Lee County
Dept. of Community Development
Zoning Section c/o Elizabeth Workman
1500 Monroe Street
Fort Myers, FL 33901

ensite

BETSY PKWY
Mixed Use Planned Development
RESPONSE LETTER #3

Please accept the responses below to your letter dated October 30, 2025 regarding the comments for Betsy Parkway MPD (DCI2025-00003).

Development Services

1. The proposed MCP includes a secondary access on Betsy Pkwy. Please demonstrate that the existing roadway meets or exceeds the minimum standards set forth in LCLDC Sec. 10-296.

NOTE: At time of development order the applicant must demonstrate compliance with this requirement.

RESPONSE: A Schedule of Deviations was previously submitted to address this access and have been provided to facilitate review.

DOT

1. Currently the site has one ingress and one egress access, the MCP shows both access points as ingress and egress. (This comment is pertaining to the two access points on Pine Island Road)

RESPONSE: The current site only features formal entry/exit along its dual driveway on Pine Island Road. This configuration is proposed to be maintained. The access point on Betsy Parkway is proposed to be ingress/egress consistent with the LDC's requirements, specifically, LDC Sec. 10-291(3) which requires that commercial/industrial developments over 10 acres provide two (2) forms of ingress or egress for the development.

12. Demonstrate the motor vehicle connections on Pine Island Rd. and Betsy Pkwy shown on the plans are in compliance with LDC Section 10-285 (Connection Separation). The connection separation distances, measured edge to edge, must be determined on both sides of the roadway for undivided roadways. Existing and approved access points must be depicted on both sides of the road along the project frontage and to the nearest access point beyond the project frontage in each direction. (Pine Island Rd is an arterial road within the Urban future land use. The connection separation provided does not meet code.)

RESPONSE: As mentioned in response #1, a Schedule of Deviations was previously provided to

staff and is included in this resubmittal package to facilitate review.

3. Staff is request a meeting with the applicant prior to resubmittal to discuss the project.

RESPONSE: The Applicant met with Staff prior to resubmittal.

LeeTran

1. Lee Tran has reviewed the proposed development and determined that the development is beyond one-quarter mile of a bus stop or a fixed-route corridor. Based on the current Transit LDC section 10-441, no improvements are required by the developer at this time, but will be reassessed at the time of DO or LDO.

RESPONSE: Thank you, so noted.

Please contact me directly at (239) 226-0024 or if you should have any questions or require additional information.

Sincerely,
EnSite, Inc.

Cindy C. Leal Brizuela, AICP, MURP
Principal Planner

cc: Terry B. Cramer III Esq., Wilbur Smith

Enclosures:
1. Updated TIS
2. Schedule of Deviations

1. A deviation from LDC Sec. 10-285, which requires a connection separation of 440 feet along a principal arterial roadway to allow 127′ at the closest point of separation. This will memorialize existing access into the parcel.

   JUSTIFICATION: The proposed deviation would allow for the memorialization of existing access points along Pine Island Road which is classified as a County-maintained arterial with a speed limit of 40 MPH. The dual entrances to the site along Pine Island Road ensure safe circulation internal to the site which features an existing building with a drive-through. This building previously functioned as a bank.

Prepared by: Planning Analytics, LLC

Betsy Parkway Traffic Impact Statement

November 6, 2025

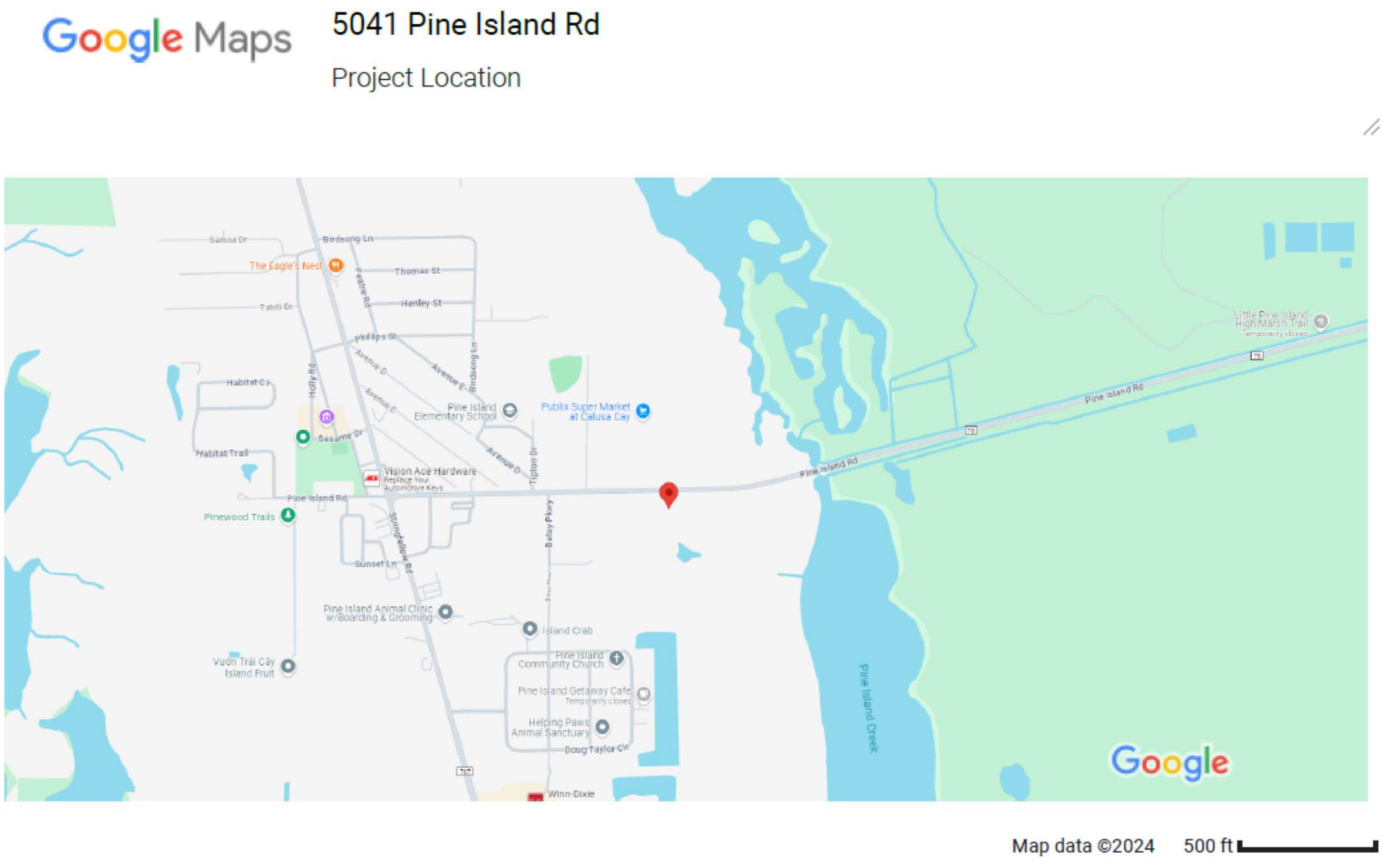
Lily Wu
Transportation Engineer
Lee County
Community Development
239.533.8355

Regarding: Traffic Impact Statement
Strap Numbers: 28-44-22-00-00014.0000 & 28-44-22-00-00024.0000
Address: 5041 Pine Island Road, Bokeelia, FL 33922

Introduction/Background

The Applicant is proposing to rezone two parcels of land. The rezoning will allow for development of the site primarily with outdoor storage (up to 250,000 square feet) and a possible commercial shopping plaza (40,000 square feet). The estimated duration of construction is two (2) years. The project is located generally southeast of Pine Island Road and Betsy Parkway. This project consists of two Parcel strap numbers: 28-44-22-00-00014.0000 & 28-44-22-00-00024.0000. Based upon a review of the Lee County Property Appraiser's website, Parcel # 28-44-22-00-00014.0000 consists of 4.60 +/- acres of land and Parcel # 28-44-22-00-00024.0000 consists of 20 +/- acres of land. Based upon a survey obtained by the Applicant, the total area of the two parcels subject to this petition is 23.96 +/- acres. These parcels are located in unincorporated Lee County, Florida. The project location is shown in Figure 1.

Figure 1. – Project Location



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The Applicant has filed a petition to rezone the two parcels of land from C-1A and AG-2 to CPD. Based upon the request of Lee County Transportation review staff, the following Institute of Transportation Engineers (ITE) land use codes were selected to evaluate the potential trip generation associated with the future development of this parcel: Land Use Code (130) and Land Use Code (821). Land Use Code (130) is the ITE code for Industrial Park and Land Use Code (821) is the ITE code for Shopping Plaza.

Trip Generation

The trip generation estimates will be based on the trip generation rates contained in the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The trip generation calculations for the proposed expansion are presented in Table 1, 2 and 3 below.

Table 1 - Daily Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Fitted Curve Equation	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
										2-Way	In	Out	2-Way	In	Out
Proposed Land Use															
Industrial Park	130	1,000 Sq. Ft.	3.37	Ln(T) = 0.52 Ln(X) + 4.45	250	1,512	756	756	0	0	0	0	1,512	756	756
Shopping Plaza (40-150k)	821	1,000 Sq. Ft.	67.52	NA	40	2,701	1,350	1,350	0	0	0	0	2,701	1,350	1,350
Total						4,213	2,106	2,106					4,213	2,106	2,106

*The average rate was used to calculate the trip generation for LUC 821 as the fitted curve was not available.

Table 2 - AM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Fitted Curve Equation	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
										2-Way	In	Out	2-Way	In	Out
Proposed Land Use															
Industrial Park	130	1,000 Sq. Ft.	0.34	NA	250	85	69	16	0	0	0	0	85	69	16
Shopping Plaza (40-150k)	821	1,000 Sq. Ft.	1.73	NA	40	69	43	26	0	0	0	0	69	43	26
Total						154	112	42					154	112	42

*The average rate was used to calculate the trip generation for both LUC 130 and LUC 821 as the fitted curve was not available for either land use code.

Table 3 - PM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Fitted Curve Equation	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
										2-Way	In	Out	2-Way	In	Out
Proposed Land Use															
Industrial Park	130	1,000 Sq. Ft.	0.34	NA	250	85	19	66	0	0	0	0	85	19	66
Shopping Plaza (40-150k)	821	1,000 Sq. Ft.	5.19	NA	40	208	100	108	30%	62	30	32.4	145	70	76
Total						293	118	174					230	88	142

*The average rate was used to calculate the trip generation for both LUC 130 and LUC 821 as the fitted curve was not available for either land use code.
**Although the ITE Pass-by Capture Rate for LUC 821 is 40% in the PM Peak-Hour, Lee County only accepts a 30% Pass-by Capture rate. The 30% Pass-by Capture rate was applied.

Internal Capture/Pass-by Capture/Diverted Trips

Consideration was given to Pass-by Capture and documentation is provided in the Appendix of this report. No consideration will be given to Internal Capture or Diverted Trips as a part of the analysis for this project.

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DCI2025-00003 Lee County Additional Info Dated 11-20-2025

Trip Distribution/Assignment

The project proposes the use of existing access connections on Pine Island Road. The project also proposes a connection on Betsy Parkway. Both connections will allow for a full range of turning movements. For the purposes of this analysis, most project traffic will be assigned to Pine Island Road. The segment of Pine Island Road is constrained. Total project trips are divided into entering and exiting movements based upon ITE data for this land use code (see Table 3 above).

A manual trip distribution was performed by evaluating land uses in the project vicinity. It was determined through that evaluation that there is likely a 90/10 split in trips on Pine Island Road. 90 percent of trips are anticipated to come from and return to the west and 10 percent of trips are anticipated to come from and return to the east. For Stringfellow Road, the assumed split is 45/45. 45 percent of trips are anticipated to come from and return to the north and 45 percent of trips are anticipated to come from and return to the south.

Table 4 below provides the highest net-new directional project volumes based upon the trip generation tables above. As Lee County requires a directional analysis, the analyst used the highest directional traffic volume which is anticipated to be the exiting traffic (142 trips). Of the 142 exiting trips, a very high percentage of trips are anticipated to exit on Pine Island Road. For the purposes of this analysis, the Analyst assumed 90 percent of exiting trips will exit to Pine Island Road (127.8 trips) traveling west towards Stringfellow Road and 10 percent of trips are anticipated to exit to Pine Island Road (14.2 trips) traveling east towards Burnt Store Road. The number of trips exiting to Betsy Parkway is negligible as Betsy Parkway is not maintained by Lee County south of the house located at 10391 Betsy Parkway. Two segments of Stringfellow Road will be included in the trip distribution tables below as the segments are anticipated to be significantly impacted.

Table 4 below provides the anticipated Net-New Project Traffic Distribution on the adjacent roadways.

Table 4 - Net-New Project Traffic Distribution/Assignment (PM Peak-Hour)

Roadway	Segment	Lanes (Type)	Adopted LOS	Project Trip Distribution	Project Trips (Directional)
First-Impacted Thoroughfare					
Pine Island Rd	Stringfellow Rd to Betsy Pkwy	2(U)	E	90%	128
Pine Island Rd	Betsy Pkwy to Western Project Drive	2(U)	E	33%	47
Pine Island Rd	Western Project Drive to Eastern Project Drive	2(U)	E	13%	18
Pine Island Rd	Eastern Project Drive to Burnt Store Rd	2(U)	E	10%	14
Stringfellow Rd	Berkshire Rd to Pine Island Rd	2(U)	E	45%	64
Stringfellow Rd	Pineland RD to Pine Island Rd	2(U)	E	45%	64

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Figure 2 below provides the anticipated project trip distribution percentages.

Trip Distribution Percentages

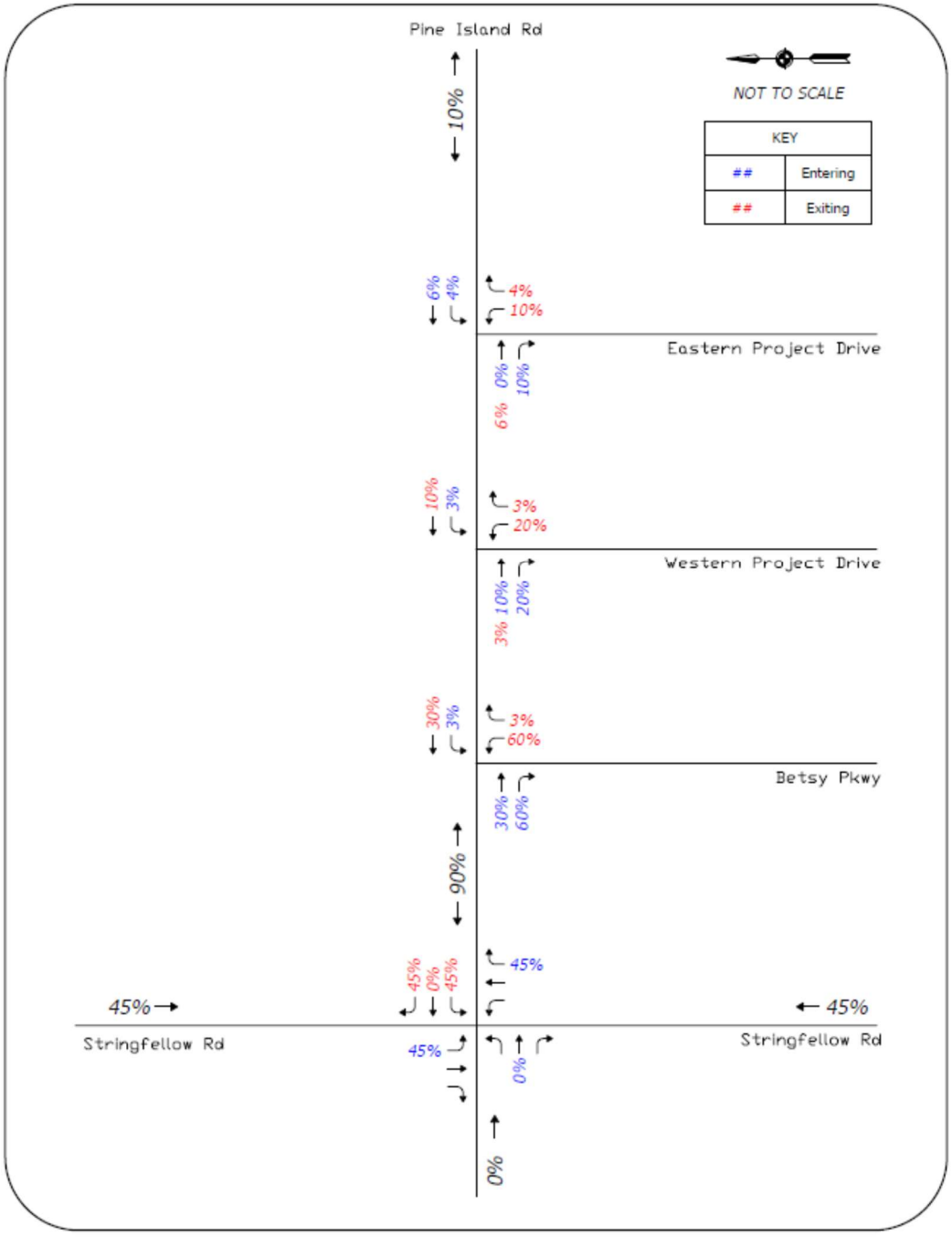
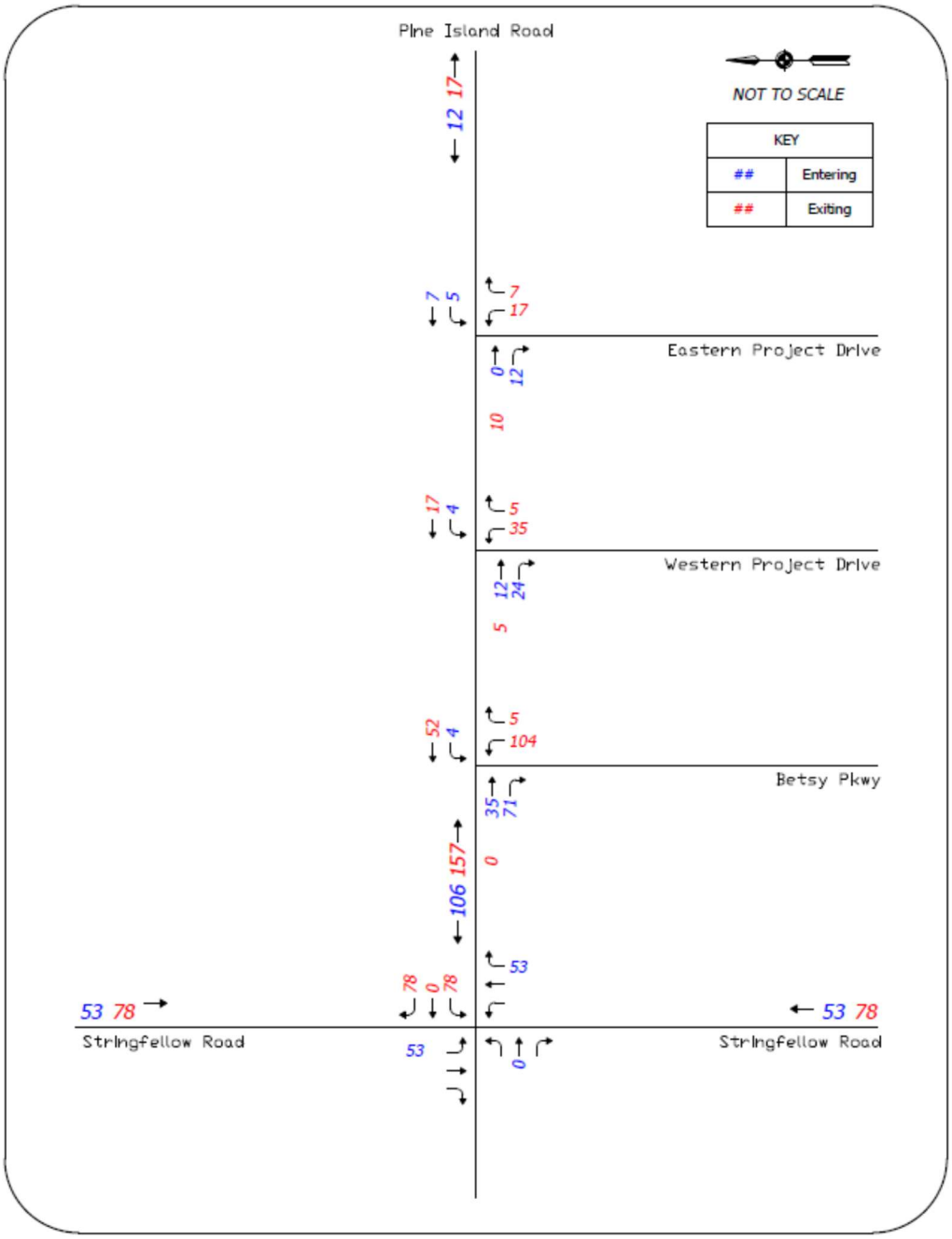


Figure 3 below provides the anticipated gross PM Peak-Hour project turning movement volumes.

Gross Project Trips



Budgeted Improvements

Based upon a review of the Lee County Capital Improvements Program, Lee County does not have any budgeted transportation related improvements programmed within the project vicinity. Based upon a review of the FDOT District 1 5-Year Work Program, there are two programmed improvements for Pine Island Road. A bike/trail path is proposed for highways/preliminary engineering in the years 2025 and 2026. A roundabout is proposed for construction in the year 2025. Support documentation for these two projects has been attached to this report.

Growth Rate

The anticipated annual growth rate was estimated to be two (2) percent per year through the buildout period.

Buildout Period

The Applicant anticipates project completion within two (2) years of this report. Thus, future background traffic volumes will be forecast to the year 2027.

Impacted Area

In accordance with AC-13-17 of the Lee County Administrative Code, the study area shall include each thoroughfare roadway segment for which project traffic is estimated to equal or exceed ten (10) percent of the road segment's level of service C service volume. The test for this threshold shall be based on the 2024 Lee County Public Facilities Level of Service and Concurrency Report (see Appendix). Table 5 below illustrates the project traffic as a percentage of the PM Peak-Hour service volumes at a level of service "C".

Table 5 - Determination of Significance Ten (10) Percent (PM Peak-Hour)

Roadway	Segment	Lanes (Type)	Maximum Directional Service Volume Capacity at LOS C	Project Trip Distribution	Project Trips (Directional)	Project Traffic % of LOS C Srv Vol Capacity	Significance Threshold	Significant Impact
First-Impacted Thoroughfare								
Pine Island Rd	Stringfellow Rd to Betsy Pkwy	2(U)	380	90%	128	33.6%	>=10%	yes
Pine Island Rd	Betsy Pkwy to Western Project Drive	2(U)	380	33%	47	12.3%	>=10%	yes
Pine Island Rd	Western Project Drive to Eastern Project Drive	2(U)	380	13%	18	4.9%	<=10%	no
Pine Island Rd	Eastern Project Drive to Burnt Store Rd	2(U)	380	10%	14	3.7%	<=10%	no
Stringfellow Rd	Berkshire Rd to Pine Island Rd	2(U)	570	45%	64	11.2%	>=10%	yes
Stringfellow Rd	Pineland RD to Pine Island Rd	2(U)	570	45%	64	11.2%	>=10%	yes

As shown in Table 5, the development's traffic does appear to exceed the ten (10) percent significance threshold on three impacted thoroughfare roadway segments.

The study area will include the following roadway segments:

Study Segments	Project Impact
• Pine Island Rd from Stringfellow Rd to Betsy Pkwy	33.6%
• Pine Island Rd from Betsy Pkwy to Western Project Drive	12.3%
• Stringfellow Rd from Berkshire Rd to Pine Island Rd	11.2%
• Stringfellow Rd from Pineland Rd to Pine Island Rd	11.2%

Level of Service Analysis

Existing Conditions

Table 6 below contains the roadway data used to evaluate the existing roadway level of service.

Table 6 - Existing Roadway Segment Level of Service Analysis (PM Peak-Hour)

Roadway	Segment	Lanes (Type)	Maximum Directional Service Volume Capacity at LOS E	Peak-Hour Ex. Vol (Directional)	Existing V/C Ratio
First-Impacted Thoroughfare					
Pine Island Rd	Stringfellow Rd to Betsy Pkwy	2(U)	950	594	0.63
Pine Island Rd	Betsy Pkwy to Western Project Drive	2(U)	950	594	0.63
Pine Island Rd	Western Project Drive to Eastern Project Drive	2(U)	950	594	0.63
Pine Island Rd	Eastern Project Drive to Burnt Store Rd	2(U)	950	594	0.63
Stringfellow Rd	Berkshire Rd to Pine Island Rd	2(U)	1,060	651	0.61
Stringfellow Rd	Pineland RD to Pine Island Rd	2(U)	1,060	573	0.54

Based upon the table above, the adopted Level of Service of the analyzed facilities does not appear to be exceeded under the current traffic conditions.

Future Background Conditions

Table 7 below contains the roadway data used to evaluate the future background roadway level of service. Data in the 2023 Lee County Public Facilities Level of Service and Concurrency Report was used to estimate the future background traffic conditions in 2027.

Table 7 - Future Background Roadway Segment Level of Service Analysis (PM Peak-Hour)

Roadway	Segment	Lanes (Type)	Maximum Directional Service Volume Capacity at LOS E	Peak-Hour Ex. Vol (Directional)	Future Peak-Hour Vol (2027)	Future V/C Ratio	Exceeds LOS (Y/N)
First-Impacted Thoroughfare							
Pine Island Rd	Stringfellow Rd to Betsy Pkwy	2(U)	950	594	618	0.65	N
Pine Island Rd	Betsy Pkwy to Western Project Drive	2(U)	950	594	618	0.65	N
Pine Island Rd	Western Project Drive to Eastern Project Drive	2(U)	950	594	618	0.65	N
Pine Island Rd	Eastern Project Drive to Burnt Store Rd	2(U)	950	594	618	0.65	N
Stringfellow Rd	Berkshire Rd to Pine Island Rd	2(U)	1,060	651	677	0.64	N
Stringfellow Rd	Pineland RD to Pine Island Rd	2(U)	1,060	573	596	0.56	N

Based upon the table above, the adopted Level of Service of the analyzed facilities does not appear to be exceeded under future background traffic conditions.

Future Total Traffic Conditions with Project Traffic

Table 8 below contains the roadway data used to evaluate the future total traffic conditions with project traffic roadway level of service. PM Peak-Hour project traffic was added to the future background conditions.

Table 8 - Future Total Traffic Roadway Segment Level of Service Analysis (PM Peak-Hour)

Roadway	Segment	Lanes (Type)	Maximum Directional Service Volume Capacity at LOS E	Peak-Hour Ex. Vol (Directional)	Future Background Peak-Hour Directional Vol (3 yr)	Project Traffic (Directional)	Future Total Traffic (Directional)	Future V/C Ratio	Exceeds LOS (Y/N)
First-Impacted Thoroughfare									
Pine Island Rd	Stringfellow Rd to Betsy Pkwy	2(U)	950	594	618	128	746	0.78	N
Pine Island Rd	Betsy Pkwy to Western Project Drive	2(U)	950	594	618	47	665	0.70	N
Pine Island Rd	Western Project Drive to Eastern Project Drive	2(U)	950	594	618	18	636	0.67	N
Pine Island Rd	Eastern Project Drive to Burnt Store Rd	2(U)	950	594	618	14	632	0.67	N
Stringfellow Rd	Berkshire Rd to Pine Island Rd	2(U)	1,060	651	677	64	741	0.70	N
Stringfellow Rd	Pineland RD to Pine Island Rd	2(U)	1,060	573	596	64	660	0.62	N

As illustrated by Table 8, the adopted Level of Service of the analyzed facilities does not appear to be exceeded under future total traffic conditions.

Unsignalized Intersection Analysis

An intersection analysis was conducted for the PM Peak-Hour at the following unsignalized intersections within the study area:

- Intersection of Pine Island Road & Stringfellow Road
- Intersection of Pine Island Road & Betsy Parkway
- Intersection of Pine Island Road & Western Project Driveway
- Intersection of Pine Island Road & Eastern Project Driveway

Pine Island Road and Stringfellow Road

An Operational Analysis of the intersection was performed using SYNCHRO software. The calculations were performed for the Existing Traffic conditions. Table 9 summarizes the analysis for the Existing Traffic conditions during the PM Peak-Hour. The intersection analysis is summarized in text in the paragraph below the table.

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Table 9 Existing Peak-Season Adjusted Traffic Volume to Capacity Ratio

Intersection	Analysis Period	Direction	Volume to Capacity Ratio					
			Left	Through/Left Shared	Through/Left/Right Shared	Through	Through/Right Shared	Right
Pine Island Road and Stringfellow Rd	PM	SB	0.351	NA	NA	NA	0.176	NA
		WB	NA	0.492	NA	NA	NA	0.412
		NB	NA	0.240	NA	NA	NA	0.304
		EB	NA	NA	0.105	NA	NA	NA

An Operational Analysis of the intersection was performed using SYNCHRO software. The calculations were performed for the Future Background Traffic conditions. Table 10 summarizes the analysis for the Future Background Traffic conditions during the PM Peak-Hour. The intersection analysis is summarized in text in the paragraph below the table.

Table 10 Future Background Traffic Volume to Capacity Ratio

Intersection	Analysis Period	Direction	Volume to Capacity Ratio					
			Left	Through/Left Shared	Through/Left/Right Shared	Through	Through/Right Shared	Right
Pine Island Road and Stringfellow Rd	PM	SB	0.372	NA	NA	NA	0.185	NA
		WB	NA	0.521	NA	NA	NA	0.436
		NB	NA	0.256	NA	NA	NA	0.322
		EB	NA	NA	0.112	NA	NA	NA

An Operational Analysis of the intersection was performed using SYNCHRO software. The calculations were performed for the Future Total Traffic conditions. Table 11 summarizes the analysis for the Future Total Traffic conditions during the PM Peak-Hour. The intersection analysis is summarized in text in the paragraph below the table.

Table 11 Future Total Traffic Volume to Capacity Ratio

Intersection	Analysis Period	Direction	Volume to Capacity Ratio					
			Left	Through/Left Shared	Through/Left/Right Shared	Through	Through/Right Shared	Right
Pine Island Road and Stringfellow Rd	PM	SB	0.496	NA	NA	NA	0.200	NA
		WB	NA	0.690	NA	NA	NA	0.581
		NB	NA	0.277	NA	NA	NA	0.431
		EB	NA	NA	0.122	NA	NA	NA

Based upon the results illustrated in Table 11 above, the Future Total Traffic Conditions are not anticipated to cause the intersection or any individual movements to operate at a volume to capacity ratio of greater than 1.0.

Pine Island Road and Betsy Parkway

An Operational Analysis of the intersection was performed using SYNCHRO software. The calculations were performed for the Future Total Traffic conditions. Table 12 summarizes the analysis for the Future Total Traffic conditions during the

PM Peak-Hour. The intersection analysis is summarized in text in the paragraph below the table.

Table 12 Future Total Traffic Volume to Capacity Ratio

Intersection	Analysis Period	Direction	Volume to Capacity Ratio					
			Left	Through/Left Shared	Through/Left/Right Shared	Through	Through/Right Shared	Right
Pine Island Road and Betsy Pkwy	PM	SB	NA	NA	NA	NA	NA	NA
		WB	0.004	NA	NA	-	NA	NA
		NB	NA	NA	0.49	NA	NA	NA
		EB	NA	NA	-	NA	NA	NA

Based upon the results illustrated in Table 12 above, the Future Total Traffic Conditions are not anticipated to cause the intersection or any individual movements to operate at a volume to capacity ratio of greater than 1.0.

Pine Island Road and Western Project Driveway

An Operational Analysis of the intersection was performed using SYNCHRO software. The calculations were performed for the Future Total Traffic conditions. Table 13 summarizes the analysis for the Future Total Traffic conditions during the PM Peak-Hour. The intersection analysis is summarized in text in the paragraph below the table.

Table 13 Future Total Traffic Volume to Capacity Ratio

Intersection	Analysis Period	Direction	Volume to Capacity Ratio					
			Left	Through/Left Shared	Through/Left/Right Shared	Through	Through/Right Shared	Right
Pine Island Road and Western Drive	PM	SB	NA	NA	NA	NA	NA	NA
		WB	0.004	NA	NA	-	NA	NA
		NB	NA	NA	0.158	NA	NA	NA
		EB	NA	NA	-	NA	NA	NA

Based upon the results illustrated in Table 13 above, the Future Total Traffic Conditions are not anticipated to cause the intersection or any individual movements to operate at a volume to capacity ratio of greater than 1.0.

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Pine Island Road and Eastern Project Driveway

An Operational Analysis of the intersection was performed using SYNCHRO software. The calculations were performed for the Future Total Traffic conditions. Table 14 summarizes the analysis for the Future Total Traffic conditions during the PM Peak-Hour. The intersection analysis is summarized in text in the paragraph below the table.

Table 14 Future Total Traffic Volume to Capacity Ratio

Intersection	Analysis Period	Direction	Volume to Capacity Ratio					
			Left	Through/Left Shared	Through/Left/Right Shared	Through	Through/Right Shared	Right
Pine Island Road and Eastern Drive	PM	SB	NA	NA	NA	NA	NA	NA
		WB	0.005	NA	NA	-	NA	NA
		NB	NA	NA	0.081	NA	NA	NA
		EB	NA	NA	-	NA	NA	NA

Based upon the results illustrated in Table 14 above, the Future Total Traffic Conditions are not anticipated to cause the intersection or any individual movements to operate at a volume to capacity ratio of greater than 1.0.

Access

The project is anticipated to take access via two existing connections to Pine Island Road as well as a proposed connection to Betsy Parkway. The Applicant will work with Lee County regarding final access locations and future ROW needs if any.

The anticipated access movements are provided below in Table 15.

Table 15 - Access Movements PM Peak-Hour (Gross Trips)

	Northbound			Eastbound			Southbound			Westbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Betsy Parkway and Pine Island Road	104	0	5	0	35	71	0	0	0	4	52	0
Western Driveway on Pine Island Road	35	0	5	0	12	24	0	0	0	4	17	0
Eastern Driveway on Pine Island Road	17	0	7	0	0	12	0	0	0	5	7	0

*A negligible amount of traffic may travel south of the site on Betsy Parkway and ultimately travel to Stringfellow Rd.

Access Recommendations

Pine Island Road Access

The recommendations included in this report are based on an aerial review of the site using Google Earth Aerial imagery, the maximum potential development allowed by the proposed zoning district, Lee County 2024 Link-Level Service Volumes and LOS tables, FDOT Traffic Online Data, the posted speed limit of the roadway, and estimated project traffic based upon ITE Trip Generation 11th Edition. The analyst performed the following warrant analyses:

1) Based upon a review of NCHRP 457, a right-turn lane does appear to be warranted.
2) Based upon a review of NCHRP 457, a left-turn lane does not appear to be warranted.

Traffic Volumes Used in the Analysis

The Analyst used FDOT Traffic Online data obtained from the following website: https://tdaappsprod.dot.state.fl.us/fto/.

Based upon the 2024 Annual Average Daily Traffic Report, the segment of Pine Island Road has an AADT of 13,500 vehicles. No directional split was provided. The analyst assumed a 50/50 split of the daily traffic. Thus, it is assumed that 6,750 vehicles travel east daily and 6,750 vehicles travel west daily. Applying the Peak-Hour or "K" Factor yields a directional peak-hour volume of 641 vehicles (6,750 * 0.095 = 641.25). Thus, the analyst assumed 641 vehicles traveling east and 641 vehicles traveling west on Pine Island Road during Peak-Hour conditions.

Right-turn Lane Analysis

Based upon the access movements assumed in Table 15 and NCHRP Report 457: Evaluating Intersection Improvements: An Engineering Study Guide published by the Transportation Research Board in 2001, the project does appear to require a right-turn lane at the Betsy Parkway intersection. The graphic provided in the Appendix of this report shows that a right turn lane does appear to be warranted for the proposed project under maximum development potential at the Betsy Parkway intersection with Pine Island Road. It should be noted that Pine Island Road is a constrained facility. A right-turn lane analysis should be conducted in the future based upon the proposed site plan application.

Left-turn Lane Analysis

Based upon the access movements assumed in Table 15 and NCHRP Report 457: Evaluating Intersection Improvements: An Engineering Study Guide published by the Transportation Research Board in 2001, the project does not appear to require a left-turn lane at any of the project driveways or at the intersection of Betsy Parkway and Pine Island Road under the maximum proposed development potential. The graphic provided in the Appendix of this report shows that a left turn lane does not appear to be warranted under the maximum proposed development potential for the proposed project at any of the project driveways. It should be noted that Pine Island Road is a constrained facility. A left-turn lane analysis should be conducted in the future based upon the proposed site plan application.

Betsy Parkway Access

Due to the fact that there is no posted speed limit on this facility and Lee County maintenance ends approximately 680 feet south of the intersection with Pine Island Road, no lane warrants were conducted for this facility. The Applicant does not propose any improvements to this facility. A negligible amount of traffic may use this facility south of the project site.

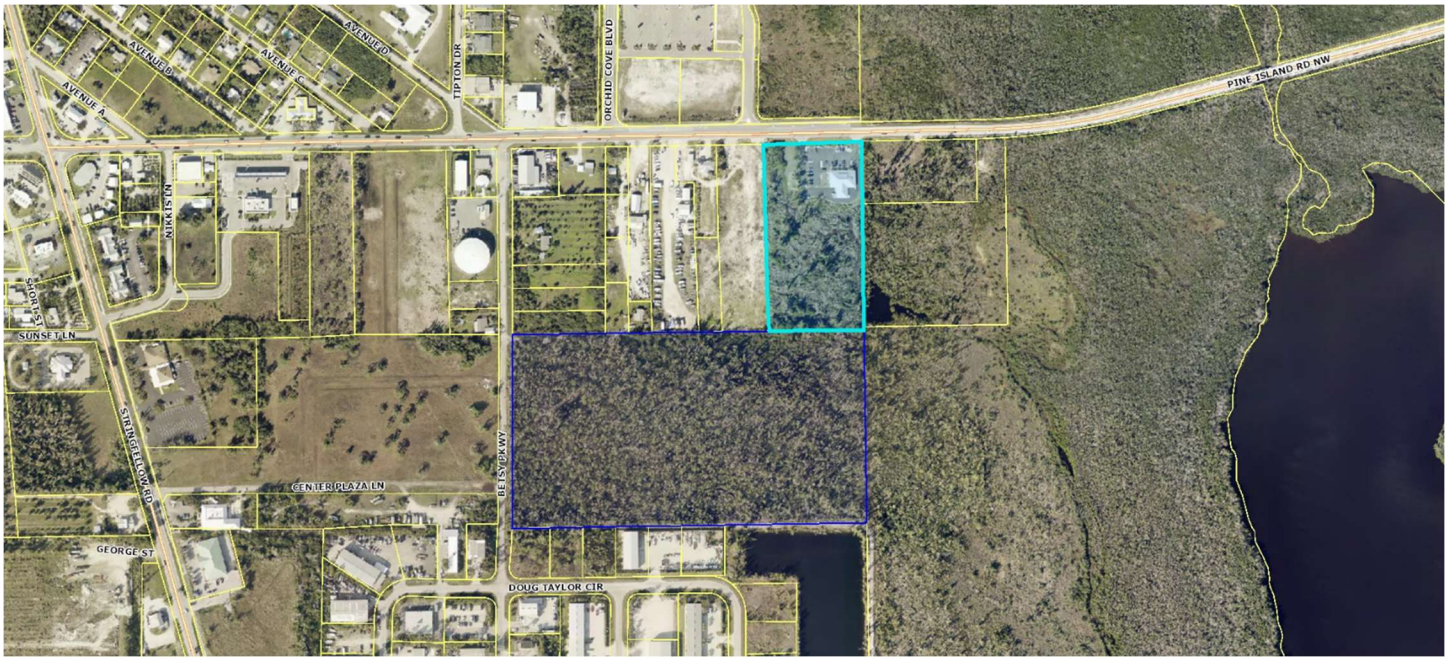
Multi-Modal Transportation

Bicycle lanes do not exist immediately adjacent to the site. Sidewalks do not exist immediately adjacent to the site. The site is not located along a LeeTran bus route.

Conclusion

This development is not projected to create adverse transportation impacts on the impacted thoroughfare roadway analyzed in this Traffic Impact Statement. As this Traffic Impact Statement (TIS) was prepared to support a rezoning petition, the TIS evaluated maximum development potential of the site for the proposed zoning designation. It is acknowledged that the Applicant will be required to submit another traffic analysis at the time of site development. Turn lane warrants will be conducted at that time based upon the proposed development type and magnitude. It is acknowledged that the Applicant will need to work with the Lee DOT staff on future ROW needs and proposed connections to Betsy Parkway during the review process.

Site Location Aerial



Support Documentation

The following is a list of support documentation that has been included as a part of the Traffic Impact Statement submittal.

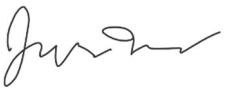
1. Lee County Property Appraiser Property Record Cards
2. ITE Trip Generation LUC 130 Daily
3. ITE Trip Generation LUC 130 AM Peak-Hour
4. ITE Trip Generation LUC 130 PM Peak-Hour
5. ITE Trip Generation LUC 821 Daily
6. ITE Trip Generation LUC 821 AM Peak-Hour
7. ITE Trip Generation LUC 821 PM Peak-Hour
8. ITE Pass-by Capture Support Documentation
9. Master Concept Plan
10. Lee County Link-Level Service Volumes and LOS Table for Pine Island Road
11. Lee County Link-Level Service Volumes and LOS Table for Stringfellow Road
12. Lee County Capital Improvement Program Detail Report
13. FDOT District 1 5-Year Program Sheet for Pine Island Road Bike/Trail Improvement
14. FDOT District 1 5-Year Program Sheet for Roundabout at Pine Island Road and Stringfellow
15. LeeTran Route Map
16. 2024 FDOT Annual Average Daily Traffic Report
17. Turning Movement Counts
18. NCHRP 457 Right-Turn Lane Warrant – Pine Island Road
19. NCHRP 457 Left-Turn Lane Warrant – Pine Island Road
20. Synchro Reports

DCI2025-00003 Lee County Additional Info Dated 11-20-2025

Signature Sheet and Disclaimer

This Traffic Impact Statement (TIS) was completed by Planning Analytics, LLC. The trip generation estimates utilized in this TIS are based upon Trip Generation published by the Institute of Transportation Engineers. The analysis conducted in this TIS is based upon the 2024 Lee County Public Facilities Level of Service and Concurrency Report. Every effort has been taken to produce this report consistent with the requirements outlined in the Traffic Impact Statement Guidelines provided in AC-13-17 of the Lee County Administrative Code. Any intersection and/or site related design features must be accepted and approved by Lee County staff prior to construction.

Respectfully submitted by,



Jason Utley, AICP
Project Manager
Planning Analytics, LLC
richardjasonutley@hotmail.com
941.258.5061

LEE COUNTY PROPERTY APPRAISER
GENERATED ON 6/27/2024 9:31 AM

Current Working Values

SITE ADDRESS
5041 PINE ISLAND RD NW

OWNER'S NAME
PI DAZE LLC

OWNER'S ADDRESS
12290 METRO PKWY
FORT MYERS FL 33966

PROPERTY DESCRIPTION
PARL IN N1/2 OF NE 1/4 OF
SE 1/4 AS DESC IN
OR 1279 PG 0939

DOR CODE 19 - PROFESSIONAL BUILDING
NBHD CODE 51-301.0 PINE ISLAND

BUILDING CHARACTERISTICS

ELEMENT	CODE	TYPE / DESCRIPTION / VALUE
STORIES	1.0	
BEDROOMS	0	
BATHROOMS	0	
EXTERIOR WALL	12	CEDAR OR REDWOOD S
EXTERIOR WALL	0	NONE
ROOF STRUCTURE	4	WOOD TRUSS
ROOF COVER	3	ASPHALT OR COMPOSITION
INTERIOR WALL	5	DRYWALL
INTERIOR WALL	0	NONE
INTERIOR FLOOR	14	CARPET
INTERIOR FLOOR	11	CERAMIC CLAY TILE
HEATING FUEL	4	ELECTRIC
HEATING TYPE	4	FORCED AIR-DUCTED
AC TYPE	3	CENTRAL
QUALITY	3.0000	AVERAGE
UNITS IN BUILDING	UNITS	1.00

BUILDING SUBAREA DETAIL

AREA TYPE	YEAR BUILT	GROSS AREA	PCT BASE	ADJ AREA	CAP	COST
BASE	1978	3,676	100	3,676		459,704
BASE	2017	978	100	978		122,304
CANOPY	1978	1,101	30	331		41,393
UNFINISHED OPEN PORCH	1978	618	20	124		15,507
TOTALS		**6,373**		**5,109**		**638,909**

EXTRA FEATURES

LINE	CODE	DESCRIPTION	LENGTH	WIDTH	UNITS	UNIT PRICE	PCT COND	L/B	YEAR	AMN DEPR	DEPR ADJ	CAP FLAG	COST
1	BLK TOP	BLACK TOP - IMPROVED	0.00	0.00	12662.00	4.00	1.00	L	1993	2.00	0.60	-	30,389
2	PVMT C	PAVEMENT - CONCRETE	30.00	12.00	360.00	5.51	1.00	L	1978	1.00	0.60	-	1,190
3	BLK TOP	BLACK TOP - IMPROVED	0.00	0.00	14216.00	4.00	1.00	L	1993	2.00	0.60	-	34,118
4	SLAB	SLAB - CONCRETE	0.00	0.00	144.00	6.93	1.00	L	1993	2.00	0.60	-	599

TOTAL OF EXTRA FEATURE VALUES **66,296**

LAND

LINE	CODE	DESCRIPTION	ZONING	FRONT	DEPTH	DF	CF	TYPE	UNIT PRICE	UNITS	UT	TOTAL ADJ	CAP	EVAL NOTES
1	1900	PROF BLDG	C1A	0	0	1.00	1.00	0	2.53	200,508.00	SF	1.00	-	JF

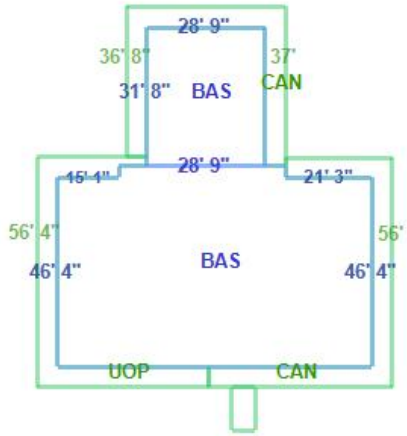
TOTAL OF LAND LINE VALUES **507,285**

FOLIO ID: **10015431** STRAP: **28-44-22-00-00014.0000**
CARD **1** of **1**

STRUCT INDEX	BASE RATE	EFF BASE RATE	EFF AREA	RCN	REMAINING WORTH	COST VALUE
1.07	**169.38**	**181.24**	**5,109**	**925,955**	**69%**	**638,909**

IMP TYPE **52 - Medical Office** MODEL **5 - OFFICE/MEDICAL**

FLOOR 1



BOOK/PAGE OR INSTRUMENT	DATE	TYPE INST	OVR CODE	V I	SALE PRICE
2024000102888	4/10/2024	01	01	I	1,800,000
2014000233889	11/11/2014	01	37	I	300,000
2014000233838	11/4/2014	12	12	I	168,000
1279/939	6/1/1978	01	01	I	50,100

VALUE SUMMARY	Current Values	2023
BUILDING COST VALUE	638,909	629,650
BUILDING EXTRA FEATURES	*	*
LAND EXTRA FEATURES	66,296	56,294
LAND VALUE	507,285	507,285
COST APPROACH VALUE	1,212,490	1,193,229
INCOME APPROACH VALUE	1,231,070	1,231,070
SALES APPROACH VALUE	1,226,964	1,231,070
MARKET VALUE	1,226,964	1,231,070

LEE COUNTY PROPERTY APPRAISER
GENERATED ON 6/27/2024 9:25 AM

Current Working Values

SITE ADDRESS
10300 BETSY PKWY

OWNER'S NAME
POLOTTO JOSEPH TR

OWNER'S ADDRESS
PO BOX 56
MATLACHA FL 33993

PROPERTY DESCRIPTION
S 1/2 OF NE 1/4 OF SE 1/4
LESS RD R/W

DOR CODE 00 - VACANT RESIDENTIAL
NBHD CODE 05-002.0 PINE ISLAND OPEN LANDS SOUTH

BUILDING CHARACTERISTICS

ELEMENT	CODE	TYPE / DESCRIPTION / VALUE

BUILDING SUBAREA DETAIL

AREA TYPE	YEAR BUILT	GROSS AREA	PCT BASE	ADJ AREA	CAP	COST

FOLIO ID: **10015447** STRAP: **28-44-22-00-00024.0000**
CARD **1** of **1**

STRUCT INDEX	BASE RATE	EFF BASE RATE	EFF AREA	RCN	REMAINING WORTH	COST VALUE

EXTRA FEATURES

LINE	CODE	DESCRIPTION	LENGTH	WIDTH	UNITS	UNIT PRICE	PCT COND	L/B	YEAR	AMN DEPR	DEPR ADJ	CAP FLAG	COST

TOTAL OF EXTRA FEATURE VALUES

LAND

LINE	CODE	DESCRIPTION	ZONING	FRONT	DEPTH	DF	CF	TYPE	UNIT PRICE	UNITS	UT	TOTAL ADJ	CAP	EVAL NOTES
1	0	VAC RES	AG-2	0	0	1.00	1.00	0	15,961.00	20.00	AC	1.00	-	AVM

TOTAL OF LAND LINE VALUES **319,220**

BOOK/PAGE OR INSTRUMENT	DATE	TYPE INST	OVR CODE	V I	SALE PRICE
2023000362132	10/16/2023	01	01	V	1,100,000
1388/463	11/1/1979	06	06	V	36,000

VALUE SUMMARY	Current Values	2023
BUILDING COST VALUE	*	*
BUILDING EXTRA FEATURES	*	*
LAND EXTRA FEATURES	*	*
LAND VALUE	319,220	319,220
COST APPROACH VALUE	319,220	319,220
INCOME APPROACH VALUE	*	*
SALES APPROACH VALUE	445,579	319,227
MARKET VALUE	445,579	319,227

Industrial Park
(130)

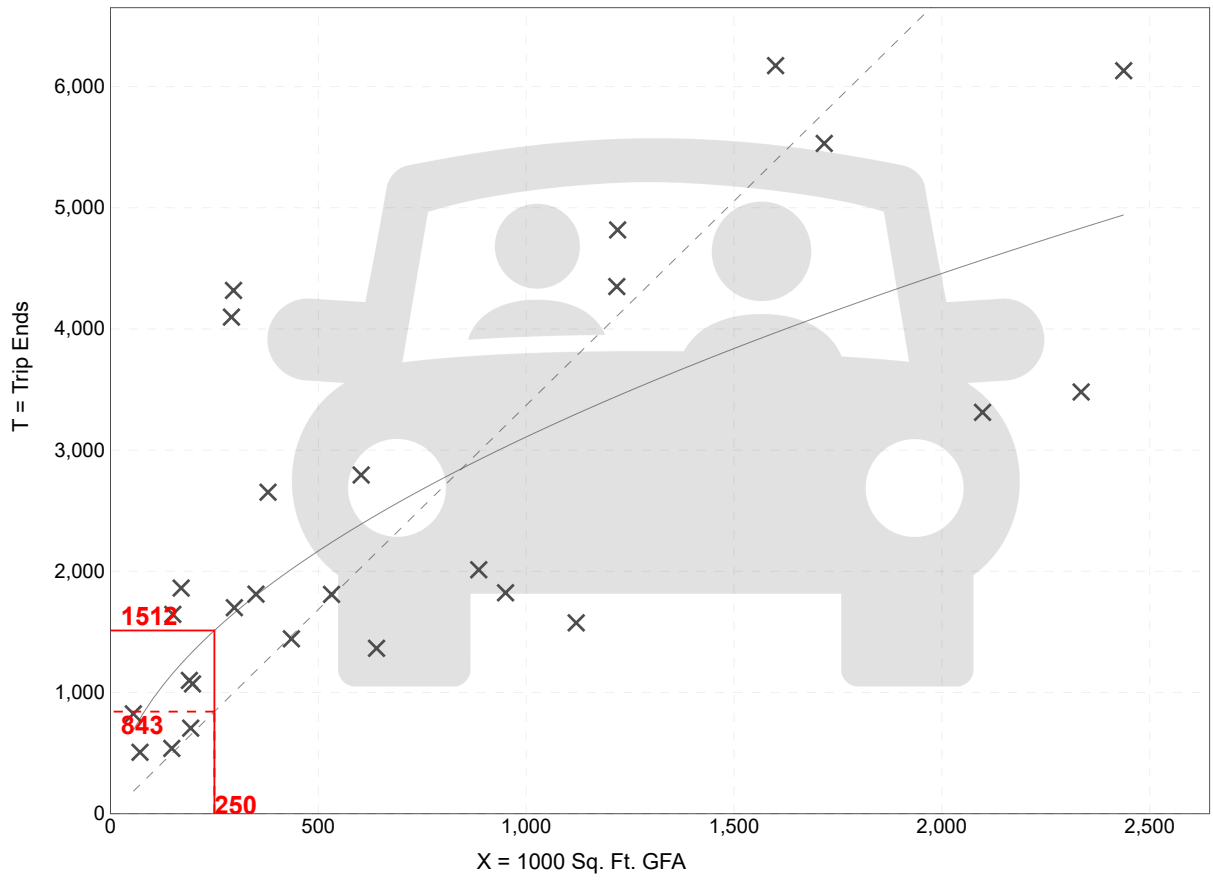
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



Fitted Curve Equation: Ln(T) = 0.52 Ln(X) + 4.45

R^2= 0.58

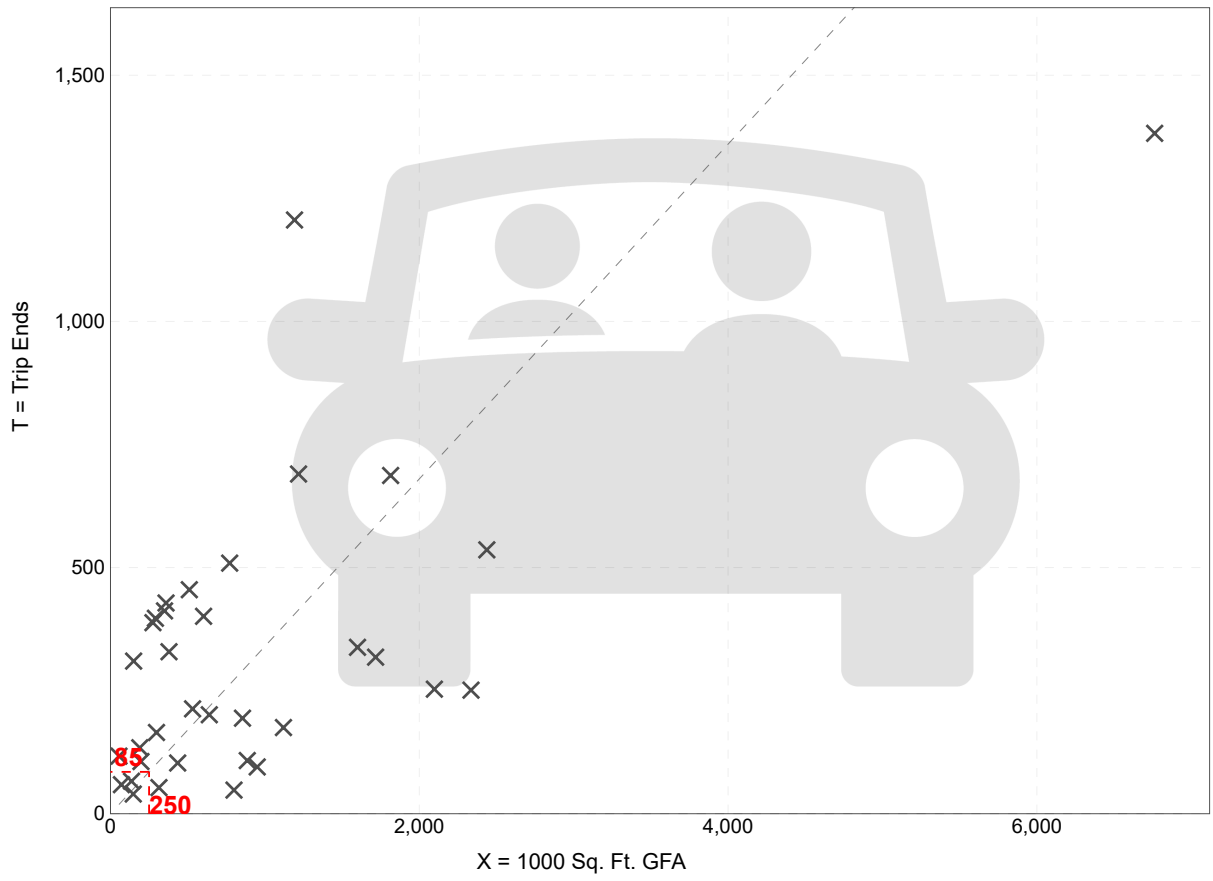
Industrial Park
(130)

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



Fitted Curve Equation: Not Given

R^2= **

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

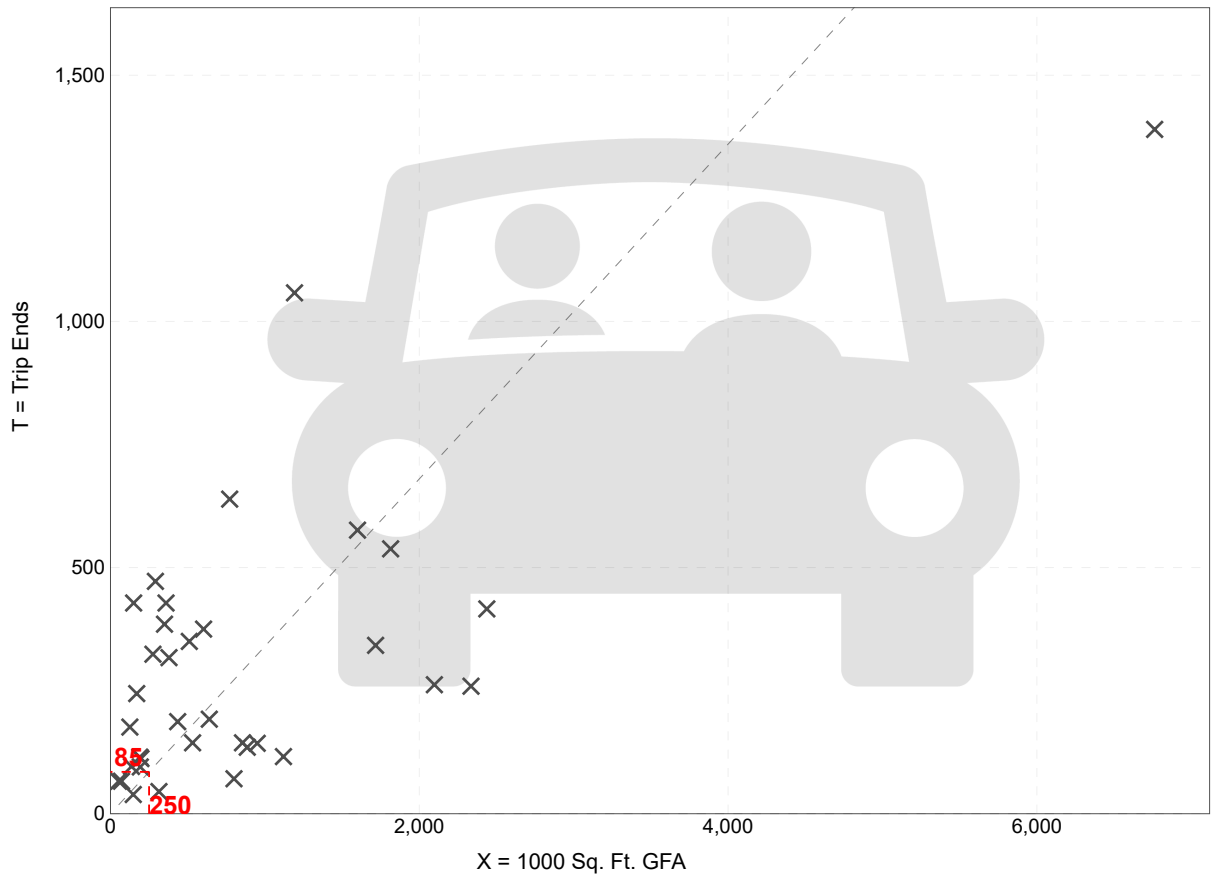
Industrial Park
(130)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Shopping Plaza (40-150k) - Supermarket - No (821)

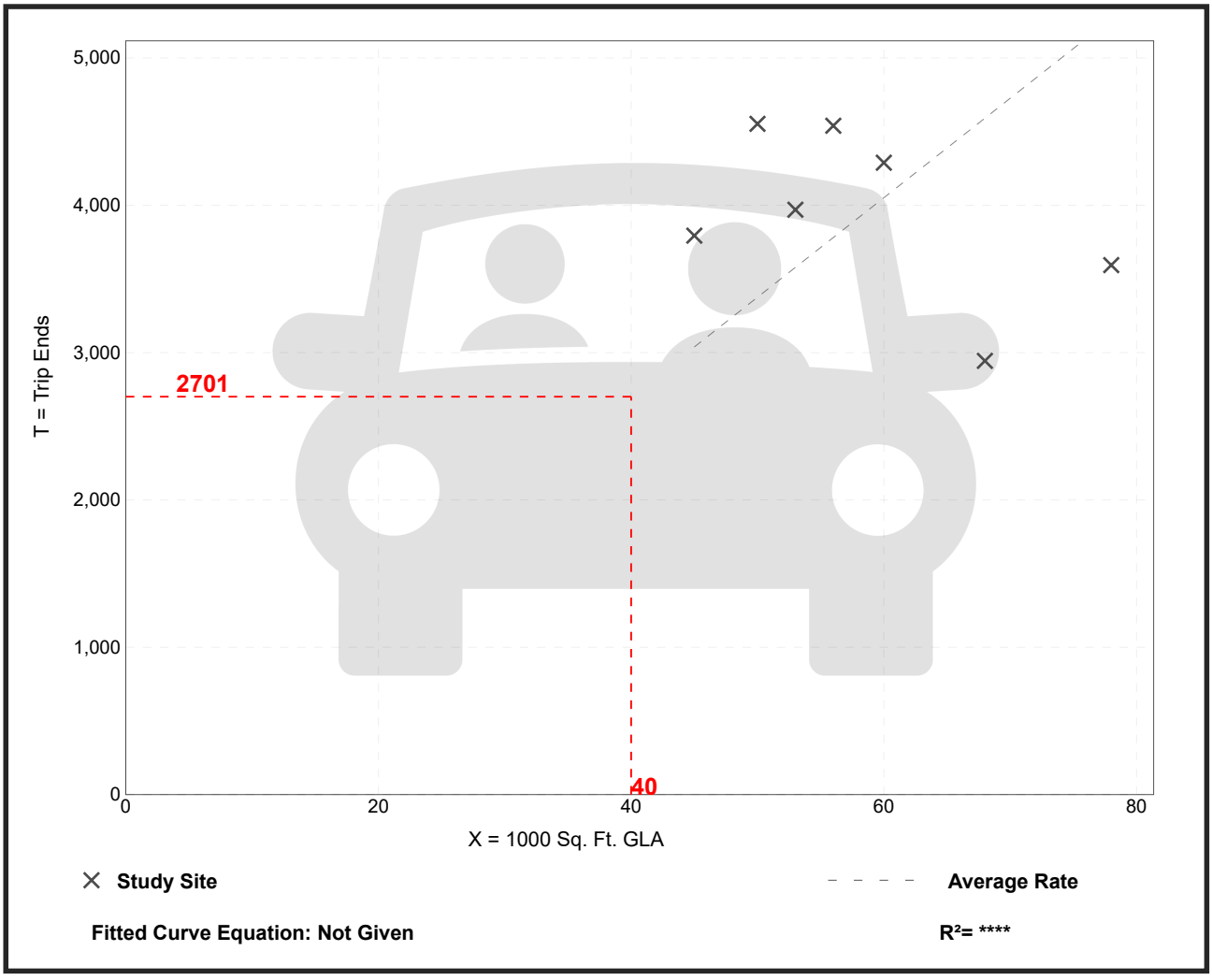
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. 1000 Sq. Ft. GLA: 59
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
67.52	43.29 - 91.06	19.25

Data Plot and Equation



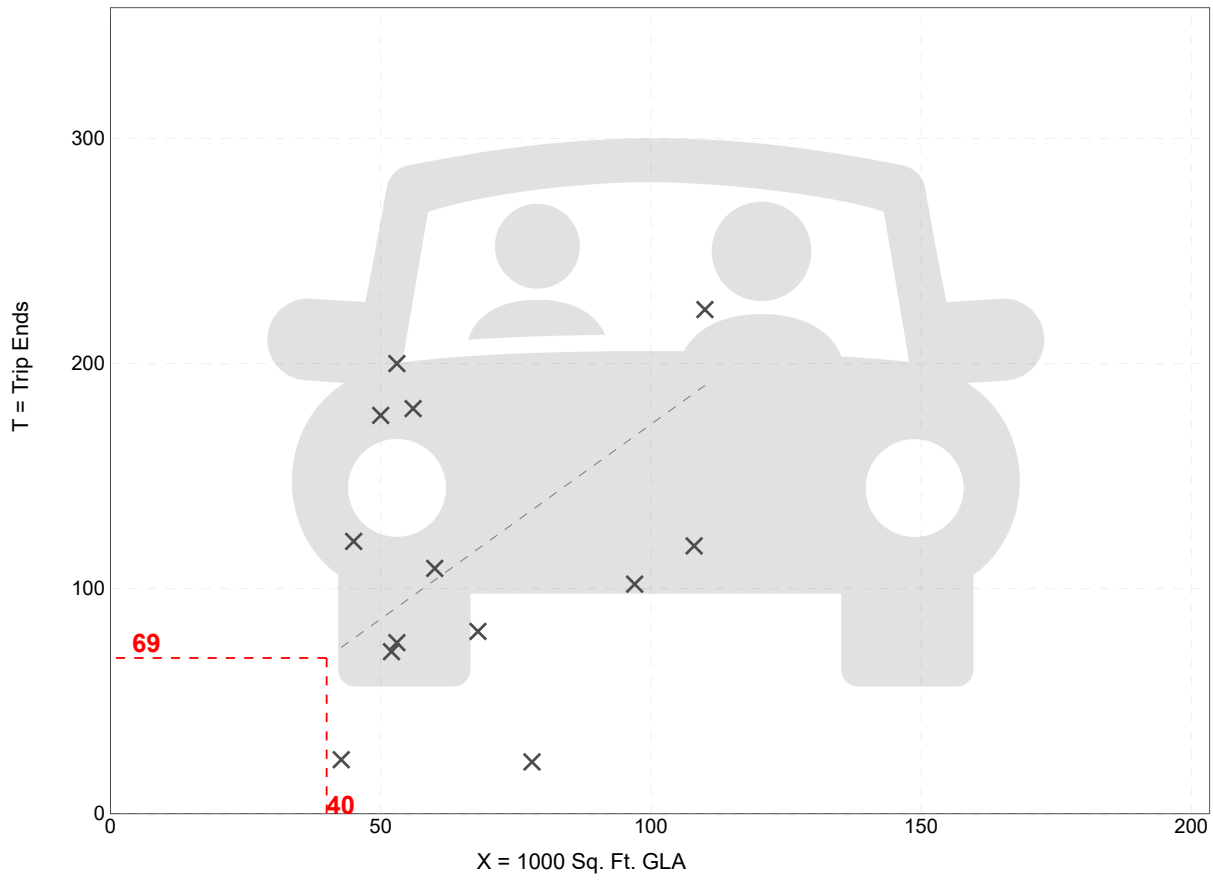
Shopping Plaza (40-150k) - Supermarket - No (821)

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: 13
Avg. 1000 Sq. Ft. GLA: 67
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.73	0.29 - 3.77	1.06

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

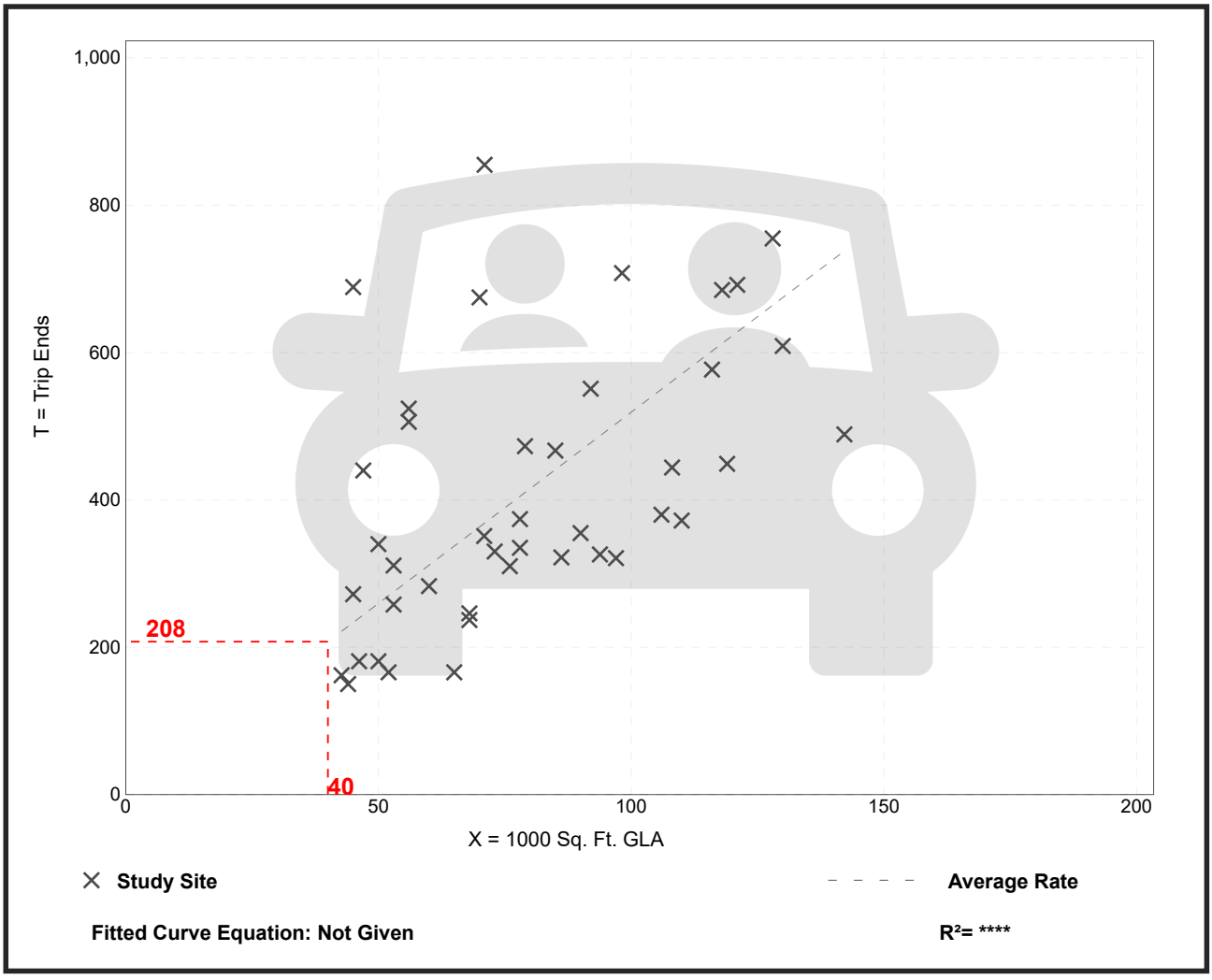
Shopping Plaza (40-150k) - Supermarket - No (821)

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: 42
Avg. 1000 Sq. Ft. GLA: 79
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

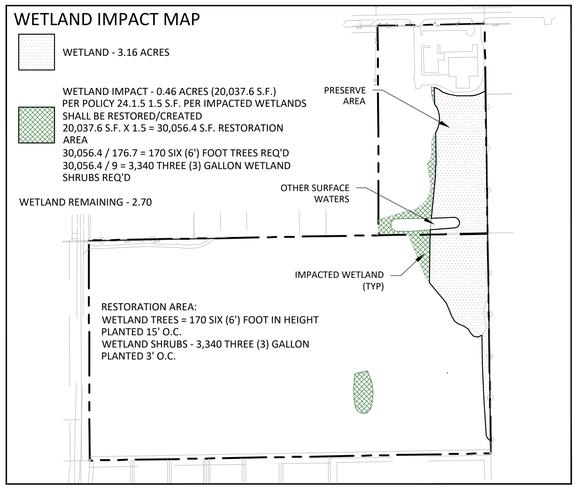
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

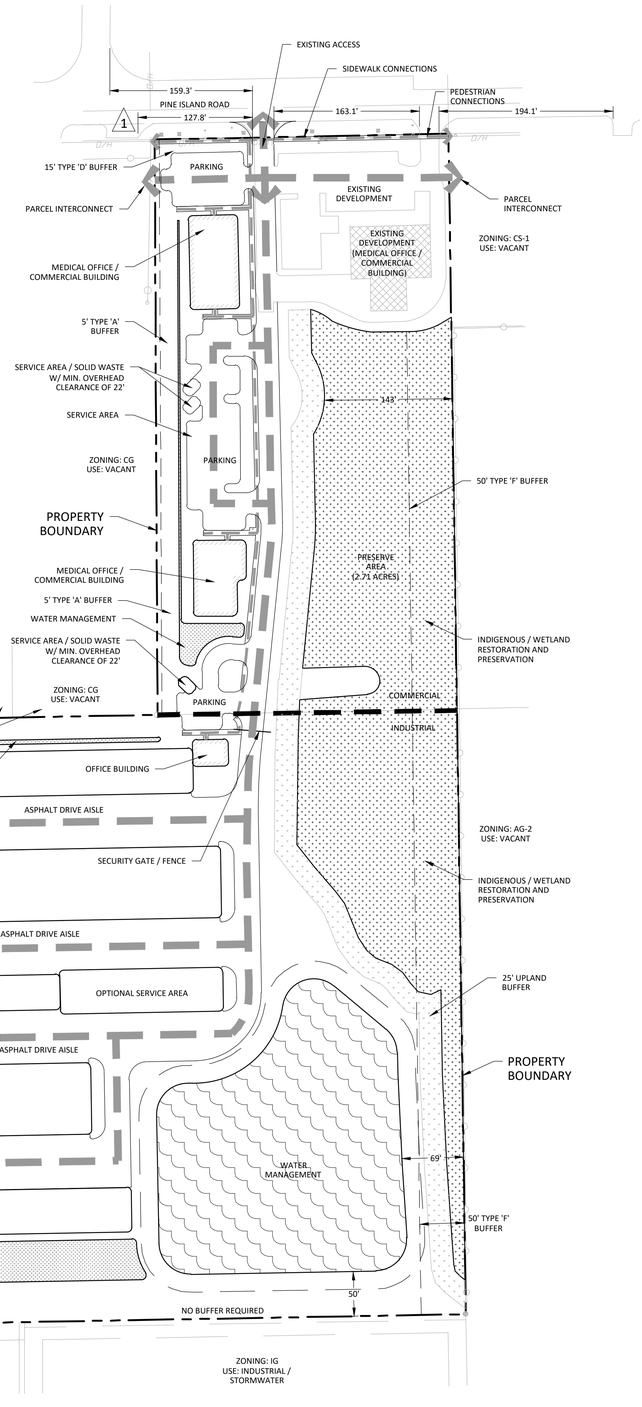
WETLAND IMPACT MAP

WETLAND - 3.16 ACRES

WETLAND IMPACT - 0.46 ACRES (20,037.6 S.F.)
PER POLICY 24.1.5 1.5 S.F. PER IMPACTED WETLANDS SHALL BE RESTORED/CREATED
20,037.6 S.F. X 1.5 = 30,056.4 S.F. RESTORATION AREA
30,056.4 / 176.7 = 170 SIX (6') FOOT TREES REQ'D
30,056.4 / 9 = 3,340 THREE (3) GALLON WETLAND SHRUBS REQ'D

WETLAND REMAINING - 2.70





n w e s

0 40 80 160

COMMERCIAL PORTION

INTENSITY	40,000 S.F.
SETBACKS (BUILDING)	PROPOSED
NORTH (SIDE)	25'
EAST (FRONT)	25'
WEST (REAR)	25'
SOUTH (SIDE)	N/A
WATER BODY SETBACK	25'
HEIGHT OF BUILDINGS	35'
OPEN SPACE	30%
MAX LOT COVERAGE	40%

INDUSTRIAL PORTION

INTENSITY	250,000 S.F.
SETBACKS (BUILDING)	PROPOSED
NORTH (SIDE)	20'
EAST (FRONT)	20'
WEST (REAR)	25'
SOUTH (SIDE)	20'
WATER BODY SETBACK	25'
HEIGHT OF BUILDINGS	35'
OPEN SPACE	20%
MAX LOT COVERAGE	40%

DEVIATIONS

1 DEVIATION FROM LDC 10-285, WHICH REQUIRES A CONNECTION SEPARATION OF 440 ALONG A PRINCIPAL ARTERIAL ROADWAY TO ALLOW 127' AT THE CLOSEST POINT OF SEPARATION. THIS WILL MEMORIALIZE THE EXISTING ACCESS INTO THE PARCEL.

NOTES:

THE PLANNED DEVELOPMENT COMPLIES OR WILL COMPLY WITH ALL APPLICABLE PORTIONS OF LAND DEVELOPMENT CODE, INCLUDING BUT NOT LIMITED TO, ARTICLE IV. - PLANNED DEVELOPMENT DISTRICTS. THE INTERNAL MECHANISMS OF THE SITE, SUCH AS WATER MANAGEMENT, ARE ALSO SUBJECT TO OTHER AGENCY PERMITTING REQUIREMENT. ALL OUTDOOR LIGHTING MUST COMPLY WITH SECTION 34-625.

OPEN SPACE CALCULATIONS:

TOTAL PROJECT AREA	±23.97 AC.
TOTAL COMMERCIAL AREA	±4.90 AC.
COMMERCIAL OPEN SPACE REQUIREMENT (30% OF TOTAL):	±1.47 AC.
TOTAL INDUSTRIAL AREA:	±19.07 AC.
INDUSTRIAL OPEN SPACE REQUIREMENT (20% OF TOTAL)	±3.81 AC.
TOTAL OPEN SPACE REQUIREMENTS:	
REQUIRED OPEN SPACE	±5.28 AC
PROVIDED OPEN SPACE	±5.28 AC
REQUIRED INDIGENOUS OPEN SPACE	±2.64 AC
PROVIDED INDIGENOUS OPEN SPACE	±2.71 AC*

*NOTE: 50% INDIGENOUS REQUIREMENT FOR BOTH THE COMMERCIAL AND INDUSTRIAL AREA IS MET THROUGH THE INDIGENOUS/WETLAND RESTORATION & PRESERVATION AREA

LEGEND:

- VEHICULAR / PARKING CIRCULATION
- PEDESTRIAN CONNECTION
- INDIGENOUS PRESERVATION / WETLANDS
- WATER MANAGEMENT / PRE-TREATMENT
- WATER MANAGEMENT
- EXISTING STRUCTURE

ensite
2401 FIRST STREET, SUITE 201
FORT MYERS, FLORIDA 33901
PH: (239)-226-0024
EB-26544 CA-LC26000374

JOE POLOTTO
MATLACHA, FL
CLIENT NAME AND ADDRESS

POLOTTO MPD
LEE COUNTY, FL
PROJECT NAME AND LOCATION

NO.	REVISION	DATE
R1	PER COUNTY COMMENTS	05-30-25
R2	PER COUNTY COMMENTS	08-25-25

REVISIONS DESCRIPTION

DATE:	09-24-24
PROJECT NO.	1466-01
FILE NO.	
SCALE:	AS SHOWN

MASTER CONCEPT PLAN
SHEET TITLE

MCP-01
SHEET NUMBER

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

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 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	368	0.37	C	387	0.39	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	131	0.15	C	138	0.16	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	F	1,115	1.24	F	1,172	1.30	City of Fort Myers
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	F	947	1.05	F	995	1.11	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	[4]
19900	PALM BEACH BLVD (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	1,900	C	1,306	0.69	C	1,471	0.77	
20000	PALM BEACH BLVD (SR 80)	ORTIZ AVE	I-75	6LD	D	2,814	C	1,453	0.52	C	1,624	0.58	
20100	PALM BEACH BLVD (SR 80)	I-75	SR 31	6LD	D	2,814	C	1,840	0.65	C	2,030	0.72	
20200	PALM BEACH BLVD (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,900	F	2,275	1.20	F	2,604	1.37	
20300	PALM BEACH BLVD (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	1,942	E	1,943	1.00	F	2,277	1.17	River Hall (f.k.a. Hawks Haven)
20330	PALM BEACH BLVD (SR 80)	WERNER DR	JOEL BLVD	4LD	C	1,785	C	1,457	0.82	C	1,735	0.97	
20400	PALM BEACH BLVD (SR 80)	JOEL BLVD	HENDRY CO. LINE	4LD	C	1,785	C	1,295	0.73	C	1,541	0.86	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	343	0.40	C	405	0.47	The Springs at Daniels Road
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	202	0.23	C	219	0.26	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	150	0.17	C	180	0.21	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	594	0.63	E	640	0.67	constrained
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	1,900	F	1,902	1.00	F	2,312	1.22	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	1,900	D	1,637	0.86	D	1,861	0.98	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	459	0.53	C	549	0.64	Heritage Isles
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	280	0.33	C	486	0.56	Heritage Isles
21800	PINE RIDGE RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	280	0.33	C	294	0.34	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	317	0.37	C	333	0.39	
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	651	0.76	D	684	0.80	
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	673	0.38	C	707	0.40	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	B	994	0.53	B	1,045	0.55	
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	B	1,319	0.70	B	1,386	0.73	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	B	1,396	0.74	B	1,467	0.78	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	78	0.09	D	658	0.76	[4]; Brightwater RPD (f.k.a. Stoneybrook North)
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	105	0.12	C	110	0.13	[4]
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	62	0.07	C	65	0.08	[4]
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	129	0.15	C	149	0.17	pre-development order res development
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	129	0.15	C	198	0.23	pre-development order res development
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	324	0.38	C	341	0.40	
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS BRIDGE	MAIN ST	2LD	D	1,900	C	1,114	0.59	C	1,208	0.64	constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	1,900	C	1,114	0.59	C	1,208	0.64	
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	1,180	C	702	0.59	C	762	0.65	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	1,180	C	702	0.59	C	762	0.65	
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	501	0.58	C	527	0.61	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	F	1,172	1.03	F	1,232	1.08	
23400	SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	269	0.31	C	283	0.33	
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	1,900	F	2,109	1.11	F	2,341	1.23	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,630	0.82	B	1,713	0.86	unincorporated Lee County
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	B	1,272	0.67	B	1,434	0.75	unincorporated Lee Co; Cr Mnr RPD/Ok Vill RPD
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	1,200	0.63	B	1,261	0.66	incorporated Lee County
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	1,200	0.42	A	1,261	0.44	incorporated Lee County
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	444	0.44	C	467	0.46	
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	C	514	0.56	C	540	0.59	
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	766/1180	E	966	1.26	E	1,168	0.99	

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

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	2LN/4LN	C	730/1942	E	1,068	1.46	B	1,317	0.68	Babcock MPD
24400	STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	191	0.22	C	201	0.23	[4]
24500	STRINGFELLOW RD	1ST AVE	BERKSHIRE RD	2LN	E	1,060	B	329	0.31	C	410	0.39	constrained; Tr Cove at Ch Est/Turtle Cy Subd
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	D	651	0.61	D	868	0.82	constrained; Villages of Pine Island
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	D	573	0.54	D	602	0.57	constrained
24800	STRINGFELLOW RD	PINELAND RD	MAIN ST	2LN	E	1,060	D	573	0.54	D	660	0.62	constrained; Bokeelia Harbor Resort
24900	SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	4LD	E	1,980	A	1,197	0.60	A	1,258	0.64	unincorporated Lee County
25000	SUMMERLIN RD	KELLY COVE RD	SAN CARLOS BLVD	4LD	E	1,980	A	1,197	0.60	A	1,258	0.64	unincorporated Lee County
25100	SUMMERLIN RD	SAN CARLOS BLVD	PINE RIDGE RD	6LD	E	3,000	A	1,781	0.59	A	1,872	0.62	unincorporated Lee County
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	3,000	A	1,781	0.59	A	1,872	0.62	unincorporated Lee County
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	3,000	A	1,781	0.59	A	1,872	0.62	unincorporated Lee County
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,900	C	1,621	0.85	C	1,704	0.90	unincorporated Lee County
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,880	B	1,858	0.65	B	1,953	0.68	unincorporated Lee County
25600	SUMMERLIN RD	COLLEGE PKWY	PARK MEADOW DR	6LD	E	2,880	B	2,022	0.70	B	2,125	0.74	unincorporated Lee County
25700	SUMMERLIN RD	PARK MEADOW DR	BOY SCOUT	6LD	E	2,880	B	2,022	0.70	B	2,125	0.74	unincorporated Lee County
25800	SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,197	0.66	D	1,258	0.69	
25900	SUMMERLIN RD	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,197	0.66	D	1,258	0.69	
26000	SUNRISE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	45	0.05	C	53	0.06	[4]
26100	SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	D	544	0.54	D	572	0.57	
26150	SUNSHINE BLVD	23RD ST SW	LEE BLVD	2LN	E	1,010	D	544	0.54	D	637	0.63	pre-development order res development
26200	SUNSHINE BLVD	LEE BLVD	W 12TH ST	2LN	E	1,010	E	738	0.73	E	839	0.83	pre-development order res development
26300	SUNSHINE BLVD	W 12TH ST	W 75TH ST	2LN	E	860	E	738	0.86	F	863	1.00	pre-development order res development
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,368	0.71	B	1,438	0.74	
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	B	806	0.42	B	926	0.48	Villages of San Carlos DRI (Portofino Vineyards)
26700	THREE OAKS PKWY	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	E	806	0.42	B	1,210	0.62	Alico Interchange Park DRI
26800	TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	234	0.27	C	247	0.29	
26900	TICE ST	ORTIZ AVE	STALEY RD	2LN	E	860	C	234	0.27	C	248	0.29	
27000	TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	A	1,033	0.52	A	1,162	0.59	[4]; unincorporated Lee County; Treeline ACP IPD
27030	TREELINE AVE	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	946	0.48	A	994	0.50	
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	946	0.48	A	994	0.50	
29800	US 41 (S TAMIAMI TR)	OLD 41	CORKSCREW RD	6LD	D	2,814	D	2,808	1.00	F	3,044	1.08	
29900	US 41 (S TAMIAMI TR)	CORKSCREW RD	SANIBEL BLVD	6LD	D	2,814	D	2,542	0.90	F	2,960	1.05	
30000	US 41 (S TAMIAMI TR)	SANIBEL BLVD	ALICO RD	6LD	D	2,814	D	2,801	1.00	F	3,191	1.13	
30100	US 41 (S TAMIAMI TR)	ALICO RD	ISLAND PARK RD	6LD	D	2,814	D	2,801	1.00	F	3,191	1.13	Island Park Commercial Center
30200	US 41 (S TAMIAMI TR)	ISLAND PARK RD	BRIARCLIFF RD	6LD	D	2,814	F	3,306	1.17	F	3,582	1.27	
30300	US 41 (S TAMIAMI TR)	BRIARCLIFF RD	SIX MILE PKWY	6LD	D	2,814	F	3,306	1.17	F	3,582	1.27	
30400	US 41 (S TAMIAMI TR)	SIX MILE PKWY	DANIELS PKWY	6LD	D	2,814	D	2,590	0.92	D	2,807	1.00	
30500	US 41 (CLEVELAND AVE)	DANIELS PKWY	COLLEGE PKWY	6LD	D	2,814	F	2,842	1.01	F	3,082	1.10	SR 739 6-ln design/right-of-way programmed
30600	US 41 (CLEVELAND AVE)	COLLEGE PKWY	SOUTH AIRPORT RD	6LD	D	2,814	F	2,842	1.01	F	3,082	1.10	SR 739 6-ln design/right-of-way programmed
30700	US 41 (CLEVELAND AVE)	SOUTH AIRPORT RD	BOY SCOUT RD	6LD	D	2,814	D	2,615	0.93	F	2,835	1.01	SR 739 6-ln design/right-of-way programmed
30800	US 41 (CLEVELAND AVE)	BOY SCOUT RD	NORTH AIRPORT RD	6LD	D	2,814	D	2,615	0.93	F	2,835	1.01	SR 739 6-ln design/right-of-way programmed
30810	US 41 (CLEVELAND AVE)	NORTH AIRPORT RD	COLONIAL BLVD	6LD	D	2,814	D	2,615	0.93	F	2,835	1.01	
30900	US 41 (CLEVELAND AVE)	CITY LIMITS	N. KEY DR	4LD	D	1,900	F	2,126	1.12	F	2,302	1.21	
31000	US 41 (CLEVELAND AVE)	N. KEY DR	HANCOCK B. PKWY	4LD	D	1,900	F	2,126	1.12	F	2,302	1.21	
31100	US 41 (CLEVELAND AVE)	HANCOCK B. PKWY	PONDELLA RD	4LD	D	1,900	F	2,126	1.12	F	2,302	1.21	
31200	US 41 (CLEVELAND AVE)	PONDELLA RD	SR 78	4LD	D	1,900	C	1,490	0.78	D	1,616	0.85	
31300	US 41 (CLEVELAND AVE)	SR 78	LITTLETON RD	4LD	D	1,942	C	1,490	0.77	C	1,616	0.83	Diplomat Property RPD/CPD; Merch Crssng DRI
31400	US 41 (N TAMIAMI TR)	LITTLETON RD	BUS 41	4LD	D	1,942	C	1,427	0.73	C	1,620	0.83	Coral Bay (aka Estates at Entrada RPD/CPD)

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Lee County Southwest Florida

Table 3(a) - Capital Improvement Program Detail Report FY23/24-FY27/28

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Responsible Department	Project Title	Project #	Fund	Code	Total Spent thru FY 21/22	FY 22/23 Adopted Budget	FY 22/23 Amended Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY 25/26 Proposed Budget	FY26/27 Proposed Budget	FY27/28 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
Community Development						**5,105,215**	**5,506,943**								**5,506,943**
	Wild Turkey Strand					5,004,630	5,406,358								5,406,358
Community Development	Wild Turkey Strand	20500948730	48730	E		2,502,315	2,703,179								2,703,179
Community Development	Wild Turkey Strand	20500930700	30700	GT		2,502,315	2,703,179								2,703,179
	Bob Janes Gopher Tortoise CIP					100,585	100,585								100,585
Community Development	Bob Janes Gopher Tortoise CIP	20077148730	48730	E		20,117	20,117								20,117
Community Development	Bob Janes Gopher Tortoise CIP	20077130700	30700	GT		20,117	20,117								20,117
Community Development	Bob Janes Gopher Tortoise CIP	20077140132	40132	E		20,117	20,117								20,117
Community Development	Bob Janes Gopher Tortoise CIP	20077138653	38653	I		20,117	20,117								20,117
Community Development	Bob Janes Gopher Tortoise CIP	20077130100	30100	GF-CIP		20,117	20,117								20,117
County Lands					**341,753,923**	**25,000**	**379,750**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**125,000**		**342,258,673**
County Lands	Conservation 2020	20880030103	30103	CONS	341,753,923	25,000	379,750	25,000	25,000	25,000	25,000	25,000	125,000		342,258,673
Innovation and Tech					**2,617,897**			**1,000,000**					**1,000,000**		**3,617,897**
Innovation and Tech	Fiber Optic Expand/Refresh	20887351500	51500	IT	2,617,897			1,000,000					1,000,000		3,617,897
Library					**3,688,877**	**10,453,903**	**15,520,697**	**57,500**					**57,500**		**19,267,074**
Library	Exterior Shade Structure	20073634800	34800	L	549,635	100,000	970,365	57,500					57,500		1,577,500
Library	Library Admin Relocation	20071234800	34800	L	1,730,256		500,000								2,230,256
Library	Riverdale Library Renovations	20070634800	34800	L	1,408,903		2,696,429								4,105,332
Library	South Cty Regional Renovations	20070734800	34800	L	83	10,353,903	11,353,903								11,353,986
Natural Resources					**10,358,677**	**5,360,266**	**20,095,128**	**5,562,103**	**10,334,150**	**17,141,500**	**15,862,790**	**16,631,640**	**65,532,183**	**100,000**	**96,085,988**
Natural Resources	Alico Rd. Drainage Imp	20072830100	30100	GF-CIP	5,500		110,470		5,582,150				5,582,150		5,698,120
Natural Resources	Bob Janes Restoration Project	20859930100	30100	GF-CIP	432,242		867,758	1,560,103					1,560,103		2,860,103
Natural Resources	Brantley-Dover Canal Impr	20073730100	30100	GF-CIP	12,825	212,000	349,175								362,000
Natural Resources	Caloosahatchee Canal L-3 Rehab	20860030100	30100	GF-CIP	66,448		133,552								200,000
Natural Resources	Caloosahatchee TMDL Compl	20858830100	30100	GF-CIP	2,570,386	400,000	714,348	400,000	400,000	400,000	400,000	400,000	2,000,000		5,284,734
Natural Resources	Canal H-7 Drainage Improvement	20071330100	30100	GF-CIP	173,657	130,000	217,434								391,091
Natural Resources	Crew Flint Pen Hydrologic Restoration	20077230100	30100	GF-CIP		500,000	500,000			5,000,000			5,000,000		5,500,000
Natural Resources	Deep Lagoon Hydro Presv Rest	20851730100	30100	GF-CIP	249,703		1,476,713			2,000,000			2,000,000		3,726,416
Natural Resources	EMWCD-Infrastructure Rep Grant	21072730100	30100	G	3,083,395		4,035,898								7,119,293
Natural Resources	Flood Remediation	20064830100	30100	GF-CIP	623,770		3,103,413							100,000	3,827,183
Natural Resources	Industrial Park Berm Improv	20071430100	30100	GF-CIP	158,880		3,654								162,534
Natural Resources	Kiker Preserve Berm	20073830100	30100	G,GF-CIP	153,688		572,609	750,000	750,000	6,000,000	6,000,000	7,800,000	21,300,000		22,026,297
Natural Resources	Lakes Park Phase III	20070930100	30100	GF-CIP	431,687	1,325,000	1,747,313	2,200,000					2,200,000		4,379,000
Natural Resources	Palm Creek Filter Marsh	20076130100	30100	GF-CIP	154,983		200,162		1,500,000				1,500,000		1,855,145
	Powell Creek/Old Bridge Park				1,050,230		399,770								1,450,000
Natural Resources	Powell Creek/Old Bridge Park	20860130100	30100	GF-CIP	285,155		390,845								676,000
Natural Resources	Powell Creek/Old Bridge Park	22860130100	30100	G	765,075		8,925								774,000
Natural Resources	Six Mile Cypress Slough South	20073930100	30100	GF-CIP		500,000	800,000			1,400,000			1,400,000		2,200,000
	Sunniland/9 Mile Run Drainage				135,479		1,164,522	652,000					652,000		1,952,001
Natural Resources	Sunniland/9 Mile Run Drainage	20855730100	30100	GF-CIP	135,479		864,522	652,000					652,000		1,652,001
Natural Resources	Sunniland/9 Mile Run Drainage	22855730100	30100	G			300,000								300,000
Natural Resources	Yellow Fever Crk Chain Imp	20850930100	30100	GF-CIP	1,055,804		405,071								1,460,875
Natural Resources	Ten Mile Canal South	20075530100	30100	GF-CIP		2,293,266	3,293,266		2,102,000	2,341,500	9,462,790	8,431,640	22,337,930		25,631,196
Parks and Recreation					**5,604,072**	**10,602,150**	**32,730,619**	**14,143,573**	**5,449,425**	**10,200,000**	**75,000**	**600,000**	**30,467,998**		**68,802,689**
	Able Canal Pathway				857,547		269,378	9,513,423					9,513,423		10,640,348
Parks and Recreation	Able Canal Pathway	20215438700	38700	I	255,622		244,378	4,150,773					4,150,773		4,650,773
Parks and Recreation	Able Canal Pathway	20215438652	38652	I	-			1,000,000					1,000,000		1,000,000
Parks and Recreation	Able Canal Pathway	21215430100	30100	G	601,925		25,000	4,362,650					4,362,650		4,989,575
	Big Carlos Pass Park							**120,000**	**850,000**				**970,000**		**970,000**
Parks and Recreation	**Big Carlos Pass Park**	**20079538700**	**38700**	**I**				**120,000**					**120,000**		**120,000**
Parks and Recreation	**Big Carlos Pass Park**	**20079530114**	**30114**	**T**					**850,000**				**850,000**		**850,000**
	Boca Grande Dog Park				670,339		430,660								1,100,999

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Parks and Recreation	Boca Grande Dog Park	20071838651	38651	I	670,339		80,660								750,999
Parks and Recreation	Boca Grande Dog Park	20071830100	30100	GF-CIP			350,000								350,000
Parks and Recreation	Boca Grande Tennis and Pickleball	20077830100	30100	GF-CIP		85,000	85,000	40,500	1,049,425				1,089,925		1,174,925
Parks and Recreation	**Hammond Stadium Light Poles**	**20078730102**	**30102**	**T**				**2,500,000**					**2,500,000**		**2,500,000**
Parks and Recreation	Larry Kiker Preserve	20071930114	30114	T	600,393		5,399,607		1,300,000	3,200,000			4,500,000		10,500,000
Parks and Recreation	Lavender's Landing Improvements	20073030100	30100	GF-CIP		200,000	200,000		575,000				575,000		775,000
	Lehigh Community Park Expansion				2,985,089	4,200,000	14,456,949								17,442,038
Parks and Recreation	Lehigh Community Park Expansion	20065138652	38652	I	2,985,089	3,000,000	7,497,136								10,482,225
Parks and Recreation	Lehigh Community Park Expansion	20065138700	38700	I		1,200,000	6,959,813								6,959,813
Parks and Recreation	NFM Shuffleboard Shade	20076430100	30100	GF-CIP	33,871	950,000	1,566,130								1,600,001
Parks and Recreation	Pine Island Dog Park	not assigned	38651	I							75,000	600,000	675,000		675,000
Parks and Recreation	Player Development Complex	20926030102	30102	T	239,127	1,350,000	4,184,874								4,424,001
Parks and Recreation	Rutenburg Park Improvements	20073338653	38653	I	66,524	1,790,000	2,023,476								2,090,000
Parks and Recreation	Schandler Hall Skate Park	20073438652	38652	I	1,700		273,300	142,500					142,500		417,500
Parks and Recreation	Shade Structures Parks & Playgrounds	20076330100	30100	GF-CIP	40,375	1,827,150	3,613,925	1,827,150					1,827,150		5,481,450
Parks and Recreation	Telegraph Creek Kayak Launch	20067038700	38700	I	109,107	200,000	227,320		275,000				275,000		611,427
Parks and Recreation	Trail System Expansion	200735		T					1,400,000	7,000,000			8,400,000		8,400,000
Public Safety					**20,881,861**	**3,311,801**	**68,319,664**	**6,539,696**	**4,035,696**				**10,575,392**		**99,776,917**
Public Safety	East Station	20077530100	30100	GF-CIP		96,000	96,000	1,500,000					1,500,000		1,596,000
Public Safety	**Cardiac Monitor Replacement**	**20078830100**	**30100**	**GF-CIP**				**2,100,000**					**2,100,000**		**2,100,000**
Public Safety	CDBG-MIT Hertz-Alico	21131030100	30100	GF-CIP			7,346,415								7,346,415
	EOC Expansion				1,395,633		45,604,190								46,999,823
Public Safety	EOC Expansion	20066430100	30100	GF-CIP	1,395,633		15,439,112								16,834,745
Public Safety	EOC Expansion	22066430100	30100	G			13,707,160								13,707,160
Public Safety	EOC Expansion	11129500100	00100	G			16,457,918								16,457,918
Public Safety	Fire Station Alerting	20077330100	30100	GF-CIP		315,000	315,000	250,000	250,000				500,000		815,000
	GCN Radio Replacement System				13,470,225		529,774								13,999,999
Public Safety	GCN Radio Replacement System	20066530100	30100	GF-CIP	7,815,059		184,940								7,999,999
Public Safety	GCN Radio Replacement System	20066552000	52000	GCN	5,655,166		344,834								6,000,000
	HMGP - Generators				506,063		7,988,177								8,494,240
Public Safety	HMGP - Generators	21071618200	18200	H	505,681		5,893,161								6,398,842
Public Safety	HMGP - Generators	20071630100	30100	GF-CIP	299		679,915								680,214
Public Safety	HMGP - Generators	20071618200	18200	H	83		1,415,101								1,415,184
Public Safety	Next Generation E911	20074115200	15200	EM	3,164,713	423,105	1,032,275								4,196,988
Public Safety	North Station	20077730100	30100	GF-CIP		96,000	96,000		3,096,000				3,096,000		3,192,000
Public Safety	PS/LCSO CAD Hardware	20074330100	30100	GF-CIP		189,696	1,770,833	189,696	189,696				379,392		2,150,225
Public Safety	PS/LCSO CAD System	20074230100	30100	GF-CIP	2,345,228										2,345,228
	South Central Station					96,000	1,126,000	1,500,000					1,500,000		2,626,000
Public Safety	South Central Station	20077430100	30100	GF-CIP		96,000	96,000	1,500,000					1,500,000		1,596,000
Public Safety	South Central Station	20077438900	38900	I			1,030,000								1,030,000
	Southeast Station					2,096,000	2,415,000	1,000,000	500,000				1,500,000		3,915,000
Public Safety	Southeast Station	20077630100	30100	GF-CIP		2,096,000	2,096,000	1,000,000	500,000				1,500,000		3,596,000
Public Safety	Southeast Station	20077638900	38900	I			319,000								319,000
Solid Waste					**2,073,079**	**18,888,840**	**36,126,180**	**23,814,600**	**40,904,100**	**41,513,500**	**6,096,800**	**10,900,000**	**123,229,000**		**161,428,259**
Solid Waste	**Ash Monofill Sideslope Closure**	**not assigned**	**40132**	**E**						**1,568,000**	**4,056,000**		**5,624,000**		**5,624,000**
Solid Waste	Buckingham Resource Area	20075140132	40132	E		330,000	330,000	770,000					770,000		1,100,000
Solid Waste	Buckingham Scale Improvements	20068040132	40132	E	105,471		559,529								665,000
Solid Waste	**Class I Phase IV Update**	**not assigned**	**40132**	**E**							**2,000,000**	**10,900,000**	**12,900,000**		**12,900,000**
Solid Waste	Compost Facility & Well Imprvmnt	20065740132	40132	E	570,341		185,659								756,000
Solid Waste	Hendry Cnty Transfer Station	20062440132	40132	E	190,857	700,000	3,834,144	6,400,000					6,400,000		10,425,001
Solid Waste	Landfill Class I Update	20095640132	40132	E	679,558	6,000,000	12,234,615								12,914,173
Solid Waste	Landfill Class III Update	20071540132	40132	E		400,000	400,000	2,400,000	2,168,000	9,567,000			14,135,000		14,535,000

Lee County Southwest Florida

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Responsible Department	Project Title	Project #	Fund	Code	Total Spent thru FY 21/22	FY 22/23 Adopted Budget	FY 22/23 Amended Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY 25/26 Proposed Budget	FY26/27 Proposed Budget	FY27/28 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
Solid Waste	Landfill Gas Collection System	20093640132	40132	E	5,479	1,300,000	1,400,000								1,405,479
Solid Waste	Lee County Compost Facility	20075240132	40132	E	47,013	1,400,000	2,152,987	4,800,000					4,800,000		7,000,000
Solid Waste	Lee Hendry Landfill Connectivity	20075340132	40132	E			476,000								476,000
Solid Waste	Material Recovery Facility	20075440132	40132	E	5,900	7,620,000	9,114,100	9,222,000	38,544,400	30,181,400			77,947,800		87,067,800
Solid Waste	Parts and Equipment Storage	20095540132	40132	E	53,981		837,000								890,981
Solid Waste	Recycling Facilities	20076840132	40132	E		904,000	904,000								904,000
Solid Waste	Umbrella-Buckingham Upgrades	20068140132	40132	E	126,498		134,504	190,800					190,800		451,802
Solid Waste	Umbrella-Generators-mult sites	20068340132	40132	E	34,930		341,070								376,000
Solid Waste	Umbrella-Mechanical Systems	20068440132	40132	E	235,657	30,900	93,043	31,800	32,700	33,600	40,800		138,900		467,600
Solid Waste	Umbrella-Scales	20068540132	40132	E		203,940	325,940		159,000	163,500			322,500		648,440
Solid Waste	WTE Facilities Hardening	21076540132	40132	G	17,394		2,803,589								2,820,983
Transit					**3,778,647**	**3,260,182**	**11,292,864**	**535,000**	**535,000**	**535,000**	**535,000**	**535,000**	**2,675,000**		**17,746,511**
	ADA & Passenger Amenities				71,104		637,499	535,000	535,000	535,000	535,000	535,000	2,675,000		3,383,603
Transit	ADA & Passenger Amenities	20886448640	48640	G			67,499	35,000	35,000	35,000	35,000	35,000	175,000		242,499
Transit	ADA & Passenger Amenities	21886448640	48640	G	71,104		570,000	500,000	500,000	500,000	500,000	500,000	2,500,000		3,141,104
Transit	Lehigh Acres Park & Ride	21072448640	48640	G	165,575	2,860,182	5,974,872								6,140,447
Transit	NFM Super Stop	21077048640	48640	G		400,000	400,000								400,000
	South Park&Ride Trsf Stations				3,541,968		4,280,493								7,822,461
Transit	South Park&Ride Trsf Stations	20889448640	48640	G	900,306		520,153								1,420,459
Transit	South Park&Ride Trsf Stations	21889448640	48640	G	2,641,662		3,760,340								6,402,002
Transportation					**79,554,215**	**119,124,107**	**358,555,482**	**18,762,118**	**71,928,332**	**59,277,176**	**236,743,460**	**94,390,864**	**481,101,950**	**462,191,764**	**1,381,403,411**
	Alico Road Connector				5,865,862	10,759,314	20,125,037	4,547,555	13,000,000	55,682,342		92,000,000	165,229,897	39,272,804	230,493,600
Transportation	Alico Road Connector	20924530700	30700	GT	2,800	6,759,314	14,647,212			27,682,342		40,000,000	67,682,342	39,272,804	121,605,158
Transportation	Alico Road Connector	20924538825	38825	I	5,863,062	4,000,000	5,477,825	4,547,555		8,000,000		6,000,000	18,547,555		29,888,442
Transportation	Alico Road Connector	20924538823	38823	I					13,000,000	20,000,000		16,000,000	49,000,000		49,000,000
Transportation	Alico Road Connector	20924530720	30720	ST								30,000,000	30,000,000		30,000,000
	Bicycle/Pedestrian Facilities				23,377,364	2,003,160	8,793,098	2,003,160	6,570,350	2,694,834	11,363,460	1,490,864	24,122,668		56,293,130
Transportation	Bicycle/Pedestrian Facilities	20600238821	38821	I			132,218								132,218
Transportation	Bicycle/Pedestrian Facilities	20600238822	38822	I	1,327,896	495,000	2,217,292	495,000	271,073	546,250	1,549,506		2,861,829		6,407,017
Transportation	Bicycle/Pedestrian Facilities	20600238823	38823	I	2,209,051		2,272,437				245,575		245,575		4,727,063
Transportation	Bicycle/Pedestrian Facilities	20600238824	38824	I	1,420,661	138,793	327,096		337,511	259,280	1,940,688	1,490,864	4,028,343		5,776,100
Transportation	Bicycle/Pedestrian Facilities	20600238825	38825	I	116,359		1,278,119	138,793	135,801	1,889,304	780,858		2,944,756		4,339,234
Transportation	Bicycle/Pedestrian Facilities	20600230700	30700	GT	18,303,397	1,369,367	2,565,936	1,369,367	5,825,965		6,846,833		14,042,165		34,911,498
	Big Carlos Pass Bridge Replace				6,090,725		97,859,141								103,949,866
Transportation	Big Carlos Pass Bridge Replace	20572430700	30700	GT			486,435								486,435
Transportation	Big Carlos Pass Bridge Replace	20572430720	30720	ST	6,090,725		13,131,560								19,222,285
Transportation	Big Carlos Pass Bridge Replace	20572430721	30721	ST			11,000,000								11,000,000
Transportation	Big Carlos Pass Bridge Replace	20572431203	31203	D			25,000,000								25,000,000
Transportation	Big Carlos Pass Bridge Replace	11129500100	00100	G			48,241,146								48,241,146
Transportation	Cape Coral Bdg WP Span Repl	20924830721	30721	ST	1,161,114	3,119,516	18,307,104				224,480,000		224,480,000		243,948,218
Transportation	Midpoint Bridge	20076930721	30721	D,ST		15,473,314	15,473,314							279,931,305	295,404,619
	Corkscrew Road				16,564,044	26,180,139	38,498,960	4,999,575					4,999,575		60,062,579
Transportation	Corkscrew Road	20066930100	30100	GF-CIP	5,560,738		378,446								5,939,184
Transportation	Corkscrew Road	20066930700	30700	CONT.GT	6,454,233		8,156,602	4,999,575					4,999,575		19,610,410
Transportation	Corkscrew Road	20066931203	31203	D		26,180,139	28,180,139								28,180,139
Transportation	Corkscrew Road	22066930700	30700	G	1,585,408		747,438								2,332,846
Transportation	Corkscrew Road	20066938825	38825	I	2,963,665		1,036,335								4,000,000
	Gateway/Griffin Roundabout				470,702		9,133,960								9,604,662
Transportation	Gateway/Griffin Roundabout	20067138823	38823	I	215,862		3,004,138								3,220,000
Transportation	Gateway/Griffin Roundabout	20067130700	30700	GT	254,840		1,329,822								1,584,662
Transportation	Gateway/Griffin Roundabout	2006731203	31203	D			4,800,000								4,800,000
Transportation	Hickory Bridge Replacement	20508330720	30720	ST		8,188,912	8,188,912		4,770,011				4,770,011	99,351,742	112,310,665

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Transportation	Lee Blvd Traffic Signals	20063730700	30700	GT	752,930		682,200								1,435,130
	Ortiz 4L/Colonial-MLK				1,885,450		33,368,279								35,253,729
Transportation	Ortiz 4L/Colonial - MLK	20061338823	38823	I	1,885,450		19,630,897								21,516,347
Transportation	Ortiz 4L/Colonial - MLK	20061331203	31203	D			11,562,382								11,562,382
Transportation	Ortiz 4L/Colonial - MLK	22061330700	30700	G			2,175,000								2,175,000
	Ortiz Ave MLK to Luckett				2,383,017	4,242,273	4,796,696							43,635,913	50,815,626
Transportation	Ortiz Ave MLK to Luckett	20407230700	30700	GT		4,242,273	4,242,273							43,635,913	47,878,186
Transportation	Ortiz Ave MLK to Luckett	20407238823	38823	I	2,383,017		554,423								2,937,440
Transportation	Signal System ATMS Upgrade	20675930700	30700	GT	7,504,288	750,000	1,637,045	750,000	750,000	750,000	750,000	750,000	3,750,000		12,891,333
	Three Oaks Extension North				12,842,258	35,257,479	87,965,148	6,311,828	46,687,971				52,999,799		153,807,205
Transportation	Three Oaks Extension North	20405330700	30700	GT	10,305,056		46,507,669	6,311,828	10,687,971				16,999,799		73,812,524
Transportation	Three Oaks Extension North	20405331203	31203	D		35,257,479	30,457,479								30,457,479
Transportation	Three Oaks Extension North	20405338823	38823	I	2,077,537		1,000,000		25,000,000				25,000,000		28,077,537
Transportation	Three Oaks Extension North	20405338824	38824	I	459,665		10,000,000		11,000,000				11,000,000		21,459,665
	Toll Interoperability				656,461	150,000	476,588	150,000	150,000	150,000	150,000	150,000	750,000		1,883,049
Transportation	Toll Interoperability	20581842133	42133	ST	106,668	30,000	99,414	30,000	30,000	30,000	30,000	30,000	150,000		356,082
Transportation	Toll Interoperability	20581842135	42135	ST	549,793	120,000	377,174	120,000	120,000	120,000	120,000	120,000	600,000		1,526,967
	Toll System Replacement					13,000,000	13,250,000								13,250,000
Transportation	Toll System Replacement	20061542133	42133	ST		2,600,000	2,650,000								2,650,000
Transportation	Toll System Replacement	20061542135	42135	ST		10,400,000	10,600,000								10,600,000
Utilities					**118,364,528**	**80,435,440**	**180,320,600**	**74,838,250**	**151,855,000**	**164,065,000**	**115,065,000**	**64,115,000**	**568,938,250**	**68,165,000**	**935,788,378**
Utilities	Alico Road Connector - LCDOT	20079348730	48730	E				2,000,000	2,000,000				4,000,000		4,000,000
Utilities	Ben Hill Griffin FM Improve S	20733448713	48713	E	423,820	3,136,440	3,662,620	3,800,000					3,800,000		7,886,440
Utilities	Big Carlos Pass	20074448730	48730	E		1,500,000	1,500,000	763,250					763,250		2,263,250
Utilities	CFM Flow Diversion	20074648713	48713	E			700,000	335,000					335,000		1,035,000
Utilities	Replacement	20762248720	48720	E	1,415,493	500,000	6,236,706	500,000					500,000		8,152,199
Utilities	Corkscrew Road Widening	20067548730	48730	E	5,246,930	3,400,000	6,379,152	5,570,000	7,000,000				12,570,000		24,196,082
Utilities	Cybersecurity Risk Assessment	20078048730	48730	E		750,000	750,000	1,350,000					1,350,000		2,100,000
Utilities	Relocation - FDOT	not assigned	48730	E					3,000,000				3,000,000		3,000,000
Utilities	DOT Proj Utility Relocations	20741648730	48730	E	4,159,190	500,000	2,583,800		500,000	500,000	500,000	500,000	2,000,000	2,000,000	10,742,990
Utilities	Electrical Equip Upgrd&Repl	20742948730	48730	E	6,029,359	210,000	932,546	820,000	650,000	410,000	235,000	235,000	2,350,000	1,025,000	10,336,905
Utilities	FGCU Sewer	20730448730	48730	E	911,794		119,259	50,000	250,000				300,000		1,331,053
Utilities	FGCU Water	20719748730	48730	E	1,642,578		81,380	50,000	255,000				305,000		2,028,958
Utilities	Fiesta Village Swr Coll Sys Im	20729348713	48713	E	157,305		2,508,294								2,665,599
Utilities	Fiesta Village WWTP Deep Well	20925148730	48730	D,E	10,307,108	7,800,000	11,615,988						-		21,923,096
Utilities	Fiesta Village WWTP Rm Upgrd	20061648730	48730	E	8,343,505	3,020,000	1,819,818	500,000					500,000		10,663,323
Utilities	FMB Belt Press Replacement	20067648730	48730	E,G	272,591	3,000,000	3,135,351	2,000,000					2,000,000		5,407,942
Utilities	FMB Deep Injection Well #2	20061748730	48730	E	3,828,713		7,920,382						-		11,749,095
Utilities	FMB Filter Controls Upgrade	20074848720	48720	E		580,000	580,000						-		580,000
Utilities	FMB Main Switchgear Repl	20062648720	48720	E,G	95,628	2,500,000	2,929,373	6,525,000					6,525,000		9,550,001
	FMB WRF Capacity Restoration Project				474,015	2,000,000	2,225,985	3,000,000	41,000,000	46,000,000	46,000,000	40,000,000	176,000,000	31,000,000	209,700,000
Utilities	FMB WRF Capacity Restoration Project	20061948713	48713	E		2,000,000	2,000,000								2,000,000
Utilities	FMB WRF Capacity Restoration Project	20061948730	48730	E	474,015		225,985	3,000,000	41,000,000	46,000,000	46,000,000	40,000,000	176,000,000	31,000,000	207,700,000
Utilities	**Generator Replacements (FEMA)**	**20079248730**	**48730**	E					**2,300,000**				**2,300,000**		**2,300,000**
Utilities	Green Meadows 2nd Deep Inj	20746148730	48730	E		500,000	500,000	1,400,000	7,000,000	7,500,000			15,900,000		16,400,000
Utilities	**Hancock Bridge Sidewalk Utility**	**20078948730**	**48730**	E				**1,100,000**					1,100,000		**1,100,000**
Utilities	Lazy Days Water Main Replaceme	20065548720	48720	E	1,164,765	319,000	377,714								1,542,479
Utilities	LCU Generator Replace/Improve	20744448730	48730	E	2,425,201	660,000	1,375,325	50,000	200,000	50,000	50,000	50,000	400,000	250,000	4,450,526
Utilities	Littleton Road Widening - LCDOT	20078248730	48730	E		500,000	500,000	1,100,000					1,100,000		1,600,000
Utilities	**LT LS Recovery and Harden (FEMA)**	**20079048720**	**48720**	E				**500,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**12,500,000**		**12,500,000**
Utilities	**LS 5507 & Force Main Replace(FEMA)**	**20079148730**	**48730**	E				**1,000,000**	**2,000,000**				**3,000,000**		**3,000,000**
Utilities	Master Pump Station 6600 Upgrd	20063848730	48730	E	358,295	800,000	986,705	910,000	-				910,000		2,255,000

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Utilities	Metro Pkwy - FDOT	20078348730	48730	E		500,000	500,000		500,000	6,500,000			7,000,000		7,500,000
	NLC WTP Expansion to 15 MGD				3,943,735	18,500,000	32,356,265	4,000,000	10,000,000				14,000,000		50,300,000
Utilities	NLC WTP Expansion to 15 MGD	20063348712	48712	E,D	3,943,735	10,000,000	23,856,265								27,800,000
Utilities	NLC WTP Expansion to 15 MGD	20063348730	48730	E,D		8,500,000	8,500,000	4,000,000	10,000,000				14,000,000		22,500,000
Utilities	NLC WTP RO Pump Upgrades	not assigned	48730	E								1,000,000		8,000,000	8,000,000
	NLC WTP Wellfield Expansion to				11,598,091		19,770,084	3,725,000	8,500,000	7,225,000			19,450,000		50,818,175
Utilities	NLC WTP Wellfield Expansion to	20761948712	48712	E	10,189,076		17,570,084	3,725,000	2,500,000				6,225,000		33,984,160
Utilities	NLC WTP Wellfield Expansion to	20761948730	48730	E	1,409,015		2,200,000		6,000,000	7,225,000			13,225,000		16,834,015
Utilities	North-South WM-SR 80	20062848730	48730	E	661,352		550,000								1,211,352
Utilities	Operations Building Replacement	20745448730	48730	E	2,453,314		480,940								2,934,254
Utilities	Ortiz Av FM-SR 82 to Colonial	20065648720	48720	E	178,769		2,458,160	1,000,000					1,000,000		3,636,929
Utilities	Ortiz Utility Relocation MLK-SR80	20075048730	48730	E			500,000		2,000,000	4,000,000			6,000,000		6,500,000
Utilities	Pine Island WWTP Deep Bed Sand Filt	20746548730	48730	E	-	470,000	470,000		1,600,000				1,600,000		2,070,000
Utilities	Remote Telemetry Replacement	20762348730	48730	E	5,054,049		2,557,464								7,611,513
Utilities	RSW Trans Line-Ben Hill/Treeln	20719348712	48712	E	2,796,524	4,400,000	6,370,262	2,400,000					2,400,000		11,566,786
Utilities	SE Force Mains	20067348730	48730	E		500,000	500,000	3,000,000	6,500,000	12,000,000	10,000,000	1,000,000	32,500,000		33,000,000
	SE Wellfield Expansion					500,000	2,050,000	1,600,000	3,500,000	10,500,000	4,000,000	1,500,000	21,100,000	20,000,000	43,150,000
Utilities	SE Wellfield Expansion	20078148712	48712	E		500,000	1,300,000	1,600,000	3,500,000	3,500,000	4,000,000	1,500,000	14,100,000	20,000,000	35,400,000
Utilities	SE Wellfield Expansion	20078148730	48730	E			750,000			7,000,000			7,000,000		7,750,000
Utilities	Secondary Contain for Chemical Tanks	20745648730	48730	E	351,570	270,000	420,000		1,320,000				1,320,000		2,091,570
	SEWRF-SE Water Reclaim Fac				2,341,451	1,750,000	3,106,830	7,000,000	32,500,000	55,000,000	48,200,000	15,000,000	157,700,000		163,148,281
Utilities	SEWRF-SE Water Reclaim Fac	20746748713	48713	E	2,341,451	1,750,000	3,106,830	7,000,000	9,000,000	5,000,000			21,000,000		26,448,281
Utilities	SEWRF-SE Water Reclaim Fac	20746748730	48730	E					23,500,000	50,000,000	48,200,000	15,000,000	136,700,000		136,700,000
Utilities	Summerlin Rd 20" FM Replacemen	20065348730	48730	E	3,960,452		7,578,550								11,539,002
Utilities	Three Oaks Second DIW	20078548730	48730	E		500,000	500,000	1,300,000	7,500,000	7,500,000			16,300,000		16,800,000
Utilities	Three Oaks WRF Expansion	20072348713	48713	E	3,706,982	16,700,000	28,193,018	9,300,000	3,000,000				12,300,000		44,200,000
Utilities	Tice Area WM Replacement	20063948730	48730	E	1,024,313	650,000	2,298,953						-		3,323,266
Utilities	US 41 WM Replacements	20067848730	48730	E	150,390		374,611	3,015,000					3,015,000		3,540,001
Utilities	US41 S WM Replacement (IslPk/JonBay)	20078648720	48720	E		250,000	250,000	40,000	1,600,000				1,640,000		1,890,000
Utilities	Wastewater System Improvements	20722948730	48730	E	4,925,861	350,000	780,144	700,000	700,000	700,000	350,000	350,000	2,800,000	1,050,000	9,556,005
Utilities	Wastewater Treatment Plant Imp	20713848730	48730	E	6,907,306	195,000	391,795	2,275,000	450,000	650,000	950,000	450,000	4,775,000	1,500,000	13,574,101
Utilities	Water System Improvements	20709448730	48730	E	9,052,921	1,750,000	2,877,608	650,000	650,000	650,000	650,000	650,000	3,250,000	1,950,000	17,130,529
Utilities	Water Treatment Plt Improv	20726848730	48730	E	6,783,100	95,000	1,548,025	380,000	250,000	750,000	1,000,000	250,000	2,630,000	1,000,000	11,961,125
Utilities	Well Redevelop/Upgrd&Rebuild	20714948720	48720	E	4,440,831	130,000	303,476	130,000	130,000	130,000	130,000	130,000	650,000	390,000	5,784,307
Utilities	Wells D25&S25 Relocation/Repla	20065248730	48730	E		1,250,000	1,850,000								1,850,000
Utilities	Winkler Rd. Watermain Improvements	20927048712	48712	E	717,058		806,192	1,000,000					1,000,000		2,523,250
Utilities	Wtr/Swr Line Reloc-3 Oaks	20742648730	48730	E	60,170		1,057,825		2,000,000	1,000,000			3,000,000		4,117,995
	Grand Total				**588,675,777**	**256,566,904**	**728,847,927**	**145,277,840**	**285,066,703**	**292,757,176**	**374,403,050**	**187,197,504**	**1,283,702,273**	**530,456,764**	**3,131,682,741**

Code Legend	
A=Advalorem	GF-CIP= General Fund Capital Imp
BP=BP	GT=Gas Tax
CONS= Conservation 2020	H=All Hazards
CONT=Contribution	I=Impact Fees
D=Debt	IT=Innovation and Technology
E=Enterprise	L= Library Advalorem
E-911= E-911 Operations	ST=Surplus Tolls
G=Grant	T=Tourist Development Tax
GIF=Growth Inc Fund	

Reconciling Items	
Grand Total	145,277,840
Utilities Loan	(23,410,000)
System Balance 8/15/23	121,867,840

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 9/7/2024 1:2

Five Year Work Program

Selection Criteria	
District 01	**2025-2029 AD**
Lee County	**Item Number:**436926-2

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAYDistrict 01 - Lee County
Description: PINE ISLAND RD FROM STRINGFELLOW RD TO VETERANS PKWY
Type of Work: BIKE PATH/TRAIL View Scheduled Activities
Item Number: 436926-2
Length: 5.466 View Map of Item

Project Detail

Fiscal Year:	**2025**	**2026**	**2027**	**2028**	**2029**
Highways/Preliminary Engineering					
Amount:	$1,001	$3,500,000			

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 323

View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 9/7/2024 1:2

Five Year Work Program

Selection Criteria	
District 01	**2025-2029 AD**
Lee County	**Item Number:**452833-1

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAYDistrict 01 - Lee County
Description: PINE ISLAND ROAD - STRINGFELLOW ROAD TRAFFIC CIRCLE
Type of Work: ROUNDABOUT View Scheduled Activities
Item Number: 452833-1
Length: 0.220 View Map of Item

Project Detail

Fiscal Year:	**2025**	**2026**	**2027**	**2028**	**2029**
Highways/Construction					
Amount:	$2,800,000				

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 323

View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

DCI2025-00003 Lee County

Additional Info Dated 11-20-2025

LeeTran SYSTEM MAP

Diagrama del Sistema
Kat Sistèm



Routes / Rutas / Wout yo

- 5 Edison Mall/Forum
- 10 Edison Mall/Michigan Ave. & Marsh Ave.
- 15 Rosa Parks/Tice
- 20 Palm Beach Blvd. & Marsh Ave./Rosa Parks
- 30 S. Fort Myers Transfer Station/Camelot Isles
- 40 Cape Transfer Ctr./Coralwood Mall
- 50 RSW Airport/Beach Park & Ride
- 60 Gulf Coast Town Ctr. Circulator
- 70 Rosa Parks/Cape Transfer Ctr.
- 80 Edison Mall/S. Fort Myers Transfer Station
- 100 Rosa Parks/Old Olga Rd. & Cristabol St.
- 110 Edison Mall/Plaza Dr. & Homestead Rd.
- 120 Edison Mall/Cape Transfer Ctr.
- 130 Edison Mall/Beach Park & Ride
- 140 Merchants Crossing/S. Fort Myers Transfer Station
- 240 Coconut Point Mall/S. Fort Myers Transfer Station
- 410 Bowditch Park/Lovers Key
- 490 Beach Park & Ride/Times Square
- 515 Homestead Plaza Dr./Joel & 12th
- 590 Merchants Crossing Circulator
- 595 Merchants Crossing/Pondella Rd. Circulator
- 600 Coconut Point/Creekside Transfer Point

Downtown Trolleys Available Seasonally
(See detailed map below)

Downtown Trolleys Available Seasonally

ULTRA On Demand Transit
A service provided by LeeTran

Lehigh Acres Ultra Service Area Zone



Bonita Springs Ultra Service Area Zone



Map Symbols - Símbolos del Mapa

- Bus Route — Línea de Autobús
- Select Trips Only — Viajes Seleccionados
- Route Direction — Dirección de Línea
- CAT Collier Area Transit Route — Línea de Tránsito del Área Collier
- Sunday Only Route
- A.M. or P.M. Express Route
- Seasonal Beach Tram Available November-April
- Transfer Locations — Lugares de transferencia
- Interline Locations — Interlínea de transferencia

Interlined routes allow riders to continue on to their destination without transferring buses.

Las rutas interlineadas permiten a los pasajeros continuar hacia su destino sin trasbordo de buses.

Wout entèlije pèmèt pasaje yo kontinye sou destinasyon yo san transfere otobis yo.

- Publix
- Clinic/Hospital — Hospital
- Beach Park & Ride — Parqueo público
- College/University — Universidad
- Shopping Center — Centro comercial
- Library — Biblioteca
- Place of Interest — Lugar de interés



RideLeeTran.com

FLORIDA DEPARTMENT OF TRANSPORTATION
2024 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 12 LEE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
5214		I-75 RAMP BETWEEN ALICO RD INTERCHANGE AND AIRPO	N 24000	0	24000	C	9.0	99.9W	13.7A
5215		I-75 NB ON RAMP AT AIRPORT INTERCHANGE	N 4500	0	4500	C	9.0	99.9W	0.9A
5216		I-75 SOUTHBOUND OFF RAMP FOR AIRPORT INTERCHANGE	S 5200	0	5200	C	9.0	99.9W	1.5A
5217		I-75 SOUTHBOUND ON-RAMP FROM AIRPORT INTERCHANGE	W 7200	0	7200	C	9.0	99.9W	2.0A
5218		LEE TRAN BLVD	E 1700	W 650	2350	C	9.0	53.7F	6.7A
5219		I-75 NB FRONTAGE ROAD SOUTH OF ALICO	N 17000	0	17000	C	9.0	99.9W	6.3A
5220		I-75 NB FRONTAGE ROAD NORTH OF AIRPORT	N 22500	0	22500	C	9.0	99.9W	12.8A
5221		I-75 SB FRONTAGE ROAD SOUTH OF ALICO	S 16500	0	16500	C	9.0	99.9W	8.8A
5222		I-75 SB FRONTAGE ROAD BETWEEN ALICO RD AND AIRPO	S 26500	0	26500	C	9.0	99.9W	11.1A
5223		I-75 SB FRONTAGE ROAD NORTH OF AIRPORT EXIT	S 24500	0	24500	C	9.0	99.9W	12.0A
5224		I-75 NB OFF RAMP TO AIRPORT	N 6700	0	6700	C	9.0	99.9W	1.9A
6001	T	US 41, 200' N OF NORTH KEY DRIVE, PTMS 31, LCPR	0E	0E	46000	X	9.0	53.9F	3.7F
6002	T	DEL PRADO BLVD, 200' N OF CORNWALLIS PKWY, PTMS	0E	0E	42500	X	9.0	53.9F	6.8F
6003	T	CR78/PINE ISLAND RD, W OF MATLACHA PASS, PTMS 02	0E	0E	13500	X	9.5	55.4F	7.7F
6005	T	SR 80/PALM BEACH BLVD, 0.25 MI W OF SR 31. PTMS	0E	0E	36500	X	9.0	55.0F	15.4F
6006	T	HOMESTEAD ROAD, 200' S OF WESTMINSTER ST PTMS	0E	0E	29000	X	9.0	55.4F	15.4F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

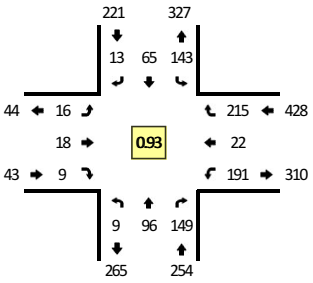
Type of peak hour being reported: Intersection Peak

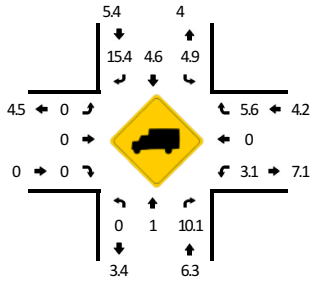
Method for determining peak hour: Total Entering Volume

LOCATION: Stringfellow Rd -- Pine Island Rd
CITY/STATE: St. James City, FL

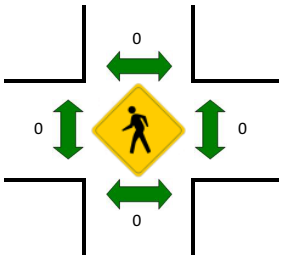
QC JOB #: 17232901
DATE: Tue, Sep 9 2025

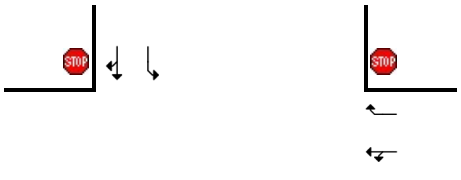
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

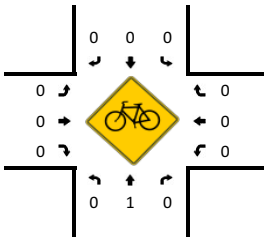


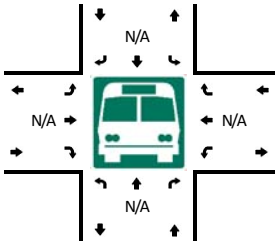


TRUE DATA TO IMPROVE MOBILITY

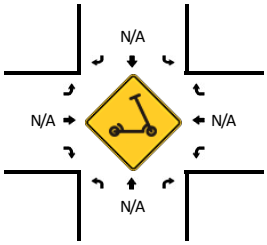












15-Min Count Period Beginning At	Stringfellow Rd (Northbound)				Stringfellow Rd (Southbound)				Pine Island Rd (Eastbound)				Pine Island Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	25	46	0	38	7	1	0	3	5	6	0	46	5	44	0	228	
4:15 PM	3	24	33	0	38	12	1	0	6	4	4	0	52	6	48	0	231	
4:30 PM	3	25	40	0	35	13	4	0	1	8	3	0	41	4	51	0	228	
4:45 PM	1	24	29	0	36	15	3	0	3	2	2	0	54	6	59	0	234	921
5:00 PM	2	23	47	0	34	25	5	0	6	4	0	0	44	6	57	0	253	946
5:15 PM	1	20	16	0	45	18	2	0	4	5	1	0	26	3	47	0	188	903
5:30 PM	2	22	32	0	34	9	3	0	4	4	0	0	32	1	42	0	185	860
5:45 PM	3	17	25	0	31	17	2	0	8	3	1	0	25	1	36	0	169	795

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	92	188	0	136	100	20	0	24	16	0	0	176	24	228	0	1012
Heavy Trucks	0	4	8		8	8	4		0	0	0		4	0	16		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/15/2025 9:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	642
Right-turn volume, veh/h:	64

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	45
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	

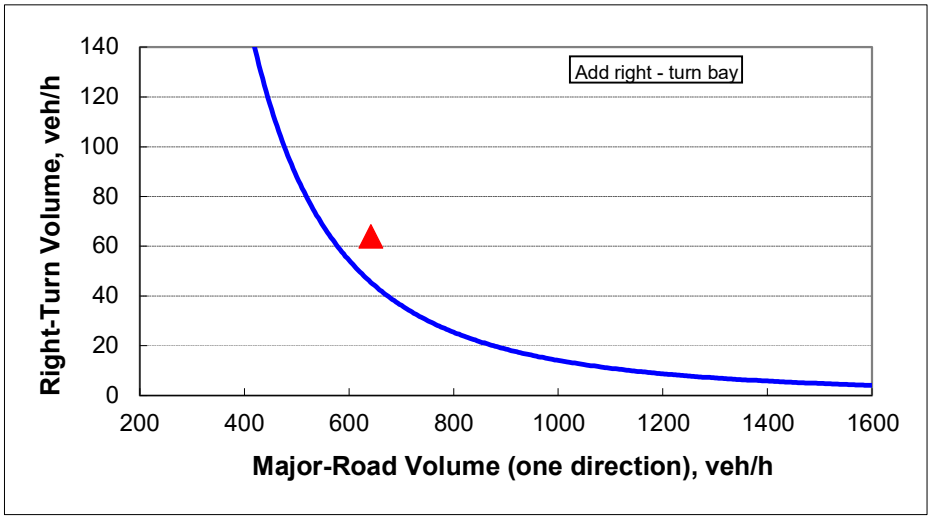


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

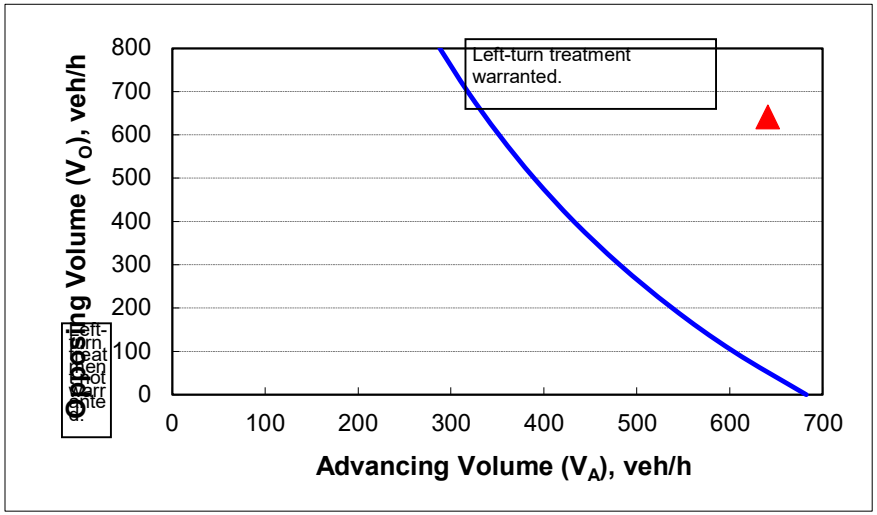
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	641
Opposing volume (V_O), veh/h:	641

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	337
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

HCM 7th AWSC
4: Stringfellow Rd & Pine Island Road 11/06/2025

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	21	10	218	25	245	10	109	170	163	74	15
Future Vol, veh/h	18	21	10	218	25	245	10	109	170	163	74	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	23	11	234	27	263	11	117	183	175	80	16
Number of Lanes	0	1	0	0	1	1	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	11	14.1	11.4	12.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	8%	0%	37%	90%	0%	100%	0%
Vol Thru, %	92%	0%	43%	10%	0%	0%	83%
Vol Right, %	0%	100%	20%	0%	100%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	170	49	243	245	163	89
LT Vol	10	0	18	218	0	163	0
Through Vol	109	0	21	25	0	0	74
RT Vol	0	170	10	0	245	0	15
Lane Flow Rate	128	183	53	261	263	175	96
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.239	0.302	0.104	0.493	0.412	0.35	0.174
Departure Headway (Hd)	6.711	5.954	7.09	6.787	5.625	7.19	6.559
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	534	601	503	530	638	498	545
Service Time	4.478	3.721	5.175	4.543	3.38	4.959	4.328
HCM Lane V/C Ratio	0.24	0.304	0.105	0.492	0.412	0.351	0.176
HCM Control Delay, s/veh	11.6	11.3	11	16	12.3	13.8	10.7
HCM Lane LOS	B	B	B	C	B	B	B
HCM 95th-tile Q	0.9	1.3	0.3	2.7	2	1.6	0.6

HCM 7th AWSC
4: Stringfellow Rd & Pine Island Road 11/06/2025

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	21	11	227	26	255	11	114	177	170	77	15
Future Vol, veh/h	19	21	11	227	26	255	11	114	177	170	77	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	23	12	244	28	274	12	123	190	183	83	16
Number of Lanes	0	1	0	0	1	1	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	11.2	14.8	11.8	13.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	0%	37%	90%	0%	100%	0%
Vol Thru, %	91%	0%	41%	10%	0%	0%	84%
Vol Right, %	0%	100%	22%	0%	100%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	177	51	253	255	170	92
LT Vol	11	0	19	227	0	170	0
Through Vol	114	0	21	26	0	0	77
RT Vol	0	177	11	0	255	0	15
Lane Flow Rate	134	190	55	272	274	183	99
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.255	0.32	0.11	0.52	0.435	0.371	0.183
Departure Headway (Hd)	6.818	6.058	7.223	6.877	5.713	7.299	6.672
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	524	590	493	522	628	492	535
Service Time	4.591	3.831	5.318	4.64	3.475	5.073	4.446
HCM Lane V/C Ratio	0.256	0.322	0.112	0.521	0.436	0.372	0.185
HCM Control Delay, s/veh	11.9	11.7	11.2	16.9	12.8	14.4	11
HCM Lane LOS	B	B	B	C	B	B	B
HCM 95th-tile Q	1	1.4	0.4	3	2.2	1.7	0.7

HCM 7th AWSC
4: Stringfellow Rd & Pine Island Road 11/06/2025

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	21	11	291	26	319	11	114	217	210	77	15
Future Vol, veh/h	19	21	11	291	26	319	11	114	217	210	77	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	23	12	313	28	343	12	123	233	226	83	16
Number of Lanes	0	1	0	0	1	1	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	12.2	21.1	13.9	16.3
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	0%	37%	92%	0%	100%	0%
Vol Thru, %	91%	0%	41%	8%	0%	0%	84%
Vol Right, %	0%	100%	22%	0%	100%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	217	51	317	319	210	92
LT Vol	11	0	19	291	0	210	0
Through Vol	114	0	21	26	0	0	77
RT Vol	0	217	11	0	319	0	15
Lane Flow Rate	134	233	55	341	343	226	99
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.277	0.432	0.122	0.695	0.587	0.496	0.2
Departure Headway (Hd)	7.429	6.666	7.995	7.342	6.163	7.903	7.273
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	484	541	449	494	590	456	494
Service Time	5.167	4.403	6.043	5.042	3.863	5.641	5.011
HCM Lane V/C Ratio	0.277	0.431	0.122	0.69	0.581	0.496	0.2
HCM Control Delay, s/veh	13	14.4	12.2	25.1	17.2	18.2	11.8
HCM Lane LOS	B	B	B	D	C	C	B
HCM 95th-tile Q	1.1	2.2	0.4	5.3	3.8	2.7	0.7

HCM 7th TWSC
12: Betsy Pkwy & Pine Island Road 11/06/2025

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	403	71	4	560	104	5
Future Vol, veh/h	403	71	4	560	104	5
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	438	77	4	609	113	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	515	0	1094	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	617	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1050	-	237	588
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	538	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1050	-	235	588
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	33.36
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	242	-	-	1050	-
HCM Lane V/C Ratio	0.49	-	-	0.004	-
HCM Ctrl Dly (s/v)	33.4	-	-	8.4	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2.5	-	-	0	-

HCM 7th TWSC
8: Western Project Drive & Pine Island Road 11/06/2025

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	408	24	4	525	35	5
Future Vol, veh/h	408	24	4	525	35	5
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	443	26	4	571	38	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	470	0	1036	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1092	-	257	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1092	-	255	604
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	557	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	20.54
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	275	-	-	1092	-
HCM Lane V/C Ratio	0.158	-	-	0.004	-
HCM Ctrl Dly (s/v)	20.5	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

HCM 7th TWSC
10: Eastern Project Drive & Pine Island Road 11/06/2025

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	12	5	515	17	7
Future Vol, veh/h	390	12	5	515	17	7
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	424	13	5	560	18	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	437	0	1001	430
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1123	-	269	625
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1123	-	267	625
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	17.21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	-	-	1123	-
HCM Lane V/C Ratio	0.081	-	-	0.005	-
HCM Ctrl Dly (s/v)	17.2	-	-	8.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-