

MEMORANDUM

TO: Mr. Alan Freeman

FROM: Ted B. Treesh
President

DATE: **REVISED September 3, 2024**

RE: Florida Gulf Coast Business Center
Lee County, Florida

RECEIVED
SEP 26 2024

COMMUNITY DEVELOPMENT

TR Transportation Consultants, Inc. has completed a trip generation comparison based on the request to modify the land use intensities of the Florida Gulf Coast Mixed Use Planned Development, located on Three Oaks Parkway north of Allico Road in Lee County, Florida. The development parameters of this site are outlined in the approved Administrative Amendment 2020-00139 and include the development of up to 873,001 total square feet, which may include up to 448,001 square feet of industrial uses, 405,000 square feet of commercial office uses (of which a maximum of 180,000 square feet could be Medical Office), 20,000 square feet of commercial retail uses and a maximum of 200 hotel rooms.

The trip generation was completed based on the Institute of Transportation Engineer's (ITE) Report titled ***Trip Generation Report***, 11th Edition. Also consistent with the traffic study conducted as part of the original rezoning application, the trip generation was reduced based on internal capture of trips between the retail and commercial office uses as well as due to "pass-by" trips for the retail uses. **Tables 1 through 5** below illustrate the trip generation calculation of the project as currently approved based on the ITE Trip Generation report and trip reductions. The hotel use was not analyzed as part of the rezoning application TIS and is not considered in this analysis.

Table 1
Approved Land Uses
Florida Gulf Coast Business Center

Land Use	Size
Industrial Park (LUC 130)	448,001 square feet
Strip Retail Plaza (LUC 822)	20,000 square feet
General Office Building (LUC 710)	225,000 square feet
Medical Office Building (LUC 720)	180,000 square feet
TOTAL DEVELOPMENT	873,001 square feet

Table 2
Approved Trip Generation
Florida Gulf Coast Business Center

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Industrial Park (448,001 square feet)	123	29	152	34	118	152	2,048
Strip Retail Plaza (20,000 square feet)	27	18	45	64	63	127	1,074
General Office (225,000 square feet)	296	40	336	55	271	326	2,350
Medical Office (180,000 square feet)	323	86	409	219	510	729	7,627
Total Trips	769	173	942	372	962	1,334	13,099

ITE Trip Generation Report, 11th Edition

Table 3
Approved External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	769	173	942	372	962	1,334	13,099
Less 3.0%/1% Internal Capture	-14	-14	-28	-6	-6	-12	-393
Total External Trips	755	159	914	366	956	1,322	12,706

3% Internal Capture Reduction for AM Peak Hour/1% Internal Capture for PM Peak Hour
Internal Capture only between General Office/Medical Office and Retail Uses.

Table 4
“Pass-by” Trip Reduction Factors
Florida Gulf Coast Business Center

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30%

Table 5
Approved Net New External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips	755	159	914	366	956	1,322	12,706
External Retail Trips (Less Internal Capture)	27	18	45	64	63	127	1,074
Less 30% Pass-by	-7	-7	-14	-17	-17	-34	-322
New, External Trips	748	152	900	349	939	1,288	12,384

PROPOSED MODIFICATION IN INTENSITIES

The Developer desires to modify the conditions of the Comprehensive Plan to remove the requirement that 50% of the floor area of the project has to be light industrial land uses within this land use category (Industrial Commercial Interchange). In conjunction with this text amendment, the property owner would request a change in the mix of uses to permit additional commercial General and Medical Office uses while decreasing the amount of Industrial floor area. **Tables 6 through 10** illustrate the trip generation of the revised intensities with the requested removal of the limit of industrial uses on the site.

Table 6
Proposed Land Uses
Florida Gulf Coast Business Center

Land Use	Size
Industrial Park (LUC 130)	130,000 square feet
Shopping Center (LUC 820)	20,000 square feet
General Office Building (LUC 710)	400,000 square feet
Medical Office Building (LUC 720)	170,000 square feet
TOTAL DEVELOPMENT	720,000 square feet

Table 7
Proposed Trip Generation
Florida Gulf Coast Business Center

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Industrial Park (130,000 square feet)	36	8	44	10	34	44	1,076
Strip Retail Plaza (20,000 square feet)	27	18	45	64	63	127	1,074
General Office (400,000 square feet)	485	67	552	89	436	525	3,876
Medical Office (170,000 square feet)	307	81	388	207	482	689	7,197
Total Trips	855	174	1,029	370	1,015	1,385	13,223

ITE Trip Generation Report, 11th Edition

Table 8
Proposed External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	855	174	1,029	370	1,015	1,385	13,223
Less 3% AM/1% PM Internal Capture	-14	-14	-28	-6	-6	-12	-397
Total External Trips	841	160	1,001	364	1,009	1,373	12,826

2% Internal Capture Reduction for AM Peak Hour/1% Internal Capture for PM Peak Hour
Internal Capture only between General Office/Medical Office and Retail Uses.

Table 9
"Pass-by" Trip Reduction Factors
Florida Gulf Coast Business Center

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30%

Table 10
Proposed Net New External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips	841	160	1,001	364	1,009	1,373	12,826
External Retail Trips (Less 3.0% Internal Capture)	27	18	45	64	63	127	1,074
Less 30% Pass-by	-7	-7	-14	-17	-17	-34	-322
New, External Trips	834	153	987	347	992	1,339	12,504

Table 11 then compares the trip generation from the approved uses and intensities to the proposed uses and intensities.

Table 11
Trip Generation Increase (Decrease)
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips As Proposed (873,001 square feet)	834	153	987	347	992	1,339	12,504
Total External Trips As Approved (873,001 square feet)	-748	-152	-900	-349	-939	-1,288	-12,384
Trip Change	86	1	87	-2	53	51	120

Note: A positive number in the Trip Change row indicates an INCREASE in trips and a negative number indicates a DECREASE in Trips

As can be seen from Table 11, the Weekday A.M. Peak Hour Trip generation is within twenty (87) trips. The Weekday P.M. Peak Hour is the highest peak hour when compared to the A.M. Peak Hour, so even though the Weekday A.M. Peak Hours shows a slightly larger increase in trips, the Weekday P.M. Peak Hour is the hour in which the Level of Service is evaluated and is also the highest hour of travel on the adjacent roadway links and intersections. The weekday P.M. peak hour only shows an increase of 51 total trips, or an increase of approximately of 3.9% from the currently approved trip generation of the project. This small net increase will have no impact on the adjacent roadway network or the Level of Service on any of the surrounding roadways.

It should also be noted that TR Transportation Consultants conducted traffic counts at the two site access drives of the existing Surgery Center within the Florida Gulf Coast Business Center. The traffic counts were conducted over a period of three consecutive weekdays (Tuesday, Wednesday and Thursday), in order to determine if this site generates traffic similar to a Medical Office use.

A summary of the trip generation counts is attached to this memo that illustrates that the Surgery Center does NOT generate trips consistent with a Medical Office use. The Average Trip Rate for a Medical Office building during the P.M. peak hour is 3.93 trips per 1,000 square feet of building floor area. The surveyed trip rate of the Surgery Center is approximately 1.49 trips/1,000 square feet based on the HIGHEST day surveyed and only 1.15 trips/1,000 square feet based on the three-day average during the survey period. Therefore, the Surgery Center should NOT be counted against Medical Office floor area in the project since this use does not generate traffic consistent with a Medical office use as evident by the traffic surveys.

LEVEL OF SERVICE ANALYSIS

A Level of Service analysis was conducted on the surrounding roadway segments at the request of County staff to determine the impacts of the requested amendment on the adjacent roadway network. A horizon year analysis of 2030 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. For Alico Road, the existing and historical traffic data was obtained from the 2023 Lee County Traffic Count Report. For Oriole Road, the existing and historical traffic data was obtained from the FDOT's Florida Traffic Online webpage.

Based on the estimated project trip distribution, the link data was analyzed for the year 2030 without the development and year 2030 with the development. The only trips added to the roadway network in 2030 were the net new trips that the PROPOSED development would add as illustrated in Table 11.

Table 2A in the Appendix of the report indicates the methodology utilized to obtain the year 2030 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the 2023 *Lee County Public Facilities Level of Service and Concurrency Report*. The future year traffic volumes for Three Oaks Parkway, north of Alico Road, was formulated based on the attached Florida Standard Urban Transportation Model Structure (FSUTMS) model provided by Lee County consistent with historical approved traffic studies in the area. The future background traffic volume on Oriole Road, north of Alico Road, was estimated based on the approved surrounding zonings as agreed upon with staff consistent from the historical approved traffic studies in the area.

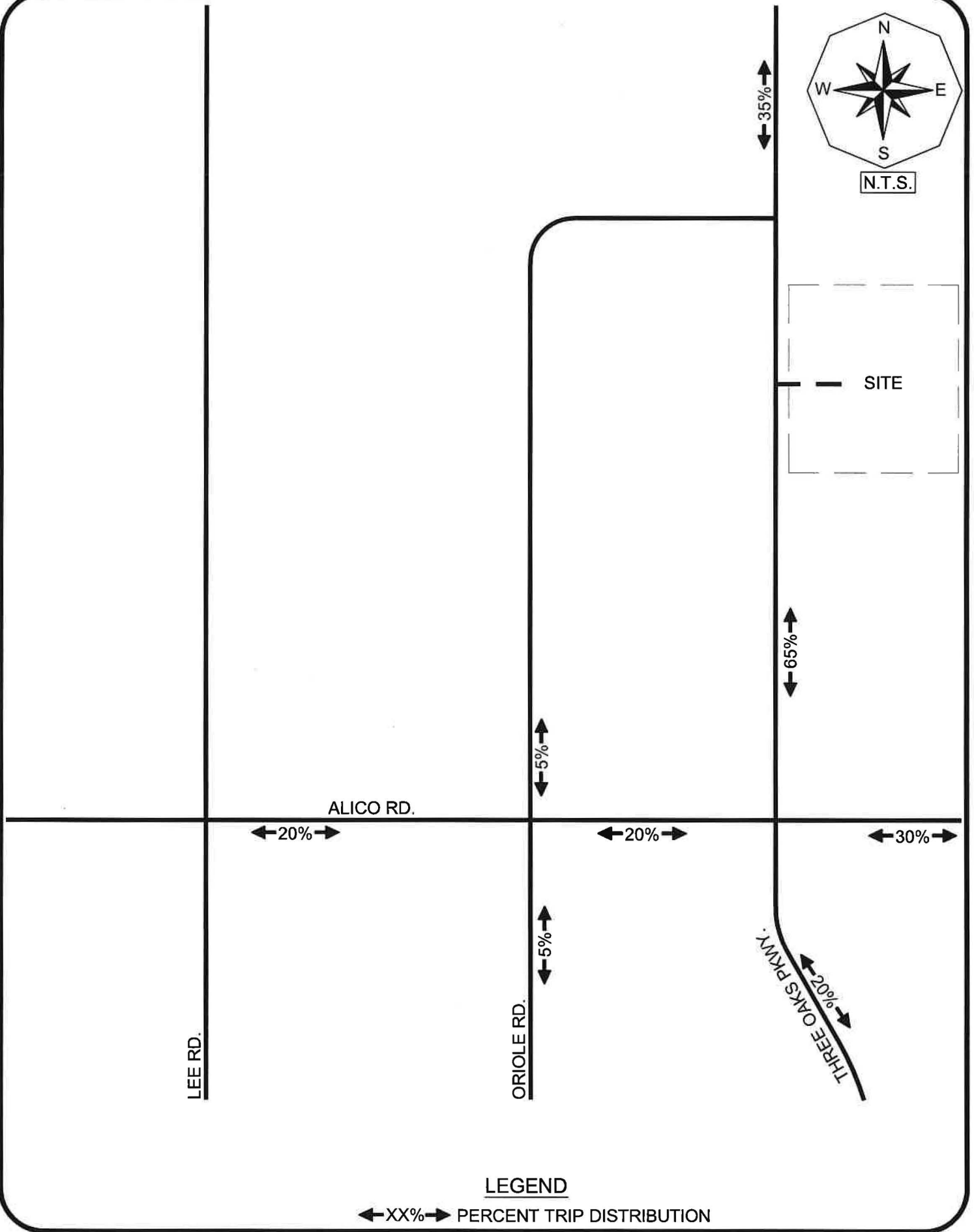
Table 2A indicates the year 2030 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Table 2A is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M. and P.M. peak hours with the development traffic added to the roadways.

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 2030 traffic volumes to the Service Volume Tables, it was determined that the proposed amendment will not cause any roadways to operate below the minimum acceptable Level of Service in 2030. Alico Road east of Three Oaks Parkway is shown to operate below the recommended minimum Link Level of Service threshold in 2030 prior to any project trips being added to this roadway segment. This is a pre-existing roadway deficiency not caused by this project. Further roadway Level of Service and turn lane analysis will be conducted again at the time the project seeks a local Development Order approval, which is when more specific project uses/intensities will be known. At this time, the analysis was completed based on the worst-case scenario based on the zoning intensities.

Attachments

ITE Trip Generation Report data from 11th Edition
Traffic Count Summary from Existing Surgery Center
2023 Lee County Public Facilities Level of Service and Concurrency Report
Table 1A & 2A – Roadway Level of Service Analysis

F2401.04



TRIP DISTRIBUTION
FLORIDA GULF COAST BUSINESS CENTER

Figure 1

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
FLORIDA GULF COAST BUSINESS CENTER

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 987 VPH IN= 834 OUT= 153
TOTAL PM PEAK HOUR PROJECT TRAFFIC = 1,339 VPH IN= 347 OUT= 992

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY</u> <u>CLASS</u>	<u>LOS A</u> <u>VOLUME</u>	<u>LOS B</u> <u>VOLUME</u>	<u>LOS C</u> <u>VOLUME</u>	<u>LOS D</u> <u>VOLUME</u>	<u>LOS E</u> <u>VOLUME</u>	PERCENT		
								PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Alico Rd.	W. of Oriole Rd.	6LD	0	400	2,840	2,940	2,940	20%	198	7.0%
	W. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	20%	198	7.0%
	E. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	30%	298	10.5%
Three Oaks Pkwy.	N. of Oriole Rd.	4LD	0	270	1,970	2,100	2,100	35%	347	17.6%
	N. of Alico Rd.	4LD	0	270	1,970	2,100	2,100	65%	645	32.7%
	S. of Alico Rd.	4LD	0	250	1,840	1,960	1,960	20%	198	10.8%
Oriole Rd.	N. of Alico Rd.	2LU	0	0	310	660	740	5%	50	16.0%
	S. of Alico Rd.	2LU	0	0	310	660	740	5%	50	16.0%

* Level of Service thresholds were obtained from the Lee County Generalized Level of Service Volumes on Arterials.

TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
FLORIDA GULF COAST BUSINESS CENTER

TOTAL PROJECT TRAFFIC AM =	987	VPH	IN =	834	OUT=	153
TOTAL PROJECT TRAFFIC PM =	1,339	VPH	IN=	347	OUT=	992

ROADWAY	SEGMENT	PCS#	ADT	ADT	GROWTH	RATE	2022	2030		PERCENT	PROJECT	AM PROJ	PM PROJ	2030		2030	
							PK HR	PK HR	PK SEASON					BCKGRND		BCKGRND	
							ANNUAL	PK SEASON	PEAK DIRECTION					+ AM PROJ		+ PM PROJ	
							BASE YR	LATEST	YRS OF					TRAFFIC	TRAFFIC	TRAFFIC	LOS
Alico Rd.	W. of Oriole Rd	10	43,896	49,500	7	2.00%		1,166	1,366	C	20%	167	198	1,533	C	1,565	C
	W. of Three Oaks Pkwy.	10	43,896	49,500	7	2.00%		1,166	1,366	C	20%	167	198	1,533	C	1,565	C
	E. of Three Oaks Pkwy.	10	43,896	49,500	7	2.00%		2,618	3,067	F	30%	250	298	3,318	F	3,365	F
Three Oaks Pkwy.	N. of Oriole Rd.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	469	C	35%	292	347	761	C	816	C
	S. of Oriole Rd.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	469	C	65%	542	645	1,011	C	1,114	C
	S. of Alico Rd.	414	14,100	15,600	5	2.04%		797	937	C	20%	167	198	1,104	C	1,135	C
Oriole Rd.	N. of Alico Rd.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	668	E	5%	42	50	710	E	718	E
	S. of Alico Rd.	120181	3,100	2,700	7	2.00%		130	152	C	5%	42	50	194	C	202	C

¹ Current peak hour peak season peak direction traffic volumes for all roadways were obtained from the 2023 Lee County Public Facilities Level of Service and Concurrency Report.

² Future 2030 background peak hour peak season peak direction traffic volume for Oriole Rd north of Alico Rd was formulated based on surrounding zonings as discussed with County Staff.

Note For Three Oaks Pkwy north of Alico Road, the future peak hour peak season peak direction volume was obtained from the FSUTMS provided by the County.

* AGR for Alico Road was calculated based the historical traffic data obtained from 2023 Florida DOT Traffic Information Online Resource

* AGR for Oriole Road was calculated based the historical traffic data obtained from Florida Traffic Online webpage.

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2022 100TH HIGHEST HOUR			2027 FUTURE FORECAST			Notes
		FROM	TO		LOS ⁽¹⁾	CAPACITY ⁽²⁾	LOS ⁽¹⁾	VOLUME ⁽²⁾	V/C ⁽³⁾	LOS ⁽¹⁾	VOLUME ⁽²⁾	V/C ⁽³⁾	
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	365	0.42	C	384	0.45	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	262	0.26	C	275	0.28	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	515	0.52	D	542	0.55	
00400	ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	2LN	E	990	D	555	0.56	D	583	0.59	
00500	ALEXANDER BELL BLVD	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	555	0.56	D	649	0.66	pre-development order res development
00590	ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,166	0.59	B	1,225	0.62	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,166	0.39	B	1,261	0.43	
00700	ALICO RD	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,166	0.39	B	1,533	0.52	Three Oaks Distribution Center
00800	ALICO RD	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,618	0.88	B	2,752	0.93	⁽⁴⁾
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,448	0.49	B	1,533	0.52	⁽⁴⁾
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN/4LN	E	1,100	C	406	0.37	D	660	0.60	⁽⁴⁾⁽⁵⁾ ; unincorporated Lee Co; Ctr PI/Prm Apt Pk
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	256	0.23	B	269	0.24	⁽⁴⁾
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	60	0.07	C	65	0.08	
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD (US 78)	2LN	E	860	C	152	0.18	C	160	0.19	
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	712	0.40	C	766	0.43	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	4LD	D	1,942	D	1,920	0.99	F	2,018	1.04	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	4LD	D	1,942	F	1,944	1.00	F	2,043	1.05	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	4LD	D	2,910	B	1,215	0.42	B	1,294	0.44	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	2LN	D	1,166	C	776	0.67	C	816	0.70	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	2LN	D	1,166	C	776	0.67	C	816	0.70	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	E	1,524	0.76	E	1,615	0.81	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	4LD	E	2,000	E	1,524	0.76	E	1,602	0.80	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	A	1,136	0.38	A	1,221	0.41	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	1,136	0.57	A	1,195	0.60	unincorporated Lee County
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	336	0.39	C	529	0.62	Classic Hills (Copperhead) Golf Community
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	E	803	0.42	E	844	0.44	⁽⁴⁾ ; constrained in city plan
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,900	E	1,417	0.75	E	1,489	0.78	constrained in city plan
02600	BONITA BEACH RD	US 41	OLD 41	4LD	E	1,860	E	1,456	0.78	E	1,530	0.82	constrained; old count projection (2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	E	1,921	0.69	E	2,019	0.72	constrained in city plan
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	E	2,139	0.76	E	2,248	0.80	constrained in city plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	A	655	0.32	A	688	0.34	constrained in city plan
02950	BONITA BEACH RD	BONITA GRANDE DR	Logan Boulevard	4LD	E	2,020	A	655	0.32	A	688	0.34	constrained in city plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	D	695	0.81	D	730	0.85	
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,798	0.71	E	1,890	0.75	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	271	0.32	C	285	0.33	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	158	0.18	C	166	0.19	
03500	BROADWAY RD (ALVA)	SR 80	North RIVER RD	2LN	E	860	C	262	0.30	C	275	0.32	
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	D	487	0.49	D	511	0.52	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	358	0.36	C	392	0.40	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	E	678	0.68	E	877	0.89	Portico RPD
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	A	851	0.29	B	894	0.30	City of Cape Coral
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	C	571	0.50	C	600	0.53	partially located in City of Cape Coral
04200	BUS 41 (N TAMIAAMI TR, SR 739)	CITY LIMITS (N END EDISON BRG)	PONDELLA RD	6LD	D	2,810	C	2,158	0.77	D	2,268	0.81	
04300	BUS 41 (N TAMIAAMI TR, SR 739)	PONDELLA RD	SR 78	6LD	D	2,694	C	1,494	0.55	C	1,570	0.58	
04400	BUS 41 (N TAMIAAMI TR, SR 739)	SR 78	LITTLETON RD	4LD	D	1,900	C	1,186	0.62	C	1,246	0.66	
04500	BUS 41 (N TAMIAAMI TR, SR 739)	LITTLETON RD	US 41	4LD	D	1,900	C	617	0.32	C	648	0.34	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	D	3,097	0.77	D	3,255	0.81	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS PLANTATION RD	2LN	E	860	F	1,069	1.24	F	1,124	1.31	constrained

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2022 100TH HIGHEST HOUR			2027 FUTURE FORECAST			Notes
		FROM	TO		LOS ⁽¹⁾	CAPACITY ⁽²⁾	LOS ⁽¹⁾	VOLUME ⁽²⁾	V/C ⁽³⁾	LOS ⁽¹⁾	VOLUME ⁽²⁾	V/C ⁽³⁾	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	C	381	0.38	C	400	0.40	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	130	0.15	C	137	0.16	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	F	1,056	1.17	F	1,110	1.23	City of Fort Myers
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	E	897	1.00	F	943	1.05	partially located in City of Fort Myers
19800	ORTIZ AVE	LUCKETT RD	SR 80	2LN	E	900	B	374	0.42	B	393	0.44	
19900	PALM BEACH BLVD (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	1,900	C	1,278	0.67	C	1,343	0.71	
20000	PALM BEACH BLVD (SR 80)	ORTIZ AVE	I-75	6LD	D	2,814	C	1,426	0.51	C	1,499	0.53	
20100	PALM BEACH BLVD (SR 80)	I-75	SR 31	6LD	D	2,814	C	1,618	0.57	C	1,701	0.60	
20200	PALM BEACH BLVD (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,900	F	2,204	1.16	F	2,316	1.22	
20300	PALM BEACH BLVD (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	1,942	C	1,547	0.80	C	1,724	0.89	River Hall Country Club Phase II
20330	PALM BEACH BLVD (SR 80)	WERNER DR	JOEL BLVD	4LD	C	1,785	C	1,336	0.75	C	1,404	0.79	
20400	PALM BEACH BLVD (SR 80)	JOEL BLVD	HENDRY CO. LINE	4LD	C	1,785	C	1,138	0.64	C	1,196	0.67	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	352	0.41	C	414	0.48	The Springs at Daniels Road
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	194	0.23	C	204	0.24	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	151	0.18	C	174	0.20	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	661	0.70	E	707	0.74	constrained
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARFETT RD	US 41	4LD	D	1,900	D	1,823	0.96	F	1,916	1.01	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	1,900	C	1,555	0.82	D	1,634	0.86	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	535	0.62	D	566	0.66	⁽⁴⁾
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	256	0.30	C	396	0.46	⁽⁴⁾ , Heritage Isles
21800	PINE RIDGE RD	GLADIOLUS DR	MCGREGOR BLVD	2LN	E	860	C	256	0.30	C	269	0.31	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	342	0.40	C	359	0.42	
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	702	0.82	D	737	0.86	
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	726	0.41	C	763	0.43	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	E	954	0.50	E	1,003	0.53	⁽⁴⁾
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	E	1,397	0.74	E	1,469	0.78	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	E	1,021	0.54	E	1,073	0.57	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	78	0.09	D	664	0.77	Stoneybrook North
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	105	0.12	C	110	0.13	
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	62	0.07	C	65	0.08	
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	107	0.12	C	127	0.15	pre-development order res development
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	107	0.12	C	112	0.13	
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	406	0.47	C	427	0.50	⁽⁴⁾
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS BRIDGE	MAIN ST	2LD	D	1,900	C	1,063	0.56	C	1,117	0.59	constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	1,900	C	1,063	0.56	C	1,117	0.59	
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	1,180	C	730	0.62	C	767	0.65	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	1,180	C	730	0.62	C	767	0.65	
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	496	0.58	C	521	0.61	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	E	1,035	0.91	E	1,088	0.95	
23400	SHELL POINT BLVD	MCGREGOR BLVD	PALM ACRES	2LN	E	860	C	243	0.28	C	255	0.30	⁽⁴⁾
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	1,900	D	1,897	1.00	J	1,994	1.05	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,549	0.77	B	1,628	0.81	unincorporated Lee County
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	E	1,205	0.63	E	1,362	0.72	unincorporated Lee Co; Cr Mnr RPD/Ok Vill RPD
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	E	1,136	0.60	E	1,194	0.63	incorporated Lee County
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	B	1,136	0.40	B	1,194	0.42	incorporated Lee County
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	365	0.36	C	384	0.38	⁽⁴⁾
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	631	0.69	D	663	0.73	⁽⁴⁾
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	766	F	778	1.02	F	818	1.07	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6010 - ALICO RD, 1000' W OF I-75 PTMS 2010 LCPR 10

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	49500 X	0	0	9.00	53.80	9.00
2022	47500 X	0	0	9.00	53.70	8.30
2021	47500 T	0	0	9.00	53.10	7.70
2020	47000 S	0	0	9.00	53.40	4.80
2019	48500 F	0	0	9.00	53.30	3.40
2018	48114 C	0	0	9.00	52.40	3.40
2017	44000 F	0	0	9.00	52.40	4.30
2016	43896 C	E 22423	W 21473	9.00	52.40	4.90
2015	37915 C	E 18433	W 19482	9.00	59.80	5.20
2014	28000 F	E	W	9.00	59.80	3.00
2013	29213 C	E 12064	W 17149	9.00	59.80	4.20
2012	27084 C	E 9725	W 17359	9.00	57.50	3.90
2011	25406 C	E 10942	W 14464	9.00	57.50	3.10
2010	26061 C	E 11693	W 14368	10.10	57.46	3.40
2009	27337 C	E 12407	W 14930	10.19	54.58	4.30
2008	25831 C	E 11650	W 14181	10.77	53.61	8.50

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

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

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

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



Year 2027 E + C Network
+ Three Oaks PKwy Ext

Peak season Daily
total volumes

Time	VOLUME
6 AM	~200
7 AM	~400
8 AM	~600
9 AM	~800
10 AM	~900
11 AM	~1000
12 PM	~1000
1 PM	~1200
2 PM	~1600
3 PM	~2200
4 PM	~2400
5 PM	~2200
6 PM	~1800
7 PM	~1400
8 PM	~1000

Two-Way Vol = 11,452 veh

One-Way vol = 5,726

$$\begin{aligned} \text{One-Way Plk Season Plk Hr} &= 5,726 \times \text{MOCF} \times K \\ &= 5,726 \times 0.91 \times 0.09 \\ &= \boxed{464 \text{ veh}} \end{aligned}$$

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
2045 LONG RANGE TRANSPORTATION ANALYSIS - FLORIDA GULF COAST BUSINESS CENTER

					GENERALIZED SERVICE VOLUMES				
ROADWAY SEGMENT			2045 E + C NETWORK LANES		LOS A	LOS B	LOS C	LOS D	LOS E
<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u># Lanes</u>	<u>Roadway Designation</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>
Alico Road	US 41	Oriole Rd.	6LD	Arterial	0	400	2,840	2,940	2,940
	Oriole Rd.	Three Oaks Pkwy	6LD	Arterial	0	400	2,840	2,940	2,940
	Three Oaks Pkwy	I-75	6LD	Arterial	0	400	2,840	2,940	2,940
Three Oaks Pkwy	Oriole Rd.	Daniels Pkwy	4LD	Arterial	0	270	1,970	2,100	2,100
	Alico Rd.	Oriole Rd.	4LD	Arterial	0	270	1,970	2,100	2,100
	Winged Foot	Alico Rd.	4LD	Arterial	0	250	1,840	1,960	1,960
Oriole Rd.	Alico Rd.	Winged Foot	2LN	Collector	0	0	310	660	740

- Denotes the LOS Standard for each roadway segment

Level of Service Thresholds for Lee County arterials/collectors taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)

TABLE 2A
2045 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
FLORIDA GULF COAST BUSINESS CENTER

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 1339 VPH IN= 347 OUT= 992

ROADWAY	ROADWAY SEGMENT		2045		AADT		100TH HIGHEST		PM PK HR		2045 BACKGROUND		PROJECT		2045 BACKGROUND PLUS PRO.	
			FSUTMS	LCDOT PCS OR BACKGROUND	K-100	HOUR PK DIR	D	PEAK	TRAFFIC VOLUMES & LOS	TRAFFIC	PM PROJ	TRAFFIC VOLUMES & LOS	PM PROJ	TRAFFIC	PM PROJ	TRAFFIC
	FROM	TO	AADT	FDOT SITE #	TRAFFIC	FACTOR	2-WAY VOLUME	FACTOR	DIRECTION	VOLUME	LOS	DIST.	TRAFFIC	VOLUME	LOS	DIST.
Alico Road	US 41	Oriole Rd.	55,727	10	55,727	0.09	5,015	0.58	EAST	2,909	D	20%	198	3,107	F	
	Oriole Rd.	Three Oaks Pkwy	58,013	10	58,013	0.09	5,221	0.58	EAST	3,028	F	20%	198	3,226	F	
	Three Oaks Pkwy	I-75	79,870	10	79,870	0.09	7,188	0.58	EAST	4,169	F	30%	298	4,467	F	
Three Oaks Pkwy	Oriole Rd.	Daniels Pkwy	4,483	414	4,483	0.11	493	0.51	NORTH	251	B	35%	347	598	C	
	Alico Rd.	Oriole Rd.	4,483	414	4,483	0.11	493	0.51	NORTH	251	B	65%	645	896	C	
	Winged Foot	Alico Rd.	40,465	414	40,465	0.11	4,451	0.51	NORTH	2,270	F	20%	198	2,468	F	
Oriole Rd.	Alico Rd.	Winged Foot	6,459	414	6,459	0.11	710	0.51	NORTH	362	D	5%	50	412	D	

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

Three Oaks Pkwy
2
2212
2271
Three Oaks Pkwy
2

3
39792
40078
3

THREE OAKS PKWY
2
20876
THREE OAKS PKWY
2
19589

ALICO
3
29537
28476
3
ALICO

ORIOLE RD
1
3495
2964
ORIOLE RD
1

ALICO RD
3
28660
27067
3
ALICO RD

Surgery Center Trip Generation

Avg. of 3- Day Count				Highest Single Day			
Hr Begin	In	Out	Total	Hr Begin	In	Out	Total
7:00	14	1	16				
7:15	14	3	17	7:15	19	4	23
7:30	11	3	14				
7:45	8	3	11				
8:00	7	3	10				
8:15	5	2	7				
9:00	7	3	10				
9:15	8	3	11				
9:30	9	4	13				
9:45	9	4	13				
10:00	6	4	10				
10:15	7	4	11				
10:45	6	4	11				
11:00	6	6	12				
11:15	8	6	14				
11:45	8	7	15				
12:00	8	7	15				
12:15	9	8	17				
12:30	8	7	15				
12:45	7	7	14				
1:00	7	6	13				
1:15	6	6	12				
1:30	8	8	16				
1:45	8	7	16				
2:00	8	10	18				
2:15	9	11	20	2:15	13	16	29
2:30	7	9	16				
2:45	7	7	14				
3:00	6	5	11				
3:15	4	5	10				
3:30	4	6	10				
3:45	3	7	10				
4:00	4	10	14				
4:15	4	13	17				
4:30	3	13	16				
4:45	4	13	17	4:45	4	18	22
5:00	2	12	14				

Bldg. Floor Area = 14,800 sq. ft.

Trip Generation Rate (Trips/1,000 sq. ft. Gross Floor Area)

AM Peak Hour	Highest	1.55	trips/1,000 sq. ft.
	Avg.	1.15	trips/1,000 sq. ft.

Pk Hour of Generator	Highest	1.96	trips/1,000 sq. ft.
	Avg.	1.35	trips/1,000 sq. ft.

PM Peak Hour	Highest	1.49	trips/1,000 sq. ft.
	Avg.	1.15	trips/1,000 sq. ft.

ITE Land Use Code 720 (Medical/Dental Office Building)

AM Peak Hour	3.1	trips/1,000 sq. ft.
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Pk Hour of Generator	4.79	trips/1,000 sq. ft.
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PM Peak Hour	3.93	trips/1,000 sq. ft.
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Industrial Park (130)

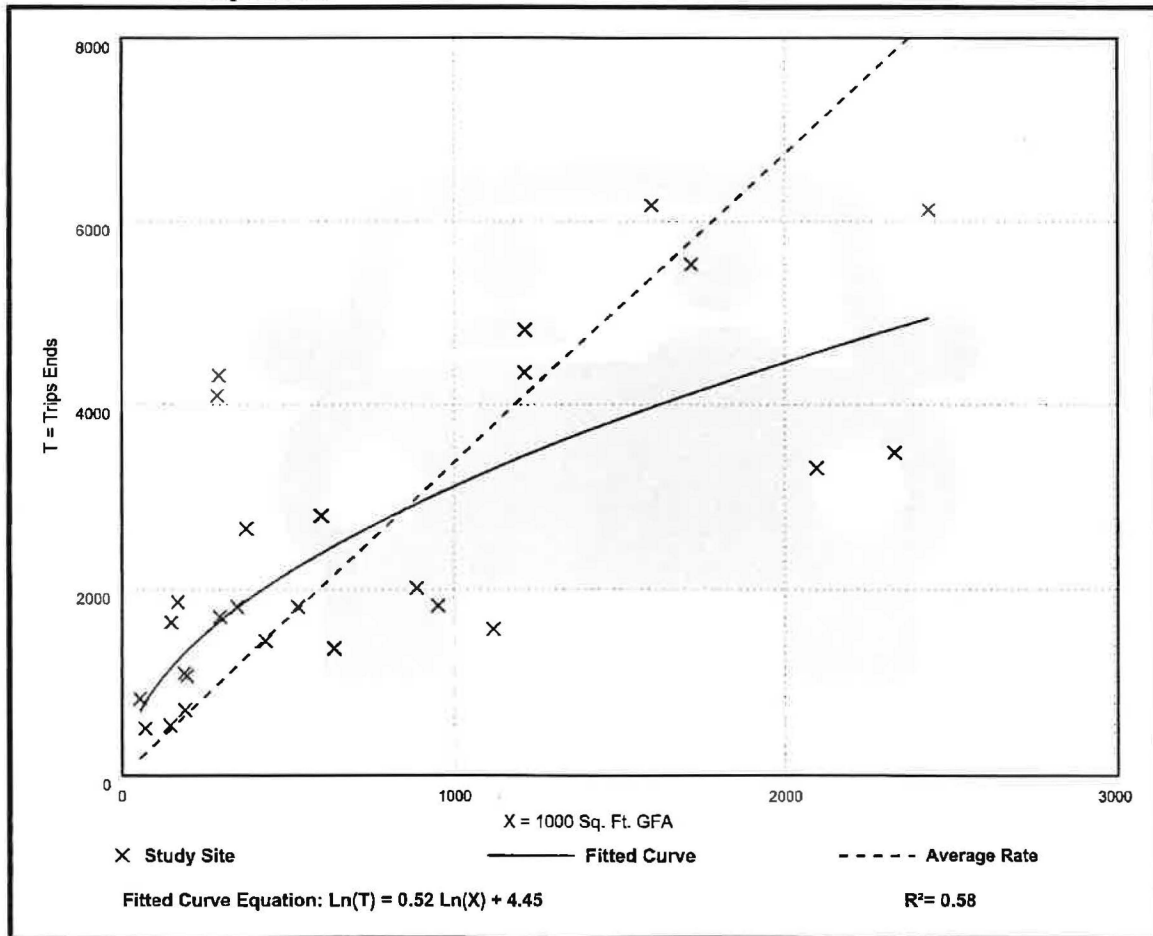
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 762
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.37	1.41 - 14.98	2.60

Data Plot and Equation



Industrial Park (130)

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

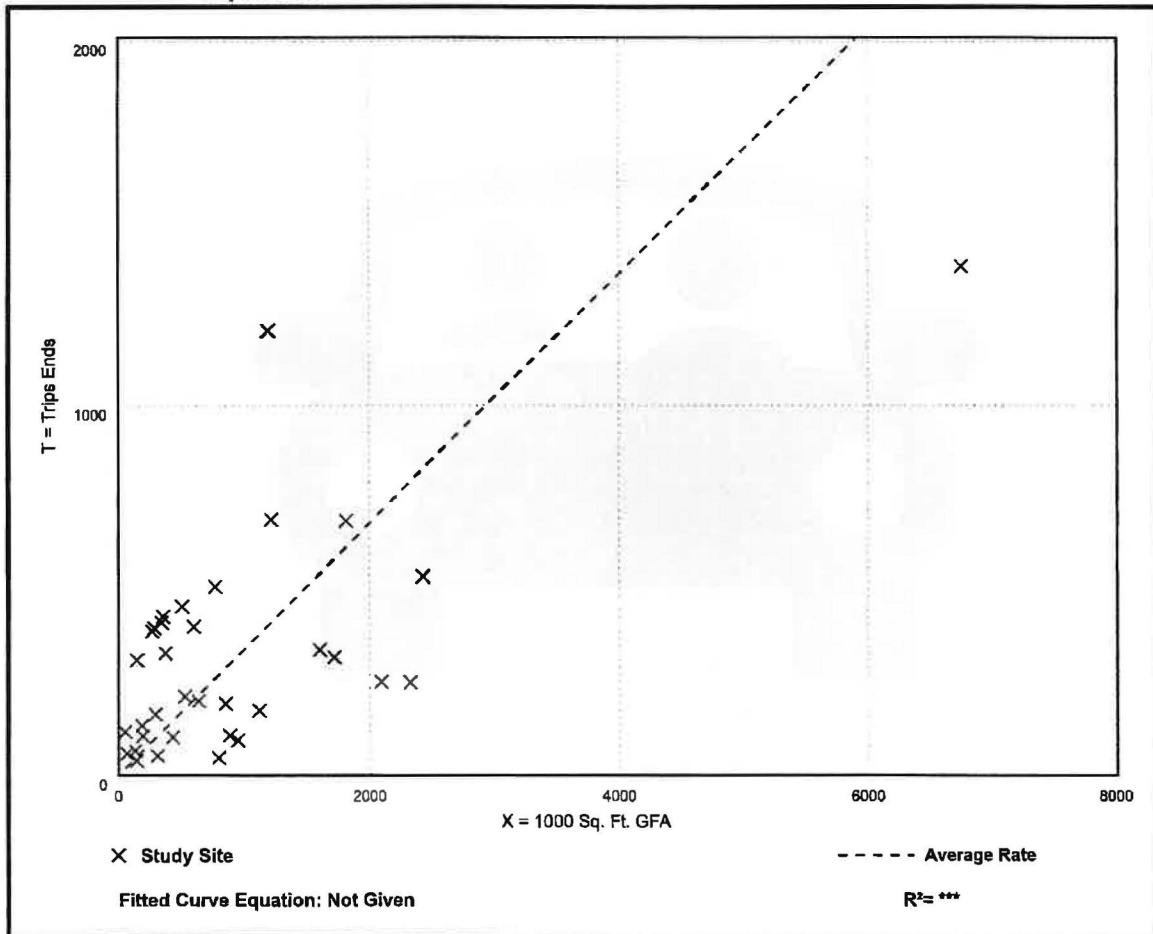
Avg. 1000 Sq. Ft. GFA: 956

Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.06 - 2.13	0.33

Data Plot and Equation



Industrial Park (130)

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: 35

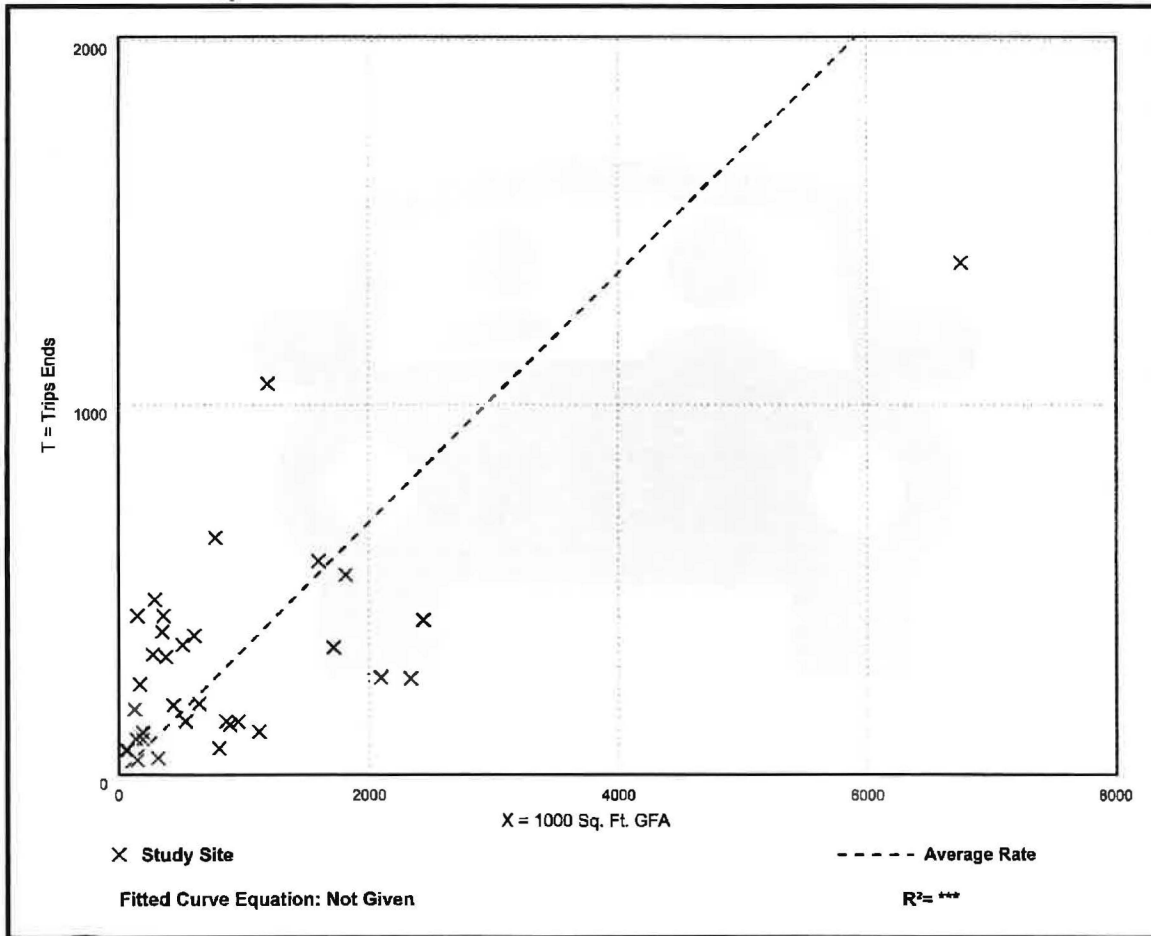
Avg. 1000 Sq. Ft. GFA: 899

Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.09 - 2.85	0.36

Data Plot and Equation



General Office Building (710)

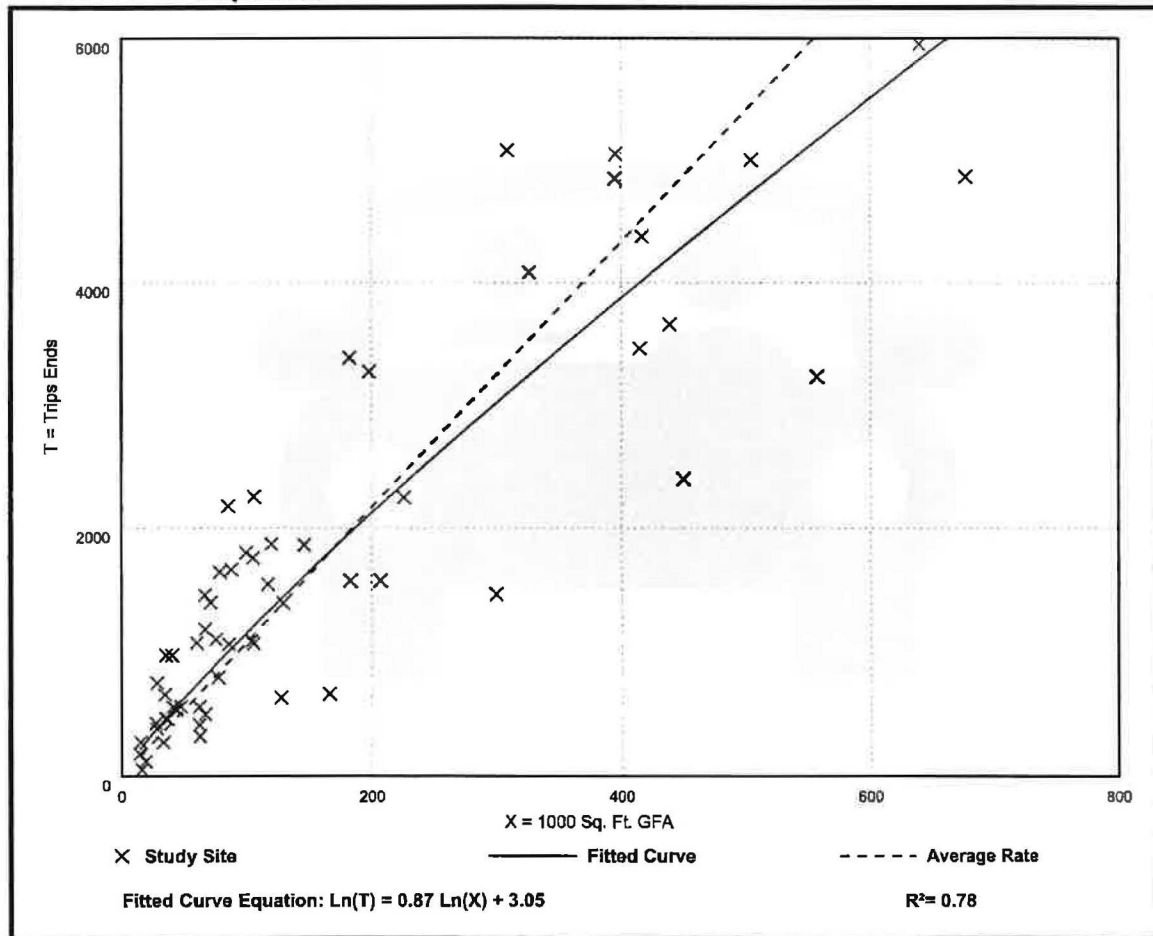
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



General Office Building (710)

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: 221

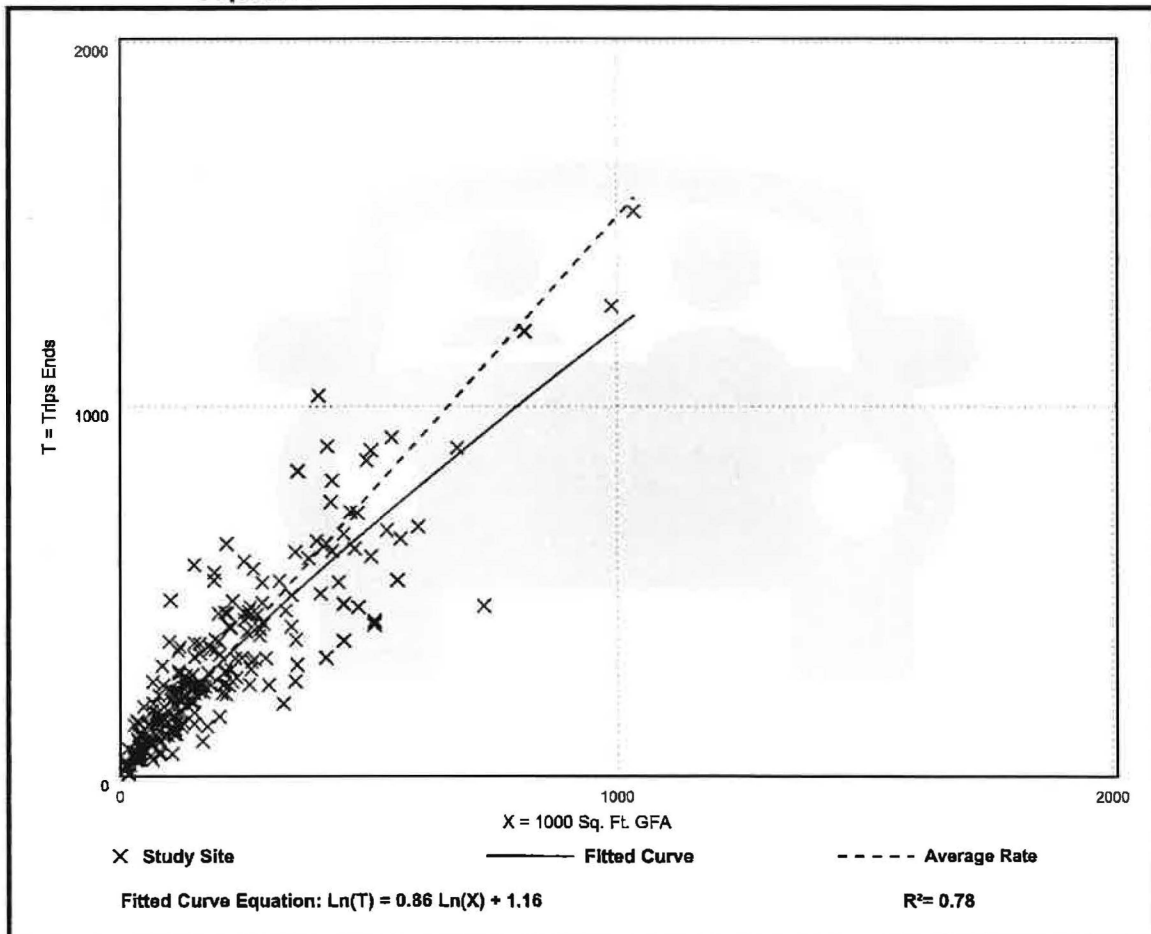
Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



General Office Building (710)

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: 232

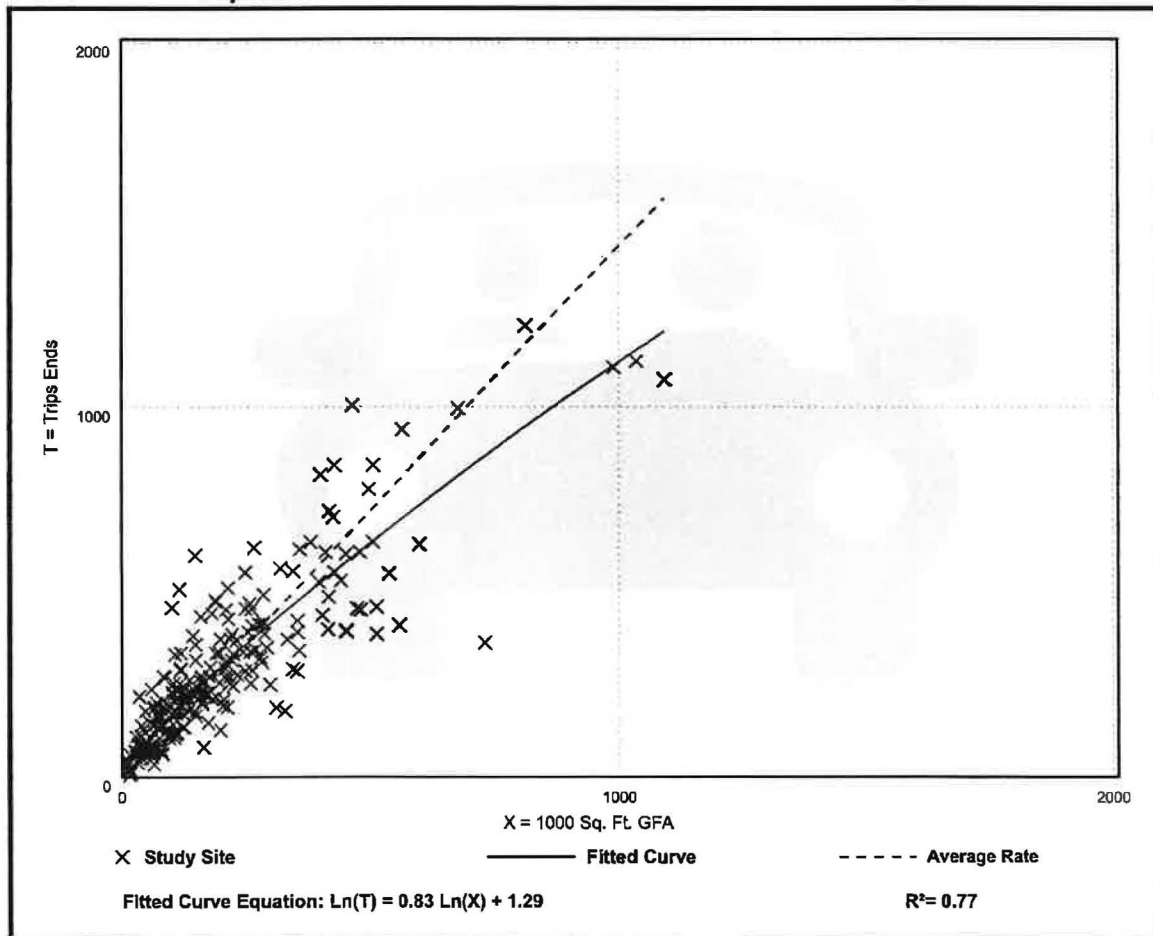
Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

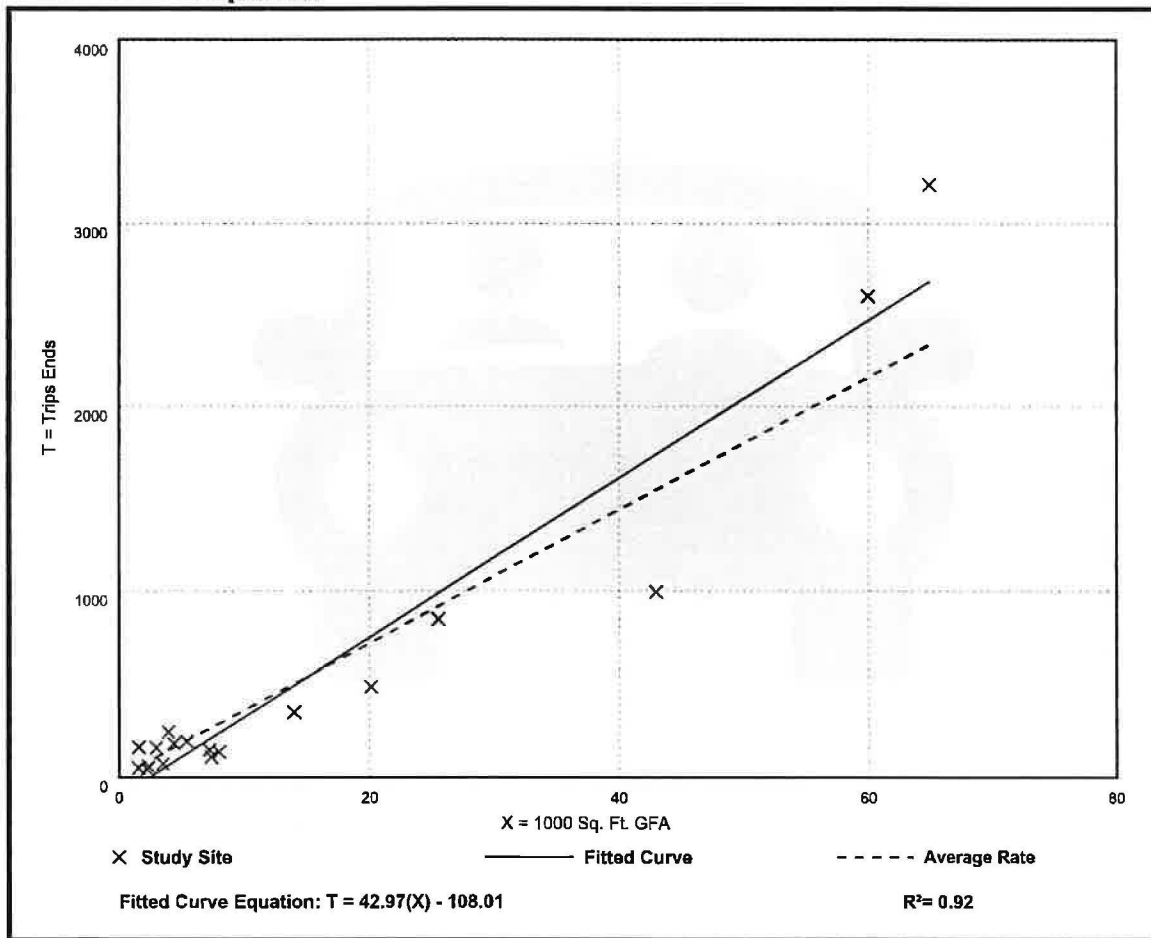
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

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: 24

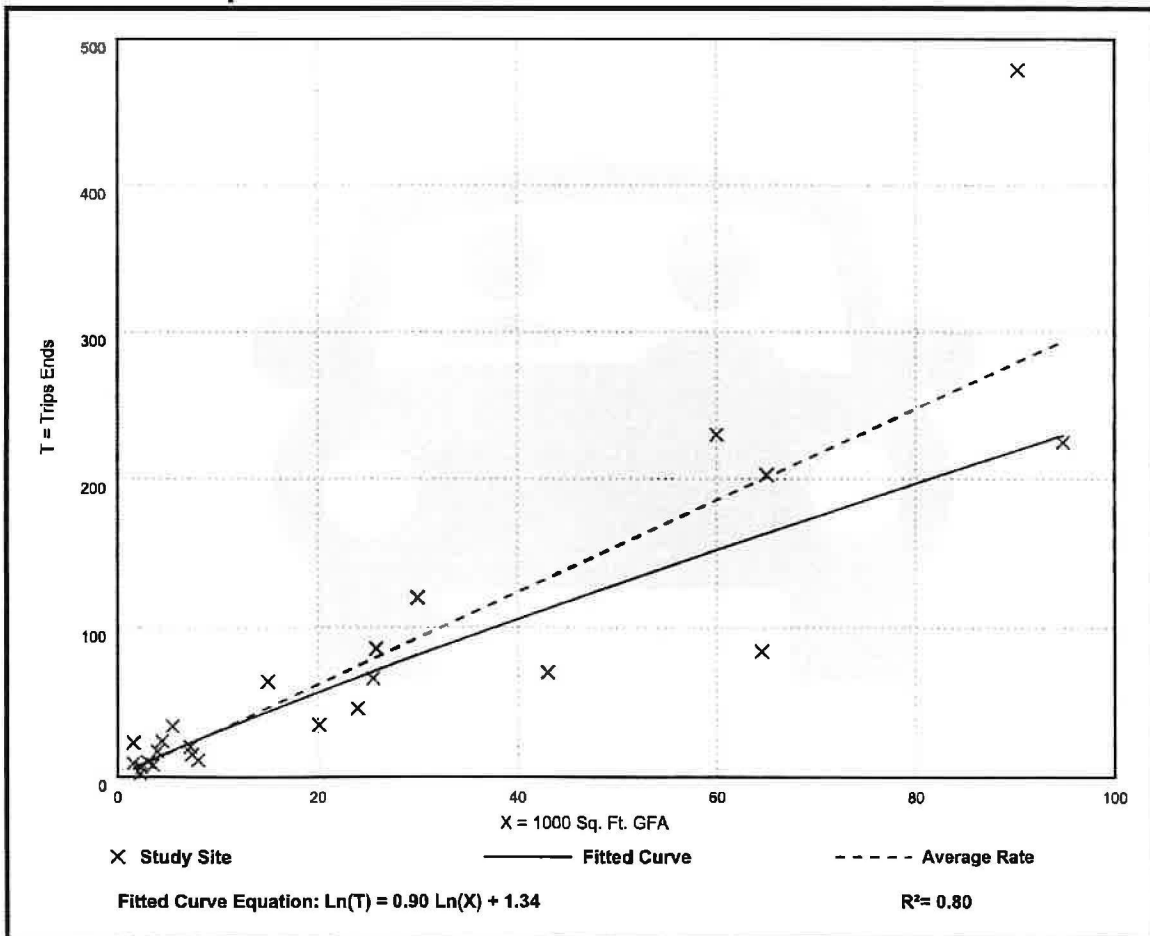
Avg. 1000 Sq. Ft. GFA: 25

Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

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: 30

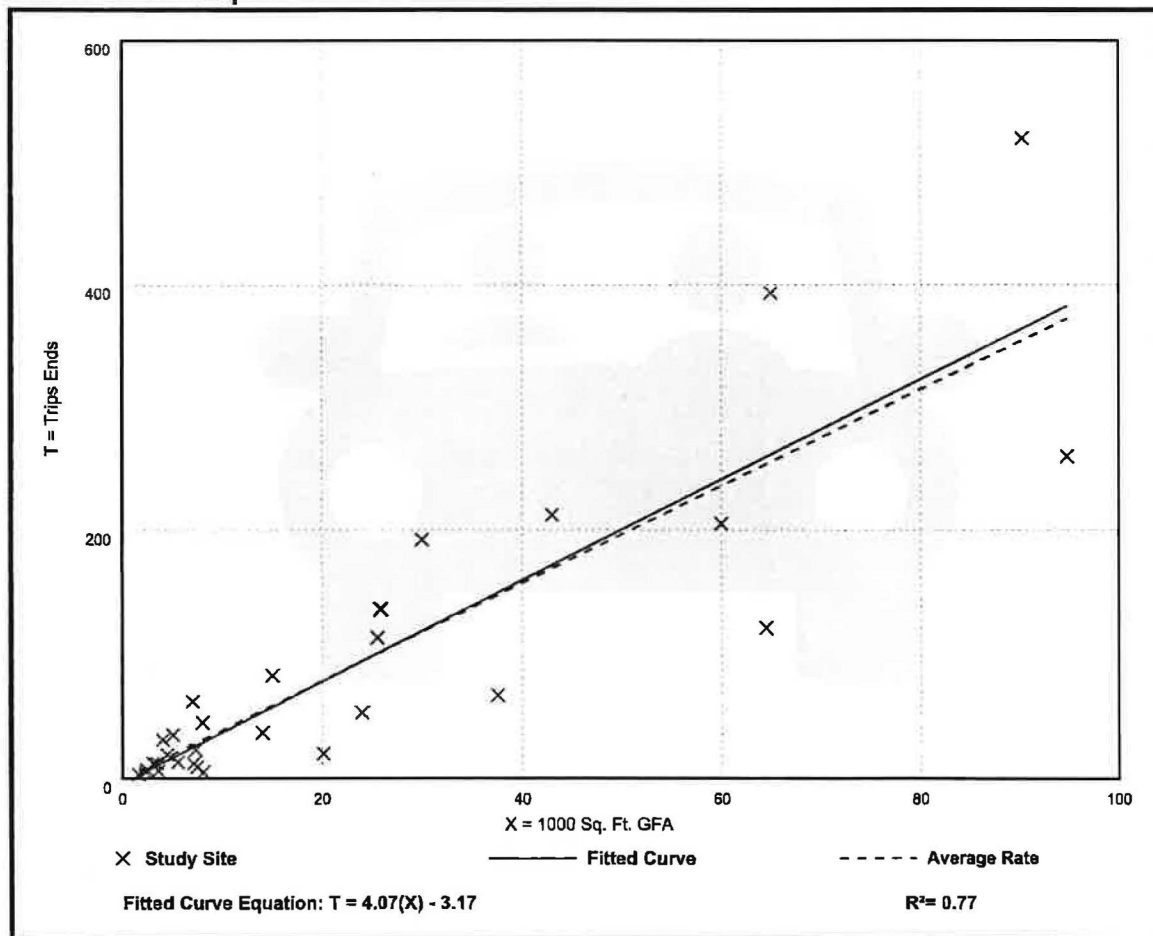
Avg. 1000 Sq. Ft. GFA: 23

Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

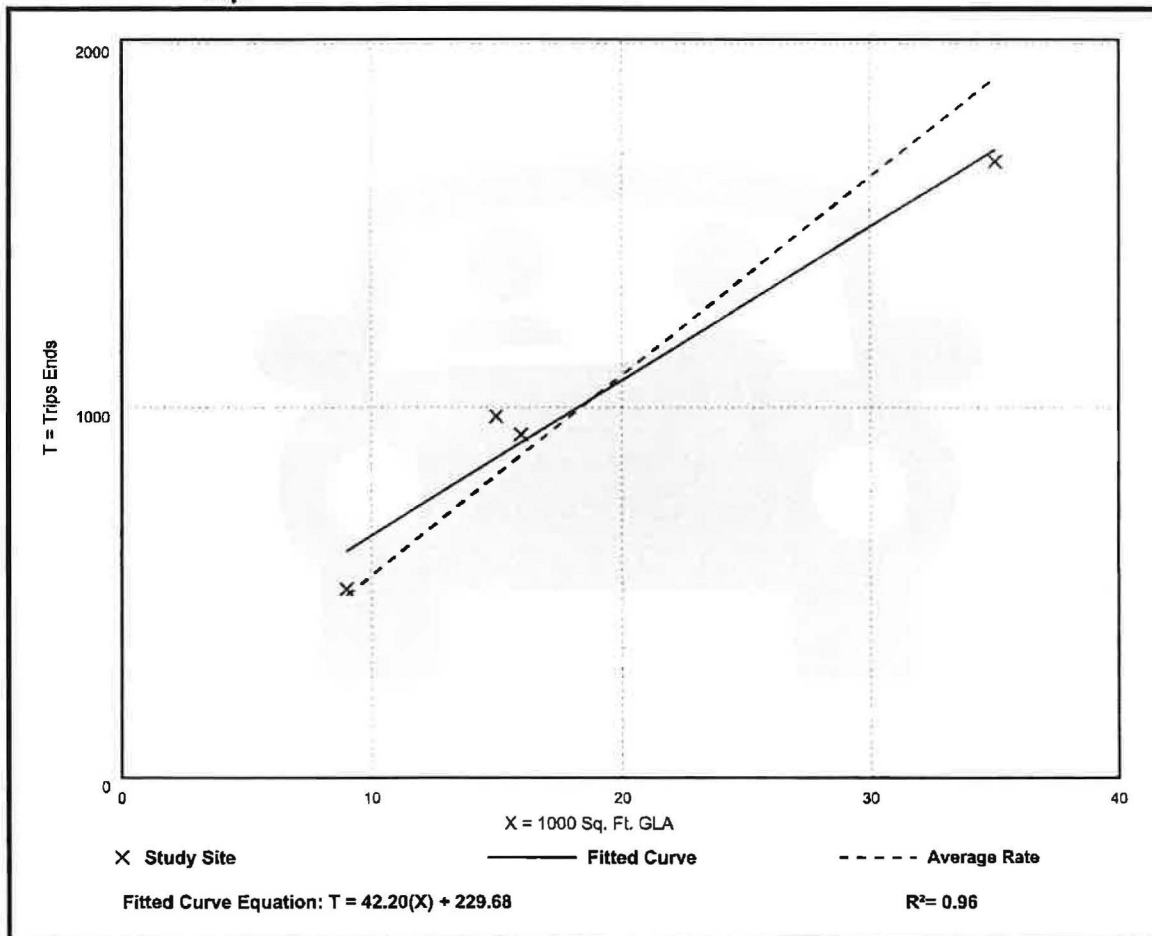
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

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

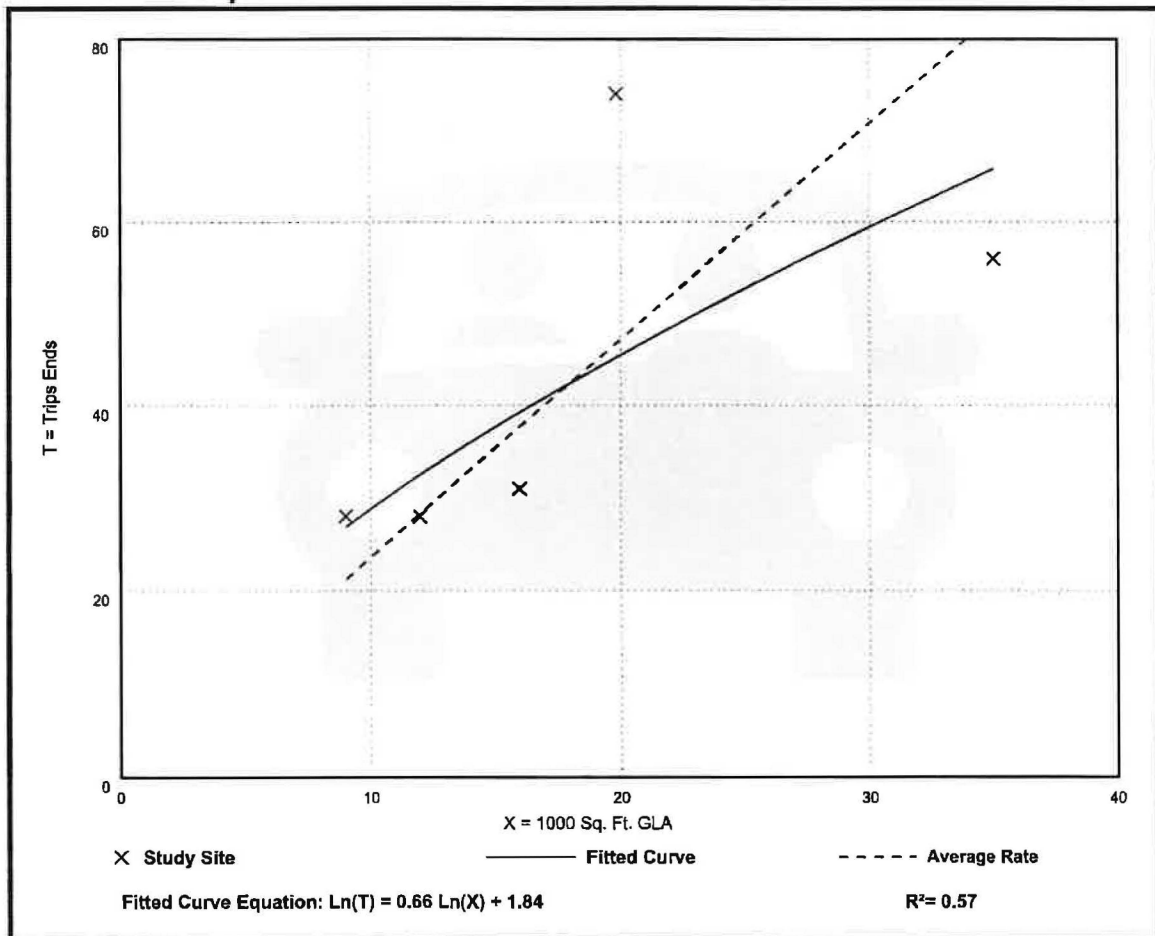
Avg. 1000 Sq. Ft. GLA: 18

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

