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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT ANALYSIS

FOR

GOAT FARM APARTMENTS LEE COUNTY, FLORIDA

PROJECT NO. F2104.14

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I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking local Development Order approval. The subject site is generally located at the northeast corner of College Parkway and South Pointe Boulevard in Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

Upon approval of this local Development Order application, the subject site will be developed with up to 296 multi-family residential dwelling units. Access to the subject site is proposed to College Parkway opposite of an existing unsignalized median opening at Premiere Boulevard. Access to the site will be also provided to South Pointe Boulevard via a single connection.

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

II. EXISTING CONDITIONS

The site is currently mostly vacant apart from several vacated buildings at the southeast corner of the site. The site is bordered by College Pointe Drive to the north, Florida Power and Light Substation to the east, College Parkway to the south, and by a CVS Pharmacy and South Pointe Boulevard to the west.

F2104.14



College Parkway is an east/west six-lane divided arterial that borders the subject site to the south. College Parkway has a posted speed limit of 45 mph and is under the jurisdiction of the Lee County Department of Transportation.

South Pointe Boulevard is a north/south two-lane major collector roadway to the south of College Parkway and a two-lane local roadway to the north. To the south of College Parkway, South Pointe Boulevard has a posted speed limit of 40 mph and is under the jurisdiction of the Lee County Department of Transportation. To the north of College Parkway, South Pointe Drive is a privately maintained roadway with a speed limit of 25 mph per Lee County *FindMyRoad* GIS webpage.

III. PROPOSED DEVELOPMENT

Upon approval of this local Development Order application, the subject site will be developed with up to 296 multi-family residential dwelling units. It is important to note that each multi-family building will consist of four (4) habitable floors. **Table 1** summarizes the land use utilized for the purposes of this analysis.

**Table 1
Land Use
Goat Farm Apartments**

Land Use	Size
Multifamily Housing Mid-Rise	296 Dwelling Units

Access to the subject site is proposed to College Parkway opposite of an existing unsignalized median opening at Premiere Boulevard. Access to the site will be also provided to South Pointe Boulevard via a single connection.

IV. TRIP GENERATION

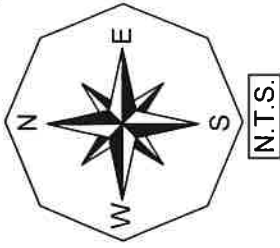
The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer’s (ITE) report, titled *Trip Generation Manual*, 10th Edition. Land Use Code 221 (Multifamily Housing Mid-Rise) was utilized for the trip generation purposes of the proposed residential uses since each residential building will contain four (4) habitable floors. The equations utilized from this land use are contained in the Appendix of this report for reference. **Table 2** indicates the anticipated weekday A.M. and P.M. peak hour trip generation of the subject site. The anticipated daily trip generation of the subject site is also indicated within Table 2.

**Table 2
Trip Generation
Goat Farm Apartments**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multifamily Housing Mid-Rise (296 Dwelling Units)	26	73	99	77	49	126	1,611

V. TRIP DISTRIBUTION

The trips shown in Table 2 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Based on the current and projected population in the area and other existing or planned competing/complementary uses in the area, a distribution of the site traffic was formulated. The anticipated trip distribution of the development traffic is shown on **Figure 2**. Also shown on Figure 2 is the assignment of the project related trips to the site access drives and adjacent intersections.



WINKLER RD.

← 15% → (12) 4

(7) 11

← 30% →

COLLEGE POINTE DR.

SITE

LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC
- ← 20% → PERCENT TRIP DISTRIBUTION

MCGREGOR BLVD.
← 20% →

4 (12)

(12) 4

11 (7)
15 (10)

(27) 9

26 (17)
29 (20)

6 (17)

(6) 8
(6) 10

10 (6)

(10) 3
(9) 13

4 (12)

← 15% →

15 (10)
(15) 5

COLLEGE POINTE DR.

(15) 5

COLLEGE PKWY.

← 20% →

(9) 13
(7) 11
(4) 5

(5) 2
(10) 3

TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT GOAT FARM APARTMENTS

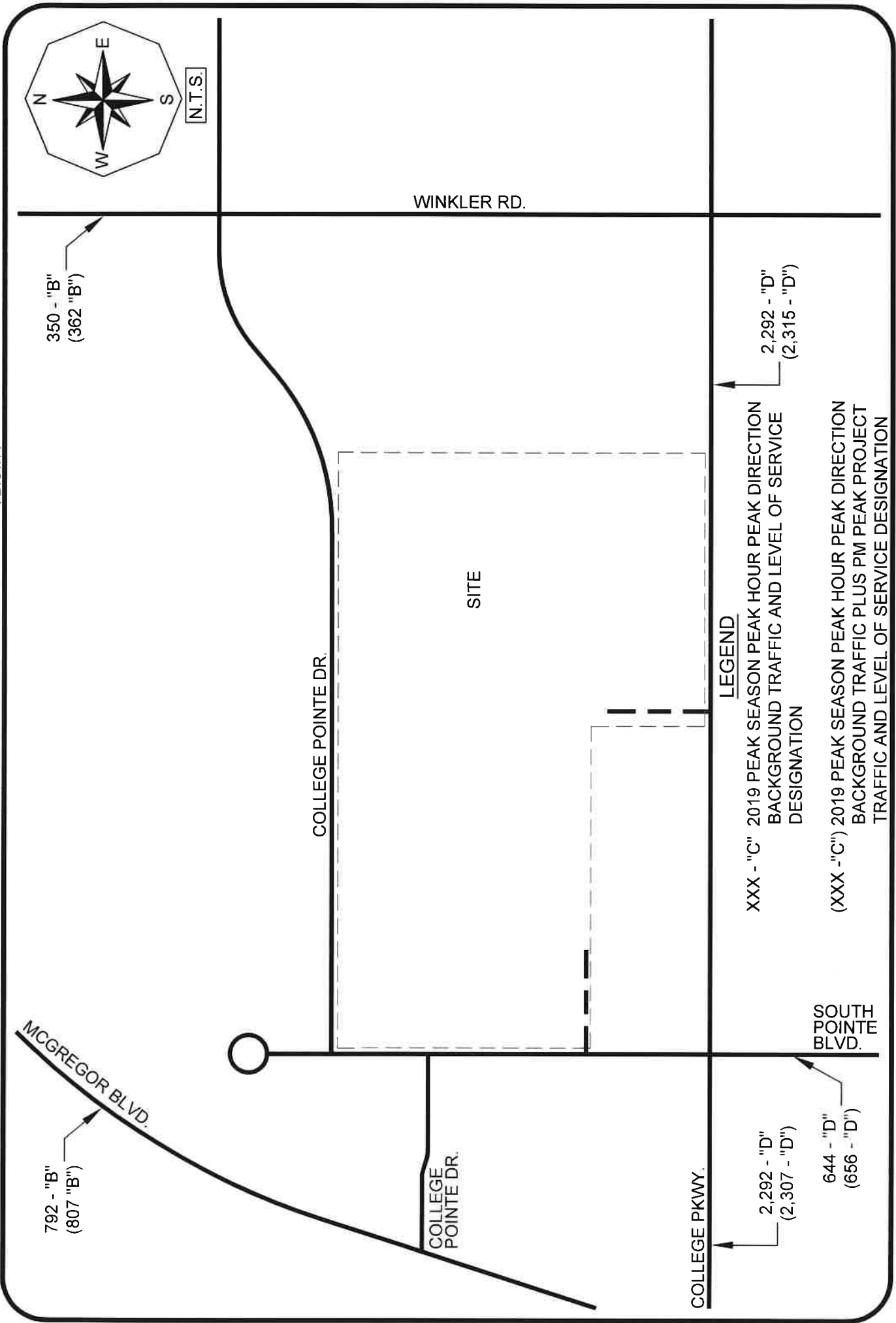
Figure 2

In order to determine which roadway segments surrounding the site will be significantly impacted, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service “C” volumes. The Level of Service Threshold volumes were taken from the Lee County *Link-Specific Level of Service* Tables provided by the Lee County Department of Transportation for all roadways in the study area. Based on Table 1A, none of the roadway segments analyzed are anticipated to be significantly by the proposed development. Also shown in Table 1A is the determination of the Potential Significant Impact as defined in the *Transportation Proportionate Share Calculations for New Development Projects* (Administrative Code 13-16). Based on Table 1A, all roadways are shown utilize less than five percent (5%) of the adopted peak hour level of service volume.

VI. LEVEL OF SERVICE ANALYSIS

A Level of Service analysis was conducted on the surrounding roadway links. The existing 2019 peak hour peak season peak direction volumes were obtained from the 2020 *Lee County Public Facilities Level of Service and Concurrency Report*. In order to determine the projected Level of Service on the roadway links directly accessed by the proposed development, the project traffic was added to the existing 2019 peak hour peak season peak direction traffic volumes. **Table 2A**, located in the Appendix of this report indicates the methodology utilized to conduct the Level of Service Analysis.

From the analysis indicated in Table 2A, there is sufficient capacity on the surrounding roadway network to accommodate the trips anticipated to be generated by the proposed development. All analyzed roadways were shown to operate at an acceptable Level of Service both and without the proposed development. Therefore, no roadway capacity improvements will be required as a result of this analysis. **Figure 3** illustrates the results of the Level of Service Analysis.



**2019 LEVEL OF SERVICE ANALYSIS
GOAT FARM APARTMENTS**

Figure 3

VII. TURN LANE ANALYSIS

A turn lane analysis was completed at the proposed site access connections to College Parkway and South Pointe Boulevard pursuant to the guidelines published in the Lee County Turn Lane Policy (Administrative Code 11-4). A summary of the turn lane criteria at the proposed site access drives are outlined below:

Right Turn Lane On Arterial – College Parkway

Posted speed limit is equal to or greater than 35 mph – Criteria Met – Yes, the posted speed limit on College Parkway is 45 mph.

Number of right turning movements from the arterial street is equal to or greater than thirty (30) during either AM or PM peak hour of the arterial – Criteria Met – No.

Available Sight Distance for right turning vehicle to be seen by through traffic traveling in the same direction is less than the values shown in Table A-1 for the posted speed limit of the arterial street – Criteria Met – No.

Arterial street has been designated as a Controlled Access facility by the BOCC – Criteria Met – No.

Traffic control of intersection street or access point is a traffic signal – Criteria Met – No.

At least two or more criteria need to be met to warrant a right turn lane. Since two criteria are not met, a right turn lane is **NOT** warranted at the proposed site access drive on College Parkway.

Project traffic will continue to utilize the existing eastbound left turn lane at the proposed site access drive on College Parkway to access the site. This turn lane is currently built to the maximum length available.

Left Turn Lane On Local Road – South Pointe Drive

Posted speed limit on the local street is equal to or greater than 30 mph and the peak hour left turning movement is sixty (60) or more as conditioned herein – Criteria Met – No.

Number of Left Turn Movements on Two (2) lane facility exceeds sixty (60) during either AM or PM peak hour of local street AND opposing through traffic volume exceeds five hundred (500) vehicles during either the AM or PM peak hour of the local street – Criteria Met – No.

Available Sight Distance for left turning vehicles to observe approaching traffic or for approaching traffic moving in either direction to observe the left turning vehicle is less than value shown in Table A-1 – Criteria Met – No.

Traffic control of intersection street or access point is a traffic signal – Criteria Met – No.

At least two or more criteria need to be met to warrant a left turn lane. Since two criteria are not met, a left turn lane is **NOT** warranted at proposed site access drive on South Pointe Drive.

Right Turn Lane On Local Road – South Pointe Drive

Posted speed limit of the local street is equal to or greater than 30 mph – Criteria Met – No, per Lee County FindMyRoad GIS webpage, the speed limit on South Pointe Drive to the north of College Parkway is 25 mph.

Number of right turning movements from the local street is equal to or greater than sixty (60) during either AM or PM peak hour of the local street – Criteria Met – No.

Available Sight Distance for right turning vehicle to be seen by through traffic traveling in the same direction is less than the values shown in Table A-1 for the posted speed limit of the local street – Criteria Met – No.

Traffic control of intersection street or access point is a traffic signal – Criteria Met – No.

At least two or more criteria need to be met to warrant a right turn lane. Since two criteria are not met, a right turn lane is **NOT** warranted at proposed site access drive on South Pointe Drive. No other turn lane improvements will be warranted. Turn lane analysis will be conducted again as each commercial parcel applies for a local Development Order application.

VIII. CONCLUSION

The development of the subject property with up to 296 multi-family residential dwelling units at the northeast corner of College Parkway and South Pointe Boulevard in Lee County, Florida will not have an adverse impact on the surrounding roadway network. Adverse impacts are defined as a degradation of the Level of Service beyond the Lee County's adopted Level of Service standards. The existing roadway network can accommodate the additional new vehicle trips the development is anticipated to generate.

Based upon the results of the turn lane analysis conducted as a part of this report, separate turn lanes will not be warranted at the proposed site access connections to College Parkway and South Pointe Boulevard.

APPENDIX

TABLES 1A & 2A

**TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. LOS C LINK VOLUMES
GOAT FARM APARTMENTS**

TOTAL AM PEAK HOUR PROJECT TRAFFIC =		99 VPH	IN=	26	OUT=	73							
TOTAL PM PEAK HOUR PROJECT TRAFFIC =		126 VPH	IN=	77	OUT=	49							
<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY CLASS</u>	<u>PROJECT</u>						<u>PROJ/ADOPTED LOS E</u>				
			<u>LOS A VOLUME</u>	<u>LOS B VOLUME</u>	<u>LOS C VOLUME</u>	<u>LOS D VOLUME</u>	<u>LOS E VOLUME</u>	<u>TRAFFIC DISTRIBUTION</u>		<u>NEW PROJ TRAFFIC AM PEAK</u>	<u>PM PEAK</u>	<u>PROJ/LOS C</u>	
College Pkwy	E. of Site	6LD	0	0	1,290	2,800	2,980	2,980	30%	22	23	1.79%	0.78%
	W. of South Pointe Blvd	6LD	0	0	1,290	2,800	2,980	2,980	20%	15	15	1.19%	0.52%
South Pointe Blvd	S. of College Pkwy	2LD	0	0	580	910	910	910	15%	11	12	1.99%	1.27%
McGregor Blvd	N. of College Pointe Dr	2LU	0	830	900	900	900	900	20%	15	15	1.71%	1.71%
Winkler Rd	N. of College Pointe Dr	2LU	0	770	800	800	800	800	15%	11	12	1.44%	1.44%

* Lee County Link Specific Service Volumes

**TABLE 2A
 BUILD-OUT TRAFFIC VOLUMES AND 100TH HIGHEST HOUR LEVEL OF SERVICE ANALYSIS
 GOAT FARM APARTMENTS**

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 99 VPH IN= 26 OUT= 73
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 126 VPH IN= 77 OUT= 49

ROADWAY	2019		2019				CONCURRENCY ANALYSIS	
	PK HR	PERCENT	PK SEASON	PROJECT	AM PROJ	PM PROJ	TRAFFIC	LOS
	PEAK DIR. ¹	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	LOS
College Pkwy	2,292	30%	2,292	22	22	23	2,315	D
E. of Site								
W. of South Pointe Blvd	2,292	20%	2,292	15	15	15	2,307	D
South Pointe Blvd	644	15%	644	11	11	12	656	D
S. of College Pkwy								
McGregor Blvd	792	20%	792	15	15	15	807	B
N. of College Pointe Dr								
Winkler Rd	350	15%	350	11	11	12	362	B
N. of College Pointe Dr								

¹The 2019 100th highest hour traffic volumes were obtained from the 2020 Lee County Public Facilities Level of Service and Concurrency Report.

**LEE COUNTY LINK-SPECIFIC
SERVICE VOLUME TABLES**

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR--PEAK DIRECTION)		SERVICE VOLUMES (PEAK HOUR--BOOTH DIRECTIONS)							
						A	B	A	B	C	D	E			
ALABAMA RD	SR 82	MILWAUKEE BLVD	3	1.9	2LN	110	260	440	590	990	210	490	820	1,100	1,840
		HOMESTEAD RD	3	1.7	2LN	110	260	440	590	990	210	490	820	1,100	1,840
	SR 82	MILWAUKEE BLVD	3	2.3	2LN	120	290	480	660	990	230	540	890	1,230	1,840
ALEXANDER BELL BLVD		LEELAND HEIGHTS	3	3.4	2LN	120	290	480	660	990	230	540	890	1,230	1,840
		DUSTY RD	4	0.5	4LD	0	1,930	1,980	1,980	1,980	0	3,720	3,800	3,800	3,800
	US 41	LEE RD	4	1.6	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
ALICO RD		THREE OAKS PKWY	4	0.8	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
		THREE OAKS PKWY	4	0.5	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
		BEN HILL GRIFFIN PKWY	3	0.5	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
BEN HILL GRIFFIN PKWY		CORKSCREW RD	3	6.9	2LN	70	280	540	760	1,100	140	540	1,040	1,470	2,120
		FGUC ENTRANCE	3	2.2	4LD	940	2,000	2,000	2,000	2,000	1,750	3,690	3,690	3,690	3,690
		COLLEGE CLUB DR	3	1.8	4LD	940	2,000	2,000	2,000	2,000	1,750	3,690	3,690	3,690	3,690
BONITA BEACH RD		COLLEGE CLUB DR	3	0.5	6LD	1,450	3,000	3,000	3,000	3,000	2,690	5,560	5,560	5,560	5,560
		HICKORY BLVD	8	1.5	4LD	0	530	1,900	1,900	1,900	0	1,000	3,600	3,600	3,600
		VANDERBILT DR	8	0.7	4LD	0	530	1,900	1,900	1,900	0	1,000	3,600	3,600	3,600
BOYSOUTH RD		US 41	8	0.7	4LD	0	340	1,860	1,860	1,860	0	630	3,450	3,450	3,450
		HACIENDA VILLAGE	8	1.0	4LD	0	340	1,860	1,860	1,860	0	630	3,450	3,450	3,450
		OLD 41	8	1.1	6LD	0	530	2,800	2,800	2,800	0	990	5,190	5,190	5,190
BUCKINGHAM RD		IMPERIAL ST	8	0.7	6LD	0	530	2,800	2,800	2,800	0	990	5,190	5,190	5,190
		IMPERIAL ST	8	0.7	6LD	0	530	2,800	2,800	2,800	0	990	5,190	5,190	5,190
		BONITA GRANDE DR	8	0.7	4LD	0	1,690	2,020	2,020	2,020	0	3,130	3,750	3,750	3,750
BURNT STORE RD		END OF CO. MAINTAINED	8	1.0	4LD	0	1,690	2,020	2,020	2,020	0	3,130	3,750	3,750	3,750
		CLAYTON CT	1	0.3	6LN	0	0	0	940	2,520	0	0	0	1,700	4,550
		US 41	1	0.2	6LN	0	0	0	940	2,520	0	0	0	1,700	4,550
BUSINESS 41		ORANGE RIVER BLVD	3	7.8	2LN	60	190	430	620	990	120	360	820	1,170	1,870
		SR 80	3	2.6	2LN	60	190	430	620	990	120	360	820	1,170	1,870
		VAN BUREN PKWY	5	3.6	4LD	870	1,490	2,100	2,660	2,950	1,530	2,620	3,690	4,670	5,180
CAPE CORAL BRIDGE		COUNTY LINE	5	6.3	2LN	150	390	640	880	1,140	270	690	1,130	1,550	2,010
		N. END OF BRIDGE	2	1.2	6LB	1,440	2,440	3,450	4,420	5,120	2,220	3,760	5,310	6,800	7,880
		PONDELLA RD	2	0.5	6LD	0	2,460	2,780	2,780	2,780	0	3,790	4,270	4,270	4,270
COLLEGE PKWY		SR 78	2	1.1	6LD	0	2,460	2,780	2,780	2,780	0	3,790	4,270	4,270	4,270
		LITTLETON RD	2	1.3	4LD	0	1,580	1,840	1,840	1,840	0	2,440	2,870	2,870	2,870
		US 41	2	1.3	4LD	0	1,580	1,840	1,840	1,840	0	2,440	2,870	2,870	2,870
COLONIAL BLVD		DEL PRADO BLVD	4 & 5	0.4	4LD	0	0	1,340	1,900	1,900	0	0	2,280	3,230	3,230
		WEST END OF BRDG	4 & 5	1.3	4LB	1,120	1,900	2,680	3,440	4,000	1,910	3,230	4,540	5,820	6,790
		WINKLER RD	4	0.8	6LD	0	1,290	2,800	2,800	2,980	0	2,190	4,750	5,040	
FOWLER ST		WHISKEY CREEK DR	4	0.8	6LD	0	1,290	2,800	2,800	2,980	0	2,190	4,750	5,040	
		SUMMERLIN RD	4	0.9	6LD	0	1,290	2,800	2,800	2,980	0	2,190	4,750	5,040	
		US 41	4	0.4	6LD	0	1,530	2,840	2,840	2,840	0	2,560	4,740	4,740	
	McGREGOR BLVD	1	0.7	6LD	0	1,530	2,840	2,840	2,840	0	2,560	4,740	4,740		
	SUMMERLIN RD	1	0.5	6LD	0	1,530	2,840	2,840	2,840	0	2,560	4,740	4,740		

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
McGREGOR BLVD	COLLEGE PKWY	WINKLER RD	4	1.4	2LN	0	830	900	900	900	0	1,630	1,780	1,780	1,780
	WINKLER RD	BRENTWOOD	1	0.8	2LN	0	830	900	900	900	0	1,630	1,780	1,780	1,780
	BRENTWOOD	COLONIAL BLVD	1	0.8	2LN	0	830	900	900	900	0	1,630	1,780	1,780	1,780
	US 41	SIX MILE PKWY	4	2.5	6LD	0	2,280	2,280	2,280	2,280	0	4,060	4,060	4,060	4,060
METRO PKWY	SIX MILE PKWY	DANIELS PKWY	4	1.3	6LD	0	0	2,060	2,060	2,060	0	0	3,670	3,670	3,670
	DANIELS PKWY	CRYSTAL DR	4	1.3	4LD	0	1,340	1,660	1,660	1,660	0	2,400	2,980	2,980	2,980
	CRYSTAL DR	DANLEY DR	4	1.1	4LD	0	1,340	1,660	1,660	1,660	0	2,400	2,980	2,980	2,980
	DANLEY DR	COLONIAL BLVD	1	1.2	4LD	0	1,340	1,660	1,660	1,660	0	2,400	2,980	2,980	2,980
DR. MARTIN LUTHER KING, JR. BLVD (SR 82)	MICHIGAN LINK	ORTIZ AVE	1	0.8	4LD	260	1,700	1,700	1,700	1,700	450	2,940	2,940	2,940	2,940
	ORTIZ AVE	I-75	1	0.6	6LD	400	2,560	2,560	2,560	2,560	690	4,430	4,430	4,430	4,430
	I-75	BUCKINGHAM RD	1	1.5	6LD	0	2,740	2,740	2,740	2,740	0	4,730	4,730	4,730	4,730
	BUCKINGHAM RD	COLONIAL BLVD	1	1.0	6LD	0	2,740	2,740	2,740	2,740	0	4,730	4,730	4,730	4,730
NORTH RIVER RD	COLONIAL BLVD	GATEWAY BLVD	3	1.0	2LN	700	1,160	1,160	1,160	1,160	1,210	2,010	2,010	2,010	2,010
	GATEWAY BLVD	GUNNERY RD	3	3.5	2LN	1,040	1,040	1,040	1,040	1,040	1,670	1,670	1,670	1,670	1,670
	GUNNERY RD	ALABAMA RD	3	3.5	2LN	140	450	860	1,210	1,360	230	730	1,390	1,960	2,200
	ALABAMA RD	BELL BLVD	3	4.2	2LN	140	450	860	1,210	1,360	230	730	1,390	1,960	2,200
ORANGE RIVER BLVD	BELL BLVD	COUNTY LINE	3	2.7	2LN	140	450	860	1,210	1,360	230	730	1,390	1,960	2,200
	COUNTY LINE	FRANKLIN LOCK RD	2	4.5	2LN	170	370	620	860	1,140	280	610	1,020	1,410	1,870
	FRANKLIN LOCK RD	BROADWAY RD	2	5.7	2LN	170	370	620	860	1,140	280	610	1,020	1,410	1,870
	BROADWAY RD	COUNTY LINE	2	3.6	2LN	170	370	620	860	1,140	280	610	1,020	1,410	1,870
ORTIZ AVE	STALEY RD	STALEY RD	3	1.3	2LN	110	260	430	590	1,000	210	500	820	1,120	1,890
	STALEY RD	BUCKINGHAM RD	3	3.0	2LN	110	260	430	590	1,000	210	500	820	1,120	1,890
	BUCKINGHAM RD	SR 82	1	1.7	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
	SR 82	BALLARD ST	1	1.1	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
PINE ISLAND RD/ BAYSHORE RD (SR 78)	BALLARD ST	TICE ST	1	1.3	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
	TICE ST	SR 80	1	0.3	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
	SR 80	STRINGFELLOW RD	5 & 6	5.4	2LN	70	220	380	530	950	140	440	750	1,040	1,870
	STRINGFELLOW RD	BURNT STORE RD	5	2.0	4LD	1,230	1,820	1,820	1,820	1,820	2,280	3,370	3,370	3,370	3,370
CHIQUITA BLVD	SANTA BARBARA BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760	

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR - BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
VETERANS MEM. PKWY	McGREGOR BLVD	DEL PRADO BLVD	1 & 5	3.5	4LB	1,120	1,900	2,680	3,440	4,000	1,880	3,170	4,460	5,720	6,680
	DEL PRADO BLVD	SANTA BARBARA BLVD	5	2.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SANTA BARBARA BLVD	SKYLINE BLVD	5	1.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SKYLINE BLVD	SR 78	5	3.5	4LD	1,400	2,040	2,040	2,040	2,040	2,340	3,420	3,420	3,420	3,420
	SUMMERLIN RD	GLADIOLUS DR	4	0.4	4LD	0	0	590	1,520	1,520	0	0	990	2,530	2,530
WINKLER RD	GLADIOLUS DR	BRANDYWINE CIR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	BRANDYWINE CIR	CYPRESS LAKE DR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	4LD	0	0	610	1,780	1,780	0	0	1,020	2,960	2,960
	COLLEGE PKWY	SUNSET VISTA	4	0.5	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330
	SUNSET VISTA	McGREGOR BLVD	4	0.8	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330

SERVICE VOLUMES ON COLLECTORS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR - BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
COLLECTORS					2LU	0	0	550	860	860	0	0	990	1,530	1,530
					2LD	0	0	580	910	910	0	0	1,040	1,610	1,610
					4LU	0	0	1,240	1,700	1,700	0	0	2,200	3,030	3,030
					4LD	0	0	1,310	1,790	1,790	0	0	2,340	3,190	3,190

**LEE COUNTY PUBLIC FACILITIES
LEVEL OF SERVICE AND
CONCURRENCY REPORT**

5/25/2020

LEE COUNTY Road Link Volumes (County- and State-Maintained Roadways)

LINK NO.	NAME	ROADWAY LINK		ROAD TYPE	PERFORMANCE STANDARD		2019 100TH HIGHEST HOUR		FORECAST FUTURE		NOTES
		FROM	TO		LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	380	C	399	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	270	C	284	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	481	D	506	
00400	ALEXANDER BELL	SR 82	MILWAUKEE BLVD	2LN	E	990	D	553	D	581	
00500	ALEXANDER BELL	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	553	D	626	Shadow Lakes
00590	ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,107	B	1,163	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,107	B	1,468	Alico Business Park
00700	ALICO RD	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,107	B	1,355	Three Oaks Regional Center
00800	ALICO RD	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,438	B	2,563	EEPCO Study
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,246	B	1,393	EEPCO Study
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN	E	1,100/1,840	C	385	E	789	4 Ln constr 2018, EEPCO Study*
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	131	B	224	EEPCO Study
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	55	C	162	old count
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD	2LN	E	860	C	103	C	116	old count projection(2009)
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	612	C	870	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	4LD	D	2,100	C	1,690	C	1,750	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	4LD	D	2,100	C	1,703	C	1,831	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	4LD	D	2,100	C	1,285	C	1,683	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	2LN	D	924	C	710	C	678	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	2LN	D	924	C	515	C	520	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	B	1,402	B	1,474	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	4LD	E	2,000	B	1,402	B	1,505	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	B	1,127	B	1,219	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	1,017	A	1,069	
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	316	C	518	
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	C	581	C	611	Constrained In City Plan *
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,900	C	1,530	C	1,608	Constrained In City Plan
02600	BONITA BEACH RD	US 41	OLD 41	4LD	E	1,860	C	1,167	C	1,318	Constrained, old count projection(2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	C	1,864	C	1,959	Constrained In City Plan(2010)
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	C	2,132	C	2,241	Constrained In City Plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	B	671	B	705	Constrained In City Plan
02950	BONITA BEACH RD	BONITA GRANDE DR	END OF CO. MAINTAINED	4LD	E	2,020	B	671	B	705	Constrained In City Plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	D	692	E	782	old count projection(2009)
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,776	E	1,866	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	276	C	290	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	197	C	218	
03500	BROADWAY RD (ALVA)	SR 80	N. RIVER RD	2LN	E	860	C	269	C	301	old count projection(2009)
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	C	405	C	426	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	423	D	445	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	D	538	F	1,207	Buckingham 345 & Portico
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	B	942	B	990	
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	C	465	C	563	
04200	BUS 41 (N TAMIAMI TR, SR	CITY LIMITS (N END EDIS	PONDELLA RD	6LD	D	3,171	C	1,471	C	1,673	
04300	BUS 41 (N TAMIAMI TR, SR	PONDELLA RD	SR 78	6LD	D	3,171	C	1,471	C	1,673	
04400	BUS 41 (N TAMIAMI TR, SR	SR 78	LITTLETON RD	4LD	D	2,100	C	959	C	1,003	
04500	BUS 41 (N TAMIAMI TR, SR	LITTLETON RD	US 41	4LD	D	2,100	C	552	C	575	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	D	3,074	D	3,231	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS	2LN	E	860	C	267	C	302	Constrained, old count(2010)
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	2LN	E	860	C	212	C	255	
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	4LN	E	1,790	C	105	C	130	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	2LN	E	860	C	268	C	420	Estero maintains to east
05100	COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,292	D	2,409	
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	2,059	D	2,164	
05300	COLLEGE PKWY	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	2,059	D	2,164	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,825	D	1,918	
05500	COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	6LD	E	2,840	F	3,049	F	3,204	
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	6LD	E	2,840	F	2,882	F	3,028	
06200	COLONIAL BLVD	DYNASTY DR	SR 82	6LD	D	3,040	B	2,117	C	2,225	*
06300	COLUMBUS BLVD	SR 82	MILWAUKEE BLVD	2LN	E	860	C	100	C	105	
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	2LN	E	860	C	217	C	245	old count projection(2010)
06500	CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	2LN	E	860	C	22	C	226	old count, added VA clinic(2009)
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	1,007	C	1,272	Galleria at Corkscrew
06700	CORKSCREW RD	THREE OAKS PKWY	W OF I-75	4LD	E	1,900	F	2,129	F	2,386	Estero Crossing
06800	CORKSCREW RD	E OF I-75	BEN HILL GRIFFIN BLVD	4LD	E	1,900	C	1,194	C	1,255	
06900	CORKSCREW RD	BEN HILL GRIFFIN BLVD	ALICO RD	4LD	E	1,960	C	466	C	678	
07000	CORKSCREW RD	ALICO RD	COUNTY LINE	2LN	E	1,140	C	466	D	793	EEPCO Study, The Place
07100	COUNTRY LAKES BLVD	LUCKETT RD	TICE ST	2LN	E	860	C	143	C	293	old count projection(2010)
07200	CRYSTAL DR	US 41	METRO PKWY	2LN	E	860	C	496	C	521	
07300	CRYSTAL DR	METRO PKWY	PLANTATION RD	2LN	E	860	C	324	C	340	

5/25/2020

LEE COUNTY Road Link Volumes (County- and State-Maintained Roadways)

LINK NO	NAME	ROADWAY LINK		ROAD TYPE	PERFORMANCE STANDARD		2019 100TH HIGHEST HOUR		FORECAST FUTURE		NOTES
		FROM	TO		LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	
13500	IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	4LD	E	1,920	B	1,017	B	1,069	*
13550	IMPERIAL PKWY	E TERRY ST	COCONUT RD	4LD	E	1,920	B	1,015	B	1,067	
13600	IONA RD	DAVIS RD	McGREGOR BLVD	2LN	E	860	C	381	C	460	
13700	ISLAND PARK RD	PARK RD	US 41	2LN	E	860	C	79	C	251	
13800	JOEL BLVD	BELL BLVD	18TH ST	4LN	E	2,120	B	660	B	876	Joel Blvd CPD
13900	JOEL BLVD	18TH ST	SR 80	2LN	E	1,010	D	495	D	520	
14000	JOHN MORRIS RD	RUNCHE BEACH	SUMMERLIN RD	2LN	E	860	C	62	C	72	old count projection
14100	JOHN MORRIS RD	SUMMERLIN RD	IONA RD	2LN	E	860	C	256	C	267	
14200	KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	2LN	E	860	C	277	C	291	
14300	KELLY RD	SAN CARLOS BLVD	PINE RIDGE RD	2LN	E	860	C	106	C	120	old count projection(2010)
14500	LAUREL DR	BUS 41	BREEZE DR	2LN	E	860	C	324	C	340	*
14600	LEE BLVD	SR 82	ALVIN AVE	6LD	E	2,840	B	2,202	B	2,318	
14700	LEE BLVD	ALVIN AVE	GUNNERY RD	6LD	E	2,840	B	2,161	B	2,340	
14800	LEE BLVD	GUNNERY RD	HOMESTEAD RD	6LD	E	2,840	B	2,131	B	2,240	
14900	LEE BLVD	HOMESTEAD RD	WILLIAMS AVE	4LD	E	1,980	B	630	B	662	
14930	LEE BLVD	WILLIAMS AVE	LEELAND HEIGHTS	2LN	E	1,020	B	630	B	665	
15000	LEE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	514	D	611	old count projection(2015)
15100	LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	4LN	E	1,800	B	832	B	867	*
15200	LEONARD BLVD	GUNNERY RD	WESTGATE BLVD	2LN	E	860	D	650	D	706	
15300	LITTLETON RD	CORBETT RD	US 41	2LN	E	860	C	470	C	494	
15400	LITTLETON RD	US 41	BUS 41	2LN	E	860	C	417	C	439	*
15500	LUCKETT RD	ORTIZ AVE	I-75	2LN	E	880	B	326	B	401	4 Ln design & ROW
15600	LUCKETT RD	I-75	COUNTRY LAKES DR	2LN	E	860	C	273	C	287	
15700	MAPLE DR	SUMMERLIN RD	2ND AVE	2LN	E	860	C	77	C	89	old count projection
15800	McGREGOR BLVD	SANIBEL T PLAZA	HARBOR DR	4LD	E	1,960	B	1,153	B	1,212	
15900	McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	4LD	E	1,960	B	1,114	B	1,170	
16000	McGREGOR BLVD	SUMMERLIN RD	KELLY RD	4LD	E	1,960	A	964	B	1,022	
16100	McGREGOR BLVD	KELLY RD	GLADIOLUS DR	4LD	E	1,960	A	964	A	1,013	
16200	McGREGOR BLVD (SR 867)	OLD McGREGOR BLVD/G	IONA LOOP RD	4LD	D	2,100	C	1,594	C	1,731	
16300	McGREGOR BLVD (SR 867)	IONA LOOP RD	PINE RIDGE RD	4LD	D	2,100	C	1,594	C	1,731	
16400	McGREGOR BLVD (SR 867)	PINE RIDGE RD	CYPRESS LAKE DR	4LD	D	2,100	C	1,832	D	2,082	
16500	McGREGOR BLVD (SR 867)	CYPRESS LAKE DR	COLLEGE PKWY	4LD	D	2,100	C	1,832	D	2,082	
16600	McGREGOR BLVD (SR 867)	COLLEGE PKWY	WINKLER RD	2LN	D	924	C	792	C	861	Constrained
16700	McGREGOR BLVD (SR 867)	WINKLER RD	TANGLEWOOD BLVD	2LN	D	970	C	1,187	C	1,260	Constrained
16800	McGREGOR BLVD (SR 867)	TANGLEWOOD BLVD	COLONIAL BLVD	2LN	D	970	C	1,187	C	1,260	Constrained
16900	METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	6LD	D	3,171	C	1,123	C	1,391	
17000	METRO PKWY (SR 739)	DANIELS PKWY	CRYSTAL DR	4LD	D	2,100	C	1,193	C	1,441	
17100	METRO PKWY (SR 739)	CRYSTAL DR	DANLEY DR	4LD	D	2,100	C	1,544	C	1,764	
17200	METRO PKWY (SR 739)	DANLEY DR	COLONIAL BLVD	4LD	D	2,100	C	1,615	C	1,845	
	MICHAEL RIPPE PKWY	US41	SIX MILES PKWY	6LD	D	3,171	C	1,381	C	1,945	
17600	MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	2LN	E	860	C	171	C	180	
17700	MILWAUKEE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	171	C	183	
17800	MOODY RD	HANCOCK B. PKWY	PONDELLA RD	2LN	E	860	C	182	C	206	old count projection(2009)
17900	NALLE GRADE RD	SLATER RD	NALLE RD	2LN	E	860	C	68	C	71	
18000	NALLE RD	SR 78	NALLE GRADE RD	2LN	E	860	C	114	C	134	
18100	NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	2LN	E	860	C	120	C	126	
18200	NO RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	E	1,140	A	156	B	275	
18300	NO RIVER RD	FRANKLIN LOCK RD	BROADWAY RD	2LN	E	1,140	A	156	B	301	
18400	NO RIVER RD	BROADWAY RD	COUNTY LINE	2LN	E	1,140	A	108	A	141	
18900	OLGA RD*	SR 80 W	SR 80 E	2LN	E	860	C	82	C	95	old count projection
19100	ORANGE GROVE BLVD	CLUB ENTR	HANCOCK B. PKWY	2LN	E	860	C	393	C	488	old count(2009)
19200	ORANGE GROVE BLVD	HANCOCK B. PKWY	PONDELLA RD	4LN	E	1,790	C	590	C	620	
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	2LN	E	1,000	C	427	C	449	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	C	427	C	461	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	130	C	136	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	B	764	C	803	
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	B	749	C	788	4 Ln design & ROW
19800	ORTIZ AVE	LUCKETT RD	SR 80	2LN	E	900	B	382	B	402	4 Ln design & ROW
19900	PALM BEACH BLVD (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	2,100	C	1,175	C	1,310	
20000	PALM BEACH BLVD (SR 80)	ORTIZ AVE	I-75	6LD	D	3,171	C	1,199	C	1,310	
20100	PALM BEACH BLVD (SR 80)	I-75	SR 31	6LD	D	3,171	C	1,701	C	2,056	
20200	PALM BEACH BLVD (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	2,100	C	1,774	C	1,824	
20300	PALM BEACH BLVD (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	2,280	B	1,361	B	1,421	
20330	PALM BEACH BLVD (SR 80)	WERNER DR	JOEL BLVD	4LD	C	1,607	C	1,180	C	1,254	
20400	PALM BEACH BLVD (SR 80)	JOEL BLVD	HENDRY CO. LINE	4LD	C	2,210	B	954	B	1,006	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	395	C	418	
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	197	C	207	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	173	C	185	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	607	E	657	Constrained

LEE COUNTY Road Link Volumes (County- and State-Maintained Roadways)

LINK NO	NAME	ROADWAY LINK		ROAD TYPE	PERFORMANCE STANDARD		2019 100TH HIGHEST HOUR		FORECAST FUTURE		NOTES
		FROM	TO		LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	2,100	C	1,696	C	1,843	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	2,100	C	1,690	C	1,750	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	499	C	545	*
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	286	C	545	Heritage Isle*
21800	PINE RIDGE RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	286	C	301	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	288	C	417	Intermed Park
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	672	D	700	FDOT Metro Pkwy 6-laning
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	841	C	884	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	B	736	B	774	*
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	B	1,164	B	1,239	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	B	953	B	1,002	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	73	C	541	old count, Stoneybrook North(2009)
22500	RANCHETTA RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	93	C	98	
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	55	C	62	old count projection(2009)
22700	RICHMOND AVE	LELAND HEIGHTS	E 12TH ST	2LN	E	860	C	79	C	91	*
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	79	C	83	*
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS B.	MAIN ST	2LD	D	970	C	1,055	C	1,176	Constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	2,100	C	1,055	C	1,176	PD&E Study
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	970	C	744	C	847	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	2,100	C	744	C	847	
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	427	C	449	*
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	484	C	508	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	E	944	E	992	
23400	SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	290	C	304	*
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	2,100	C	1,778	C	1,950	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,398	B	1,469	
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT	4LD	E	1,900	B	1,149	B	1,352	
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	1,050	B	1,104	
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	1,050	A	1,104	
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	402	C	423	*
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	641	D	677	*
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	970	C	643	C	610	PD&E/SEIR Study
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	2LN	C	820	C	564	C	460	PD&E/SEIR Study
24400	STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	180	C	215	*
24500	STRINGFELLOW RD	1ST AVE	BERKSHIRE RD	2LN	E	1,060	B	315	D	672	Constrained
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	B	315	C	448	Constrained
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	C	551	D	652	Constrained
24800	STRINGFELLOW RD	PINELAND RD	MAIN ST	2LN	E	1,060	C	551	D	648	
24900	SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	4LD	E	1,980	A	1,243	A	1,306	
25000	SUMMERLIN RD	KELLY COVE RD	SAN CARLOS BLVD	4LD	E	1,980	A	1,243	A	1,306	
25100	SUMMERLIN RD	SAN CARLOS BLVD	PINE RIDGE RD	6LD	E	3,000	A	1,919	A	2,149	
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	3,000	A	1,919	A	2,016	
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	3,000	A	1,919	A	2,016	
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,900	C	1,454	C	1,552	
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,880	B	1,783	B	1,874	
25600	SUMMERLIN RD	COLLEGE PKWY	PARK MEADOW DR	6LD	E	2,880	B	1,916	B	2,014	
25700	SUMMERLIN RD	PARK MEADOW DR	BOY SCOUT	6LD	E	2,880	B	1,916	B	2,014	
25800	SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,260	D	1,324	
25900	SUMMERLIN RD	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,260	D	1,324	
26000	SUNRISE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	42	C	53	
26100	SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	C	369	C	388	*
26150	SUNSHINE BLVD	23RD ST SW	LEE BLVD	2LN	E	1,010	C	369	C	388	*
26200	SUNSHINE BLVD	LEE BLVD	W 12TH ST	2LN	E	1,010	D	596	D	626	*
26300	SUNSHINE BLVD	W 12TH ST	W 75TH ST	2LN	E	860	D	623	D	655	
26400	SW 23RD ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	D	650	D	683	
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,230	B	1,413	
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	A	623	B	724	
26700	THREE OAKS PKWY	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	A	633	B	976	
26800	TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	163	C	171	old count(2010)
26900	TICE ST	ORTIZ AVE	STALEY RD	2LN	E	860	C	203	D	716	Elementry U.
27000	TREELINE AVE	TERMINAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	A	1,272	A	1,510	Harley Davidson
27030	TREELINE AVE	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	880	A	924	
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	880	A	924	
29800	US 41 (S TAMIAMI TR)	OLD 41	CORKSCREW RD	6LD	D	3,171	C	2,662	C	2,712	
29900	US 41 (S TAMIAMI TR)	CORKSCREW RD	SANIBEL BLVD	6LD	D	3,171	C	2,422	C	2,485	
30000	US 41 (S TAMIAMI TR)	SANIBEL BLVD	ALICO RD	6LD	D	3,171	C	2,623	C	2,686	
30100	US 41 (S TAMIAMI TR)	ALICO RD	ISLAND PARK RD	6LD	D	3,171	C	2,623	C	2,730	
30200	US 41 (S TAMIAMI TR)	ISLAND PARK RD	BRIARCLIFF RD	6LD	D	3,171	C	2,905	D	3,092	

5/25/2020

LEE COUNTY Road Link Volumes (County- and State-Maintained Roadways)

LINK NO	NAME	ROADWAY LINK		ROAD TYPE	PERFORMANCE STANDARD		2019 100TH HIGHEST HOUR		FORECAST FUTURE		NOTES
		FROM	TO		LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	
30300	US 41 (S TAMIAMI TR)	BRIARCLIFF RD	SIX MILE PKWY	6LD	D	3,171	C	2,905	D	3,092	
30400	US 41 (S TAMIAMI TR)	SIX MILE PKWY	DANIELS PKWY	6LD	D	3,171	C	2,518	C	2,752	
30500	US 41 (CLEVELAND AVE)	DANIELS PKWY	COLLEGE PKWY	6LD	D	3,171	C	2,615	C	2,924	SR 739 6 laning Design & ROW
30600	US 41 (CLEVELAND AVE)	COLLEGE PKWY	SOUTH RD	6LD	D	3,171	C	2,615	D	3,100	SR 739 6 laning Design & ROW programmed
30700	US 41 (CLEVELAND AVE)	SOUTH RD	BOY SCOUT RD	6LD	D	3,171	C	2,734	D	3,100	SR 739 6 laning Design & ROW programmed
30800	US 41 (CLEVELAND AVE)	BOY SCOUT RD	NORTH AIRPORT RD	6LD	D	3,171	C	2,395	C	2,744	SR 739 6 laning Design & ROW programmed
30810	US 41 (CLEVELAND AVE)	NORTH AIRPORT RD	COLONIAL BLVD	6LD	D	3,171	C	2,395	C	2,744	
30900	US 41 (CLEVELAND AVE)	CITY LIMITS	N. KEY DR	4LD	D	2,100	D	2,068	F	2,347	
31000	US 41 (CLEVELAND AVE)	N. KEY DR	HANCOCK B. PKWY	4LD	D	2,100	D	2,068	F	2,347	
31100	US 41 (CLEVELAND AVE)	HANCOCK B. PKWY	PONDELLA RD	4LD	D	2,100	D	2,068	F	2,347	
31200	US 41 (CLEVELAND AVE)	PONDELLA RD	SR 78	4LD	D	2,100	C	1,439	C	1,556	
31300	US 41 (CLEVELAND AVE)	SR 78	LITTLETON RD	4LD	D	2,100	C	1,439	C	1,556	
31400	US 41 (N TAMIAMI TR)	LITTLETON RD	BUS 41	4LD	D	2,100	C	1,157	C	1,374	
31500	US 41 (N TAMIAMI TR)	BUS 41	DEL PRADO BLVD	4LD	D	2,100	C	1,157	C	1,374	
31600	US 41 (N TAMIAMI TR)	DEL PRADO BLVD	CHARLOTTE CO. LINE	4LD	D	2,100	C	1,847	C	2,001	
27200	VETERANS MEM. PKWY	SR 78	CHIQUITA	4LD	D	2,040	A	818	A	860	
27300	VETERANS MEM. PKWY	CHIQUITA	SKYLINE	4LD	D	2,040	F	2,159	F	2,269	old count projection(2010)
27400	VETERANS MEM. PKWY	SKYLINE	SANTA BARBARA BLVD	6LD	D	3,080	A	2,179	B	2,290	*
27500	VETERANS MEM. PKWY	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	6LD	D	3,080	B	2,764	B	2,905	
27600	VETERANS MEM. PKWY	COUNTRY CLUB BLVD	MIDPOINT BRDG TOLL P	6LD	D	3,080	B	2,830	B	2,975	
27700	VETERANS MEM. PKWY	MIDPOINT BRDG TOLL P	MCGREGOR BLVD	4LB	D	4,000	D	3,149	D	3,310	
29000	W. 6TH ST	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	196	C	206	
29100	W. 12TH ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	C	234	C	246	
29200	W. 12TH ST	SUNSHINE BLVD	WILLIAMS AVE	2LN	E	860	C	76	C	168	old count projection(2010)
29300	W. 12TH ST	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	92	C	104	old count projection(2010)
29400	W. 14TH ST	SUNSHINE BLVD	RICHMOND AVE	2LN	E	860	C	48	C	54	old count projection(2010)
15200	WESTGATE BLVD	GUNNERY RD	LEE BLVD	2LN	E	860	D	724	D	780	
27900	WHISKEY CREEK DR	COLLEGE PKWY	SAUTERN DR	2LD	E	910	C	326	C	342	
28000	WHISKEY CREEK DR	SAUTERN DR	MCGREGOR BLVD	2LD	E	910	C	326	C	342	
28200	WILLIAMS AVE	LEE BLVD	W. 6TH ST	2LN	E	860	D	589	D	627	
28300	WINKLER RD	STOCKBRIDGE DR	SUMMERLIN RD	2LN	E	860	C	461	C	527	old count(2010)
28400	WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	C	316	C	332	
28500	WINKLER RD	GLADIOLUS DR	BRANDYWINE CIR	2LN	E	880	B	593	B	625	Year 2010 data
28600	WINKLER RD	BRANDYWINE CIR	CYPRESS LAKE DR	2LN	E	880	B	592	B	622	
28700	WINKLER RD	CYPRESS LAKE DR	COLLEGE PKWY	4LD	E	1,780	D	778	D	817	
28800	WINKLER RD	COLLEGE PKWY	MCGREGOR BLVD	2LN	E	800	B	350	B	395	old count projection(Year 2010)
28900	WOODLAND BLVD	US 41	AUSTIN ST	2LN	E	860	C	266	C	300	old count projection(2010)

* Previous Year Data

- County-Maintained Collector Roadway - Unincorporated Lee County
- County-Maintained Arterial Roadway - Unincorporated Lee County
- County-Maintained Arterial/Collector Roadway - Incorporated Lee County
- State-Maintained Arterial Roadway - Unincorporated Lee County

ADMINISTRATIVE CODE 11-4

ADMINISTRATIVE CODE
BOARD OF COUNTY COMMISSIONERS

CATEGORY: TRANSPORTATION AND TRAFFIC MANAGEMENT	CODE NUMBER: AC-11-4
TITLE: TURN LANE POLICY	ADOPTED: 10/19/88
	AMENDED: 10/16/91 3/24/98
	ORIGINATING DEPARTMENT: TRANSPORTATION

PURPOSE/SCOPE:

GENERAL

I. SCOPE

Deceleration, left and right turn lanes are desirable for the safe execution of speed change maneuvers and for storage and protection of left and right turning vehicles. These additional lanes for exit or entrance maneuvers shall be provided in accordance with County Design Standards herein. The pavement width and cross slopes of such lanes shall meet minimum requirements; however, special designs may be allowed when deemed necessary by the Director of the Division of Transportation for County maintained facilities and the Director of the Division of Development Services for privately-maintained facilities. Shoulders and recovery areas should be provided in accordance with the same requirements for other travel lanes; wherever possible.

It should be realized that deceleration, left and right turn lanes constitute an integral part of the geometric design of streets and highways and shall be included in the design for all new and replacement construction projects. At times, deceleration, left and right turn lanes may need to be installed at an existing intersection or access point to improve the existing or outdated design, if and when a traffic analysis shows that the LOS is being degraded by the proposed project traffic, or the turning movements at the intersection are being created at the intersection by the proposed projects traffic. This Policy addresses the warrants and design features for both cases.

POLICY/PROCEDURE:

II. POLICY AND PROCEDURE

Deceleration, left and right turn lanes shall be provided at all intersections and/or access points on county-maintained and privately-maintained facilities as required by this policy. Deceleration, left and right turn lane requirements shall not apply to a single family residence, a duplex residence, or two (2) family residence. When an existing development increases trip generation by expanding facilities or by change in use, a one-time deviation may be granted whereby only the increased trip generation is considered in determining if the warrants for requiring deceleration, left and right turn lanes are satisfied providing such deviation does not create a new or increased existing hazard which is detrimental to the health, safety and welfare of the traveling public.

This policy shall not be used to deny access to county maintained facilities for property which otherwise has the right of access; and for which it is not possible to provide deceleration, left and right turn lanes without acquiring additional Right-of-way (ROW) beyond the limits of the subject property. Nothing in this policy shall be construed to place an obligation upon the County to permit left turn lanes into or out of any development via either any existing or proposed street or access point driveway from any street or highway facility where the Director of the Division of Transportation or the Director of the Division of Development Services (hereinafter referred to as the "Directors") has determined it is not in the best interests of the health, safety and general welfare of the traveling public to allow such left turning movement.

Turn lane and deceleration requirements on state maintained facilities shall be in accord with policies and standards of the Florida Department of Transportation (FDOT) as directed by the FDOT. However, the Directors will confer with appropriate FDOT officials on the applicability and use of these requirements in each case of a development connecting to this system.

III. CLASSIFICATION, FUNCTION AND WARRANTS

A. Classification and Function

Deceleration, left and right turn lanes serve more than one (1) purpose, but may be generally classified according to their main function as follows:

1. Deceleration Lane(s)

The primary function of a deceleration lane is to provide a safe travel path and sufficient distance for exiting vehicles to decelerate from the operating speed on the through lanes of a roadway prior to exiting from the facility.

2. Turn Lane(s)

a. Left Turn

The primary function of a left turn lane is to provide a protected area separated from the flow of through traffic in the same direction where left turning vehicles can slow to a stop and wait until a suitable gap occurs or is provided in the opposing flow of traffic to allow the turning maneuver to be safely completed. A secondary function is to eliminate the delay and congestion which would affect the through traffic movement in the same direction while the left turning vehicles slowed down and waited for a safe and adequate gap in the opposing flow of traffic to complete the turning maneuver.

b. Right Turn

The primary purpose of a right turn storage lane is to provide a protected area separated from the flow of through traffic in the same direction where right turning vehicles can slow to turning speed or stop and wait until the turning maneuver can be safely completed. A secondary purpose is to eliminate the delay and congestion that would occur for through

traffic moving in the same direction while turning vehicles slowed down and completed the right turn movement.

B. Warrants

The need for deceleration and turn lanes are generally determined by the following factors:

- Street classification of any particular street or road as identified in the adopted County administrative code entitled "County Road Functional Classification Map and List".
- Posted Roadway Speed
 - a. High speed (45 miles per hour (mph) or greater)
 - b. Intermediate speed (35 or 40 mph)
 - c. Low speed (30 mph or less)

- Number of Turning Movements during the Peak Hour
- Opposing and same direction peak hour through volumes.
- intersection Sight Distance
- Access Control
- **Traffic Control**

IV. DECELERATION AND **LEFT** TURN LANES

As defined in section III.A 1 and 2.a, a deceleration and **left turn** lane will be required when any two (2) or more of the following warrants are satisfied:

A. Arterial Street

1. Posted speed limit of the arterial street is equal to or greater than thirty-five (35) mph and the peak hour **left turning** movement is ten (10) or more as conditioned herein.
2. Estimated two-way peak season, peak hour through volume is equal to or greater than 500 vehicles per hour and the number of left turning movements from the arterial is equal to or greater than 15 at through volume = 500 to 599; 14 at through volume = 600 to 699; 13 at through volume = 700 to 799; 12 at through volume = 800 to 899; 11 at through volume = 900 to 999; or **10** at through volume = 1000 or more. Two-way peak season, peak hour volumes to be derived from the AADT estimates in the most recent Lee County Traffic Count Report, as adjusted using the peak season and peak hour factors from the nearest appropriate permanent count station. The **volumes should** also be adjusted to the appropriate horizon year per the TIS requirements.
3. Available Sight Distance

for leftturning vehicles to observe approaching traffic or for approaching traffic moving in either direction to observe the left turning vehicle is less than the value shown Table A-I for the posted speed of the arterial street.
4. Arterial street has been designated as a **controlled** access facility by the BOCC.
5. **Traffic Control**

of the intersecting street or access point connection is by a traffic signal.

B. Collector Street

1. Posted speed limit of the collector street is equal to or greater than thirty-five (35) mph and the peak hour left turning movement is twenty (20) or more as conditioned herein.
2. Number of **Left Turning Movements**
 - (a) On multi-lane collector facilities the number of leftturning vehicles from the collector roadway is equal to or greater than twenty (20) during either the A.M. or P.M. peak hour of the collector street.
 - (b) On two (2) lane two way collectors the estimated two-way peak season peak hour through volume is equal to or greater than 500 vehicles per hour and the number of left turning movements from the collector is equal to or greater than 25 at through volume = 500 to 599; 24 at through volume = 600 to 699; 23 at through volume = 700 to 799; 22 at through

volume = 800 to 899; 21 at through volume = 900 to 999 or 20 at through volume = 1000 or more, Two-way peak season peak hour volumes to be derived from the AADT estimates in the most recent Lee County Traffic Count Report (or developer counts if County counts not **available**), as adjusted using the peak season and peak hour factors from the nearest appropriate permanent count station. The volumes should also be adjusted to the appropriate horizon year per the TIS requirements.

3. Available Sight Distance

for left turning vehicles to observe approaching **traffic** or for approaching **traffic** moving in either direction to observe the left turning vehicle is less than the value shown in Table A-I for the posted speed limit of the collector street.

4. Traffic Control of

the intersecting street or access point connection is a traffic signal.

C. Local Streets

1. Posted speed limit on the local street is equal to or greater than thirty (30) mph and the peak hour left turning movement is sixty (**60**) or more as conditioned herein.

2. Number of Left Turning Movements

(a) On multi-lane facilities the number of leftturning vehicles from the local street exceeds one hundred (100) during **either A.M.** or P.M. peak hour of the local street.

(b) On **two (2)** lane two way facilities the number of left turning vehicles from the local street exceeds sixty (**60**) during either the A.M. or P.M. peak hour of the local street and the opposing through **traffic** volume exceeds five hundred (500) vehicles during either the A.M. or P.M. peak hour of the local street.

3. Available Sight Distance

for left turning **vehicles to observe** approaching traffic: or for approaching traffic moving in either direction to observe the left turning vehicle is less than the value shown in Table A-I for the posted speed limit of the local street.

5. Traffic Control of

the intersecting street **or** access point connection is a **traffic** signal.

D. Separate left turn lanes are required on an intersecting street or access point connection when any two (2) or more of the following warrants are satisfied:

1. Intersection/Connection to Arterial Streets.

(a) Posted speed limit of the intersecting street or access point connection is equal to or greater than forty five (45) mph.

(b) When the Number of left turning vehicles from the intersecting street or access point connection is equal to or greater than thirty (30) vehicles during either A.M. or P.M. peak hour of the arterial street.

(c) Arterial street which is being entered has been designated as a controlled

Administrative Code 11-4 • Turn Lane Policy - **Cont'd.**

access facility by the BOCC.

(d) Traffic Control

of the intersecting street or access point connection is a **traffic** signal.

2. Intersection/Connection to Collector Street

(a) Posted speed limit of the intersecting street or access point connection is equal to or greater than thirty five (35) mph.

(b) Number of **left** turning vehicles from the intersecting street or access point connection is equal to or greater than sixty (60) vehicles during either the A.M. or P.M. peak hour of the collector street.

(c) Traffic Control

of the intersecting street or access point connection is a traffic signal.

3. Intersection/Connection to Local Street

(a) Posted speed limit of the intersecting street or access point connection is equal to or greater than thirty (30) mph.

(b) Number of leftturning vehicles from the intersecting street or access point connection is equal to or greater than ninety (90) vehicles during either the A.M. or P.M. peak period of the local street.

(c) Traffic Control

of the intersecting street or access point connection is a **traffic** signal.

V. DECELERATION AND RIGHT TURN LANES

As defined in Section III. A. 1 and 2. b., a deceleration and right turn will be required when any two (2) or more of the following warrants are satisfied:

A. Arterial Street

1. Posted speed limit of the arterial street is equal to or greater than thirty-five (35) mph.

2. Number of **right** turning movements from the **arterial** street is **equal to or greater than thirty (30)** during either the A.M. or P.M. peak hour of the arterial street.

3. Available Sight Distance

of a right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in Table A-I for the posted speed limit of the arterial street.

4. Arterial Street has been designated as a controlled access facility by the BOCC.

5. **Traffic** Control of the

intersecting street or access point connection is a **traffic** signal.

B. Collector Street

Administrative Code 11-4 Turn Lane Policy - Cont'd.

1. Posted speed limit of the collector street is equal to or greater than thirty five (35) mph.
2. Number of right turning movements from the collector street is equal to or greater than **forty-five (45)** during either the **A.M.** or P.M. peak hour of the collector street.
3. Available Sight Distance
for a right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in Table A-I for the posted speed limit of the collector street.

4. **Traffic** Control of the
intersecting street or access point connection is a traffic signal.

C. Local Street

1. Posted speed limit of the local street is equal to ~~or~~ greater than thirty (30) mph.
2. Number of right turning movements from the local street is equal to or greater than sixty (60) during either ~~the~~ **A.M.** or P.M. peak hour of the local street.
3. Available Sight Distance
for a right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in Table A-I for the posted speed limit of the local street.

4. **Traffic** Control of the
intersecting street or access point connection is a traffic signal.

D. Separate Right Turn Lanes are required on an intersecting street or access point connection when any two (2) or more of the following warrants are satisfied: Separate right turn lanes will not be required if the street being intersected or connected to is operating at Level of Service "C" or better on a peak season, peak hour basis.

1. Intersection/Connection to Arterial Street
 - (a) Posted Speed Limit of the intersecting street or access point connection is equal to or greater than **forty five** (45) mph.
 - (b) Number of right turning vehicles from the intersecting street ~~or~~ access point connection is equal to or greater ~~than~~ sixty (60) during either the A.M. or P.M. peak ~~hour~~ of the ~~arterial~~ street.
 - (c) Arterial street which is being entered has been designated as a controlled access facility by the **BOCC**.
 - (d) Traffic control of the
intersecting street or access point connection is by a traffic signal.
2. Intersection/Connection to Collector Street
 - (a) Posted speed limit of the intersecting street or access point connection is equal to or greater than thirty five (35) mph.

- (b) Number of right turning movements from the intersecting street or access point connection is equal to or greater than ninety (90) during either the A.M. or P.M. peak hour of the collector street.
 - (c) Traffic Control of the
 intersecting street or access point connection is a traffic signal,
3. Intersection/Connection to Local Street
- (a) Posted speed limit of the intersecting street or access point connection is equal to or greater than **thirty** (30) mph.
 - (b) Number of right turning movements from the intersecting street or access point connection is equal to or greater than one hundred and twenty (120) during either the A.M. or P.M. peak hour of the local street.
 - (c) Traffic Control of the
 intersecting street or access point connection is a traffic signal,

DESIGN

I. Deceleration lanes consist of two distinct sections. The transition section is the distance needed for vehicles to achieve transfer from the through lane to the turn lane. The deceleration section is the distance needed to slow to a stop.

FDOT has tabulated standards for these distances, but those apply to **typical** rural highways. Under county urbanized conditions drivers begin deceleration immediately upon entry into the transition section and arrive at the deceleration section at lower speeds than the posted speed. Under urbanized conditions drivers utilize deceleration rates of 12 ft. per sec. per sec. which requires shorter deceleration lengths than 10 ft. per sec. per sec. which is typical of rural conditions. The table below represents a set of calculated County standards which differ from the FDOT standards except for those roads with a posted speed of 50 mph or above. County standards shall be used on County roads, except controlled access roadways which will utilize the FDOT standards. FDOT will specify requirements on State Highways. FDOT standards are found in **Index #301**.

<u>Design Speed</u>	<u>Trans.</u>	<u>Decel.</u>	<u>Total</u>
30	75	50	125
35	80	60	140
40	90	75	165
45	105	9.5	200
50		See FDOT Index #301	
55		See FDOT Index #301	

The initial 50 feet of the transition length shall consist of pavement taper and the remaining length shall be the full width of the deceleration lane.

II. DESIGN OF LEFT AND RIGHT TURN LANES

Where left and right turn lanes are required, storage lanes shall be used in conjunction with deceleration lanes and their lengths shall be added to the required deceleration length. Turn lanes for right turns shall generally conform to the configuration shown in Fig. FB1. Turn lanes for **left** turns shall generally conform to the configuration shown in Fig. FB-2.

TRIP GENERATION EQUATIONS

Multifamily Housing (Mid-Rise) (221)

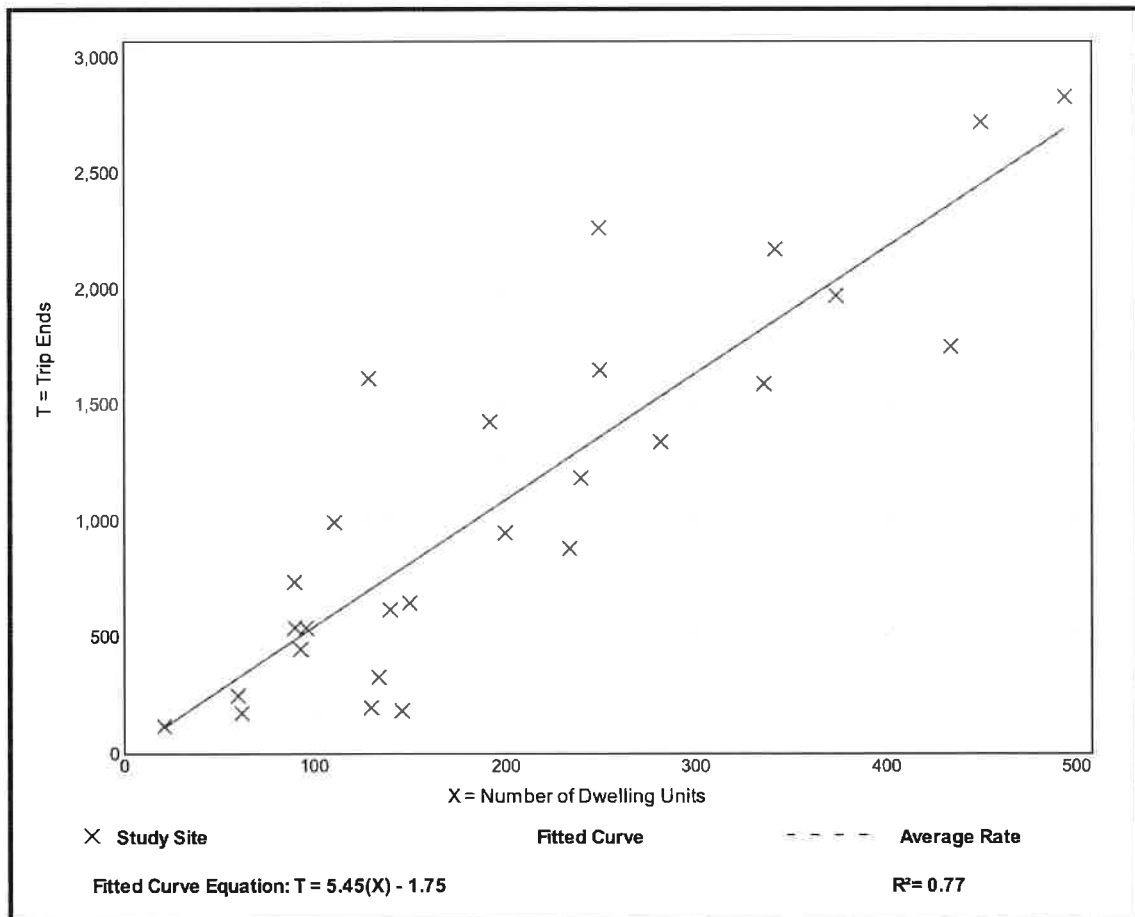
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units
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: 53

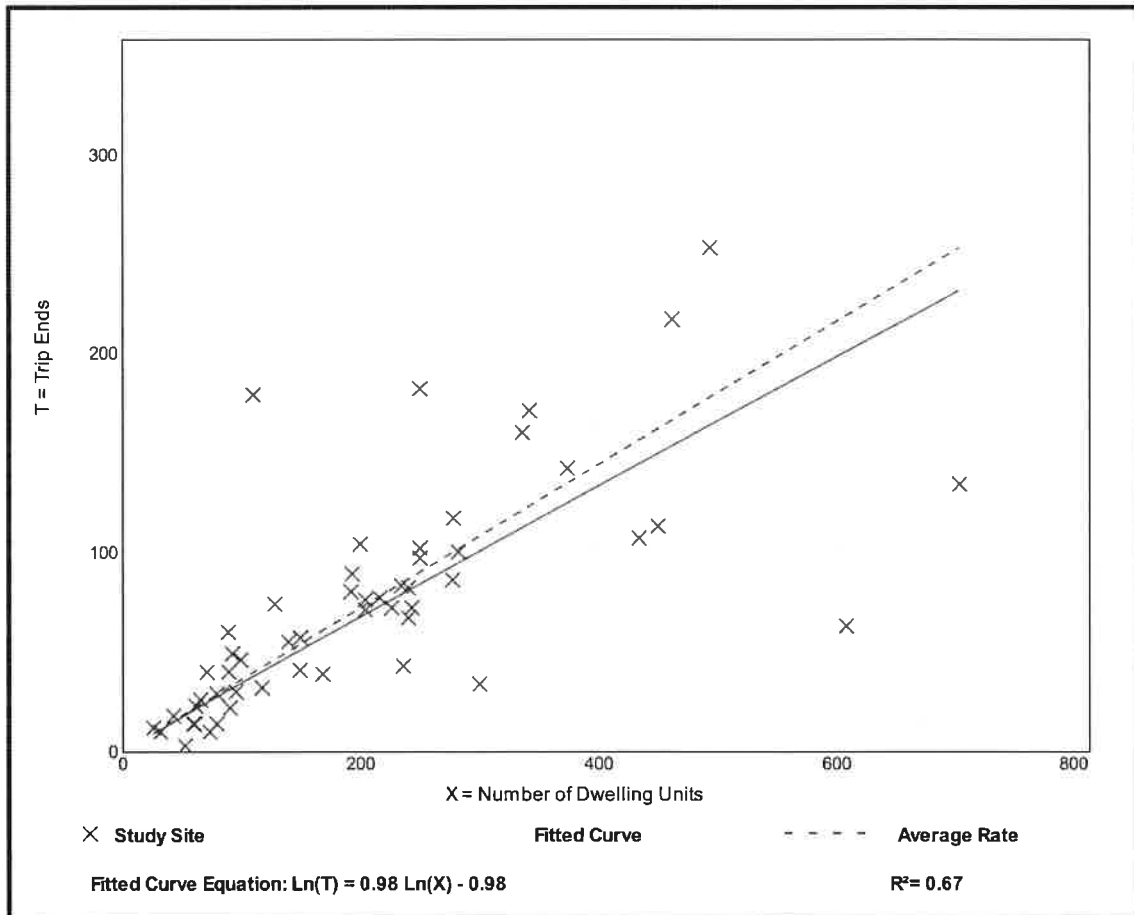
Avg. Num. of Dwelling Units: 207

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units
 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: 60

Avg. Num. of Dwelling Units: 208

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation

