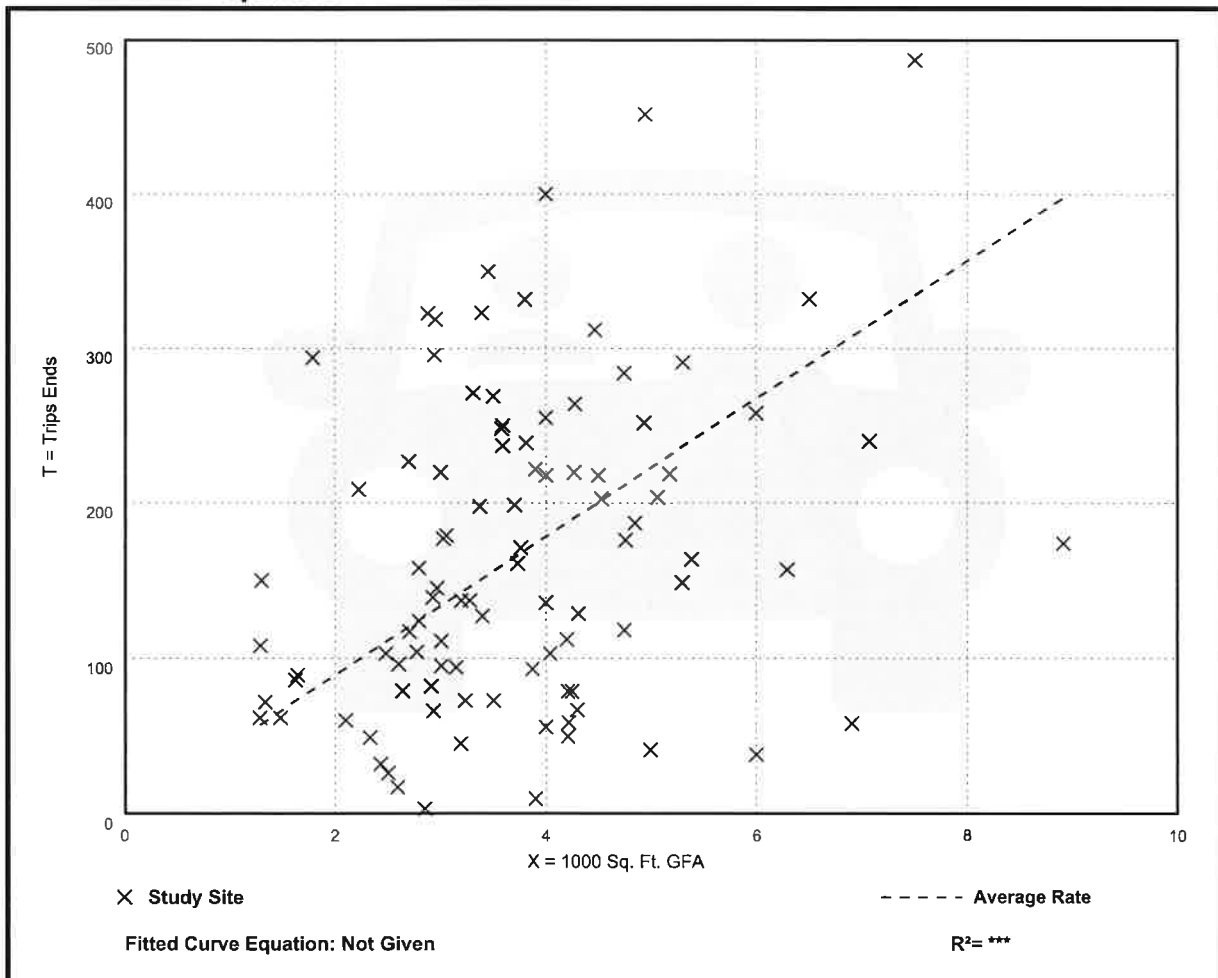
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 190

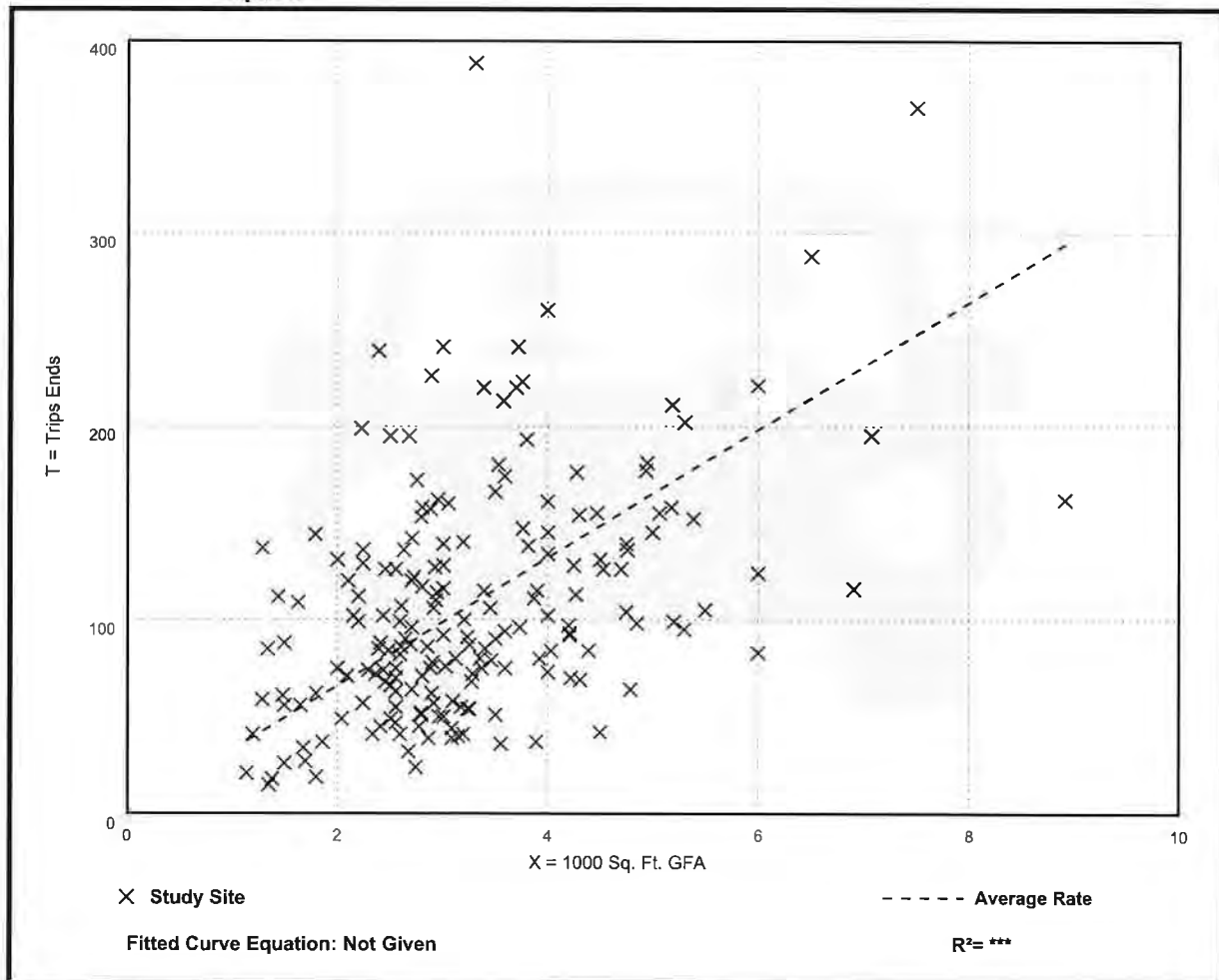
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



# Quick Lubrication Vehicle Shop (941)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

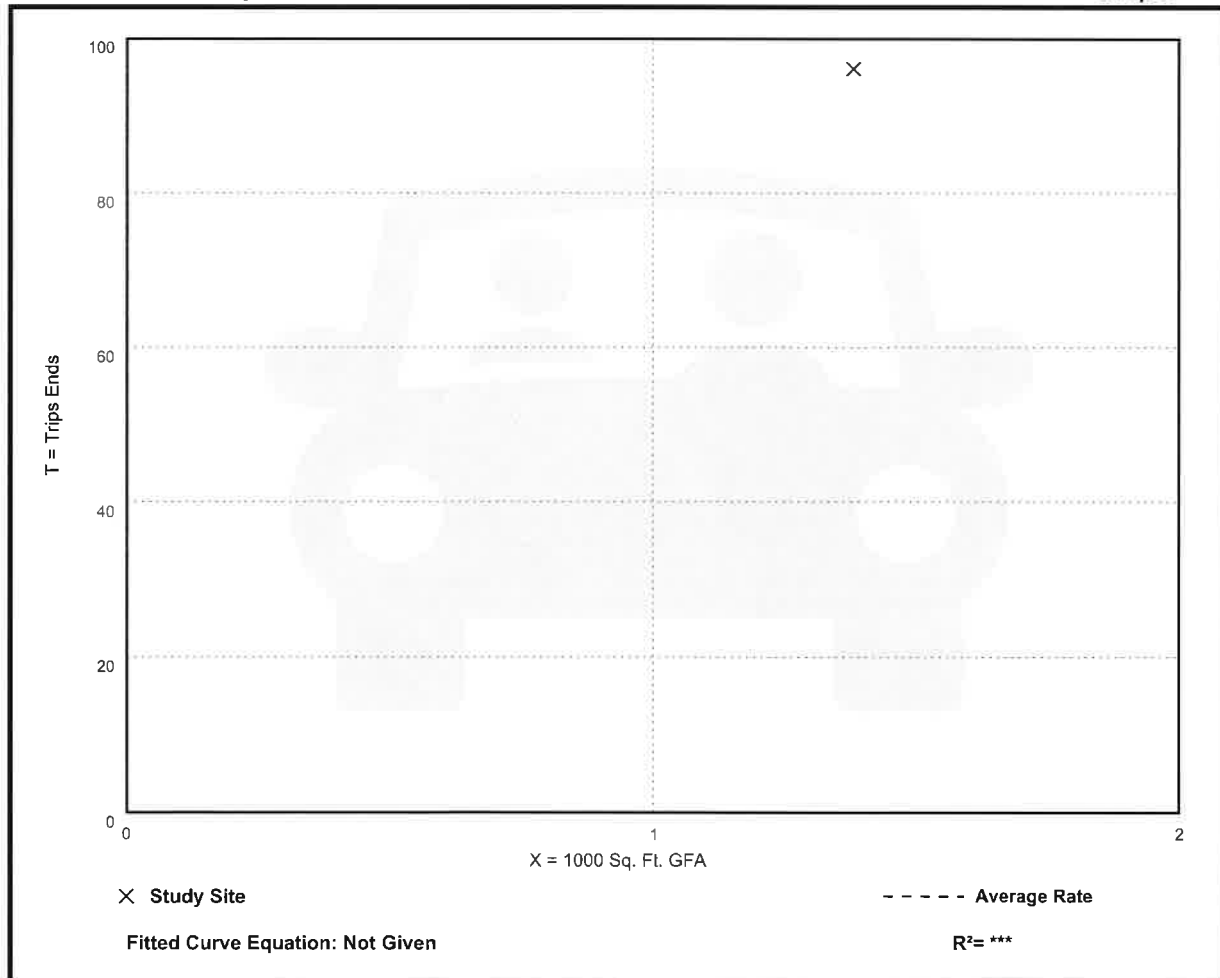
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation

Caution – Small Sample Size



# Quick Lubrication Vehicle Shop (941)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

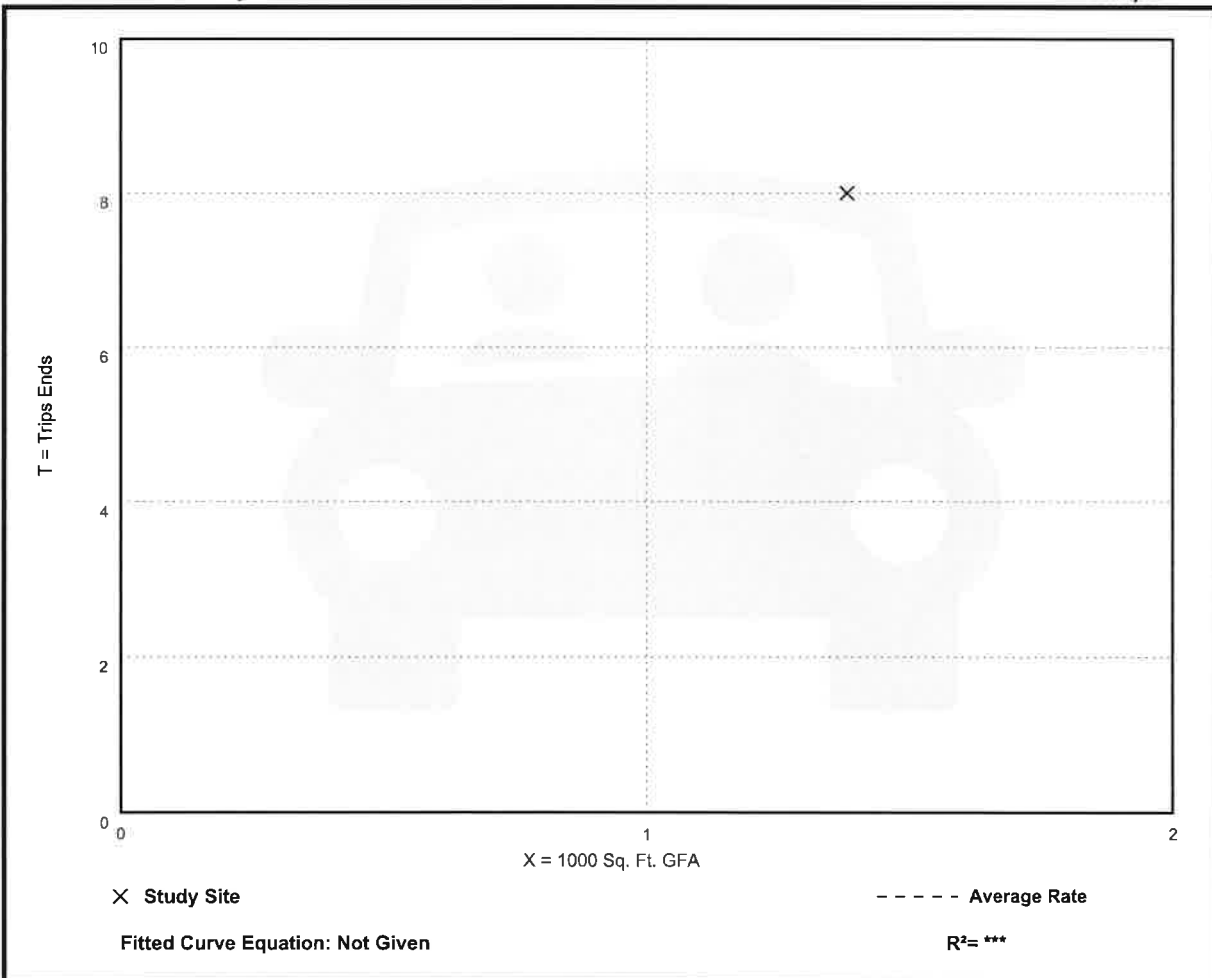
Directional Distribution: 75% entering, 25% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation

Caution – Small Sample Size



# Quick Lubrication Vehicle Shop (941)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

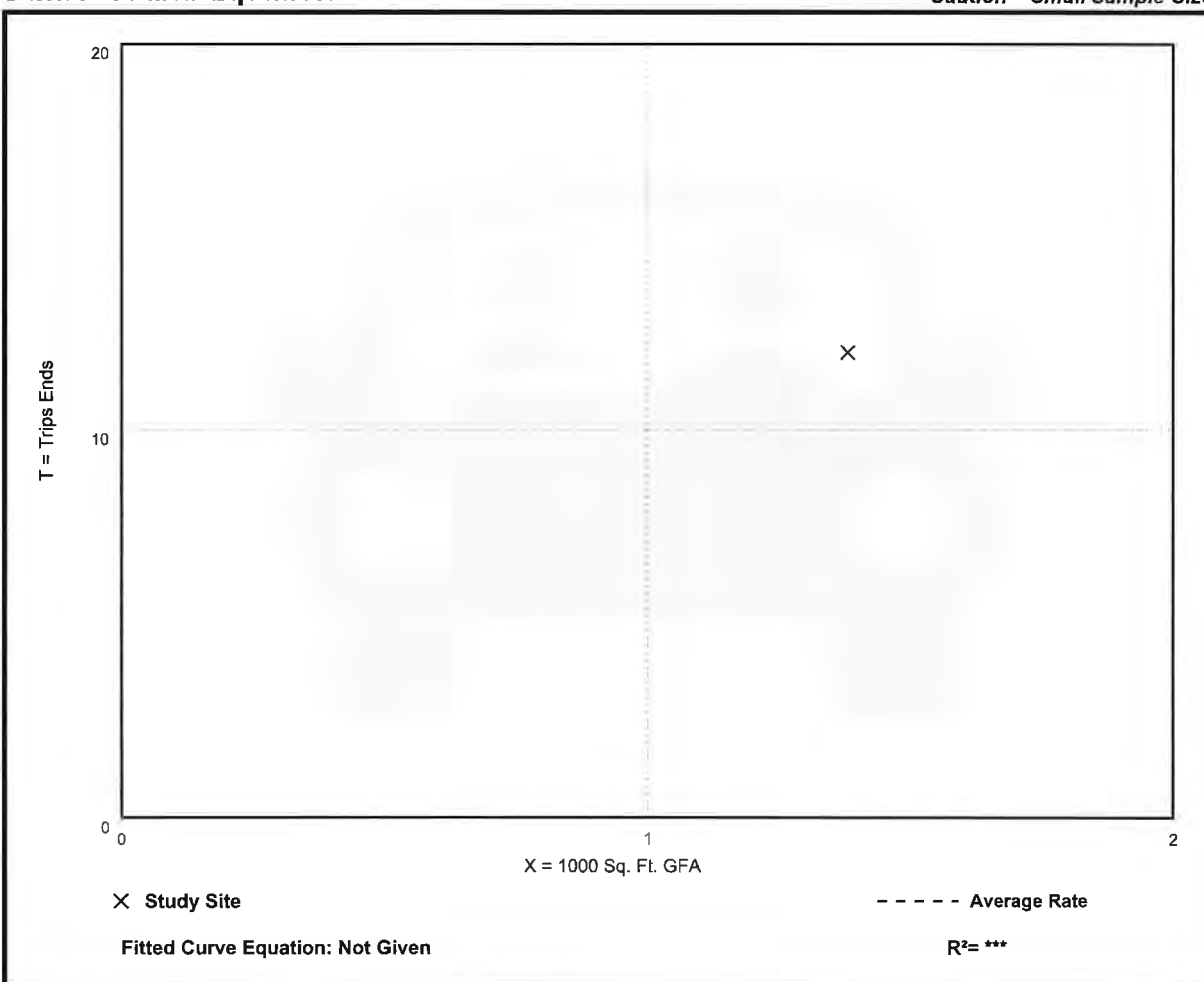
Directional Distribution: 42% entering, 58% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation

*Caution – Small Sample Size*



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

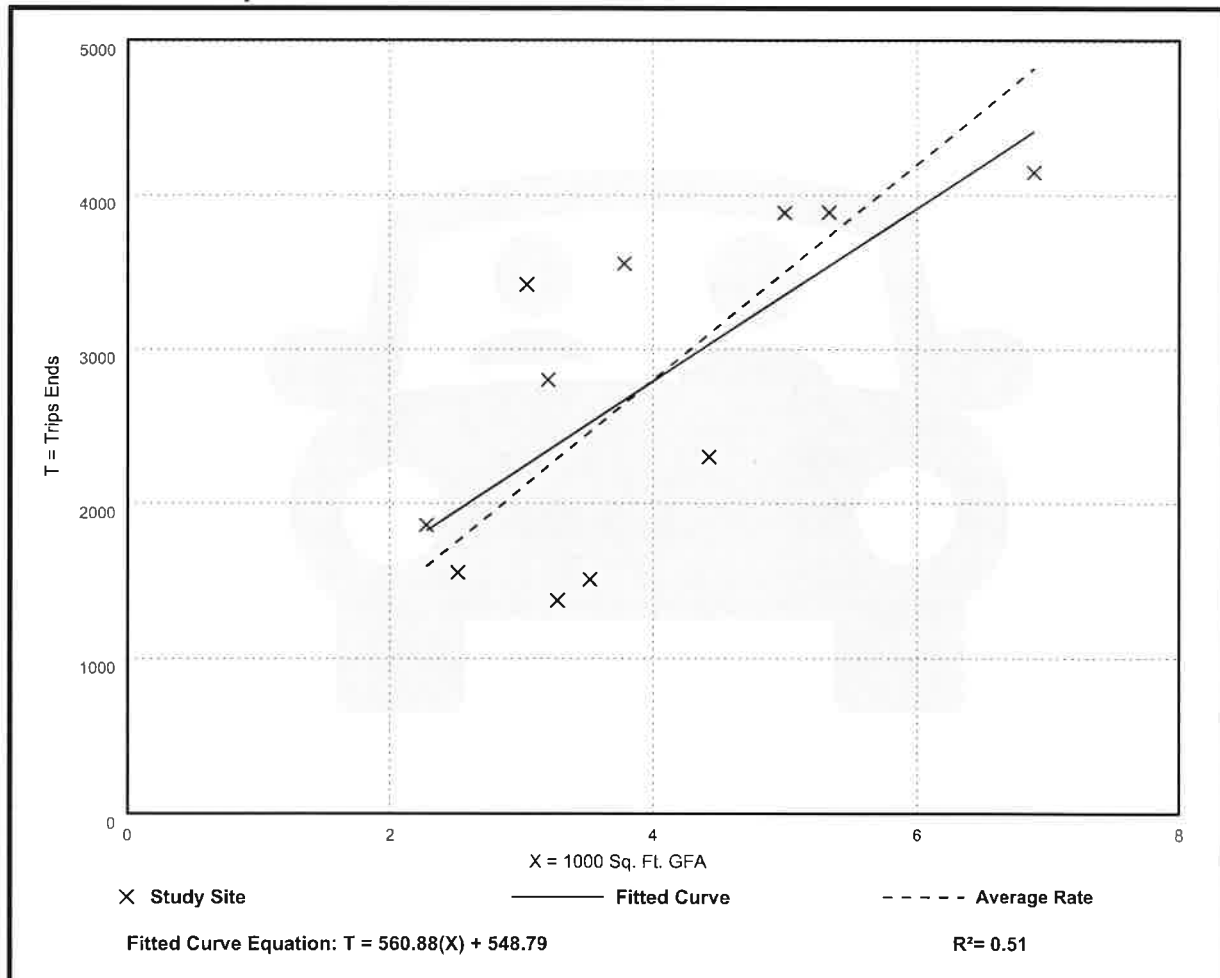
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 34

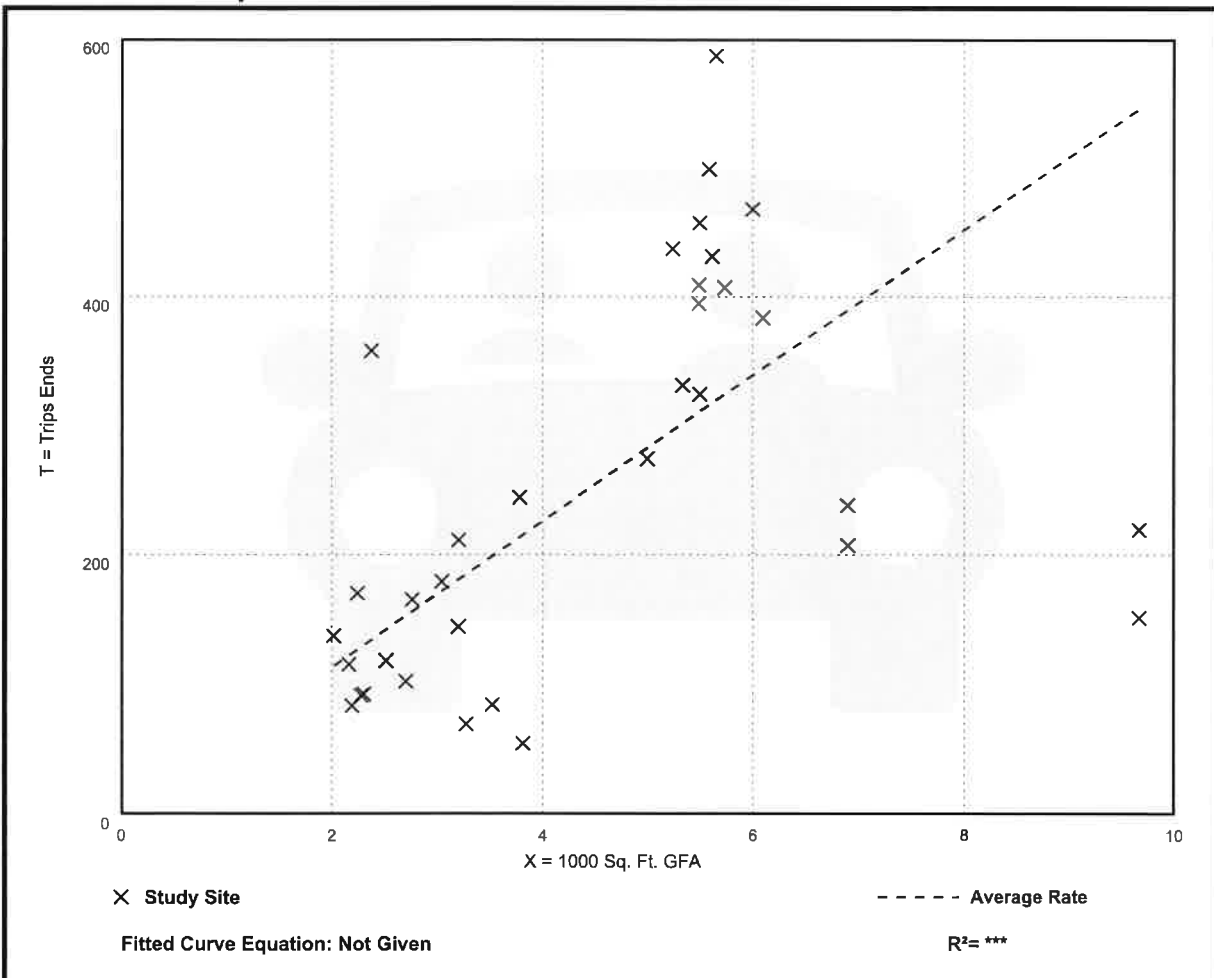
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 39

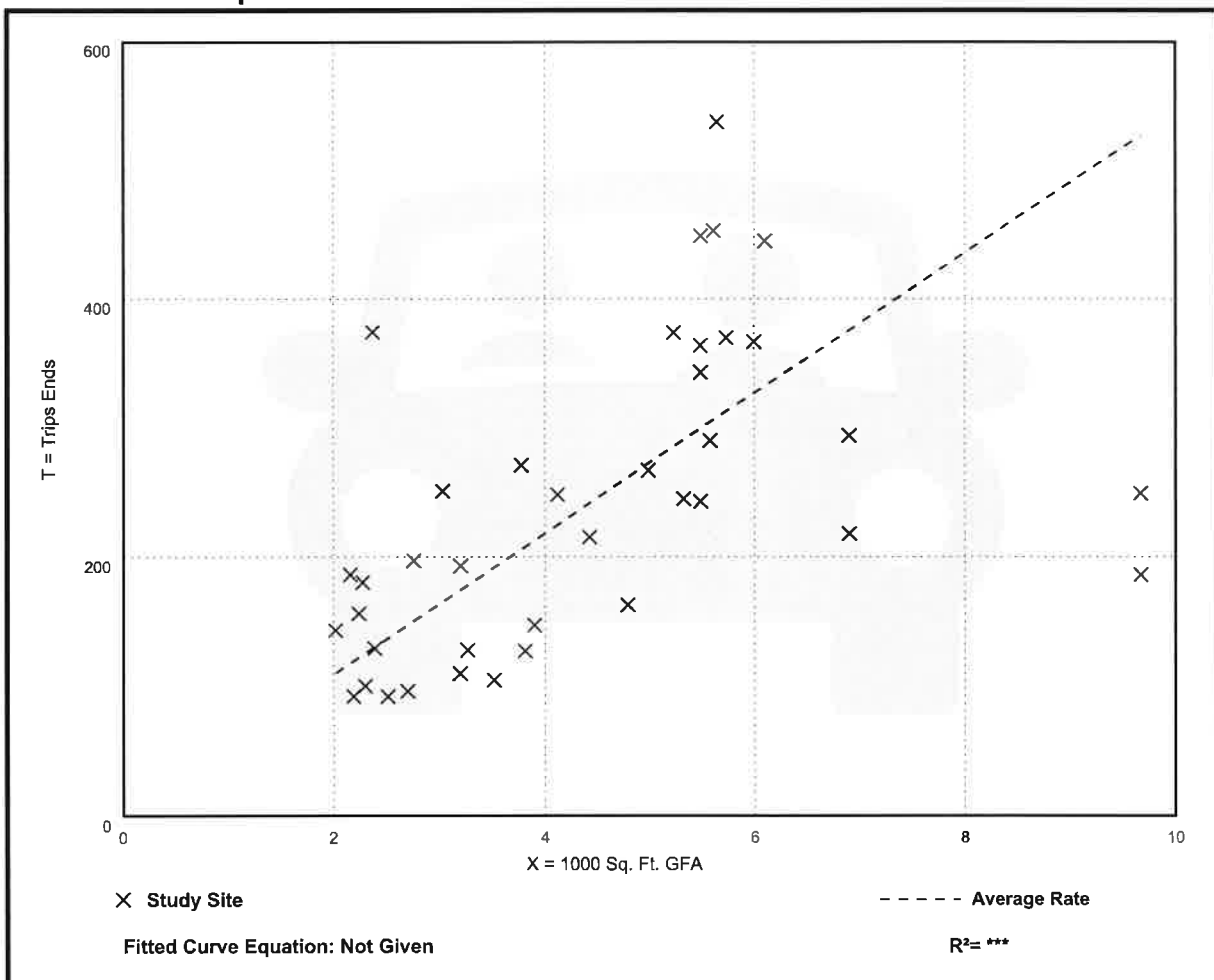
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



# Automated Car Wash (948)

## Vehicle Trip Ends vs: Car Wash Tunnels

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

Avg. Num. of Car Wash Tunnels: 1

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Car Wash Tunnel

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

## Data Plot and Equation

