Community Development Department
Comprehensive Planning Section
18400 Murdock Circle
Port Charlotte, FL, 33948

CHARLOTTE COUNTY
COMMUNITY DEVELOPMENT
DEPARTMENT

UNIFIED APPLICATION
SMALL SCALE* PLAN AMENDMENT (MAP)
AND REZONING (OTHER THAN PD)
Application Information

*Small Scale means any petition that involves a FLUM change of 10 acres or less.

Application Submittal Requirements

- **Supply one unbound copy of the Application Materials (see checklist below).** Staff will have up to 5 working days following the application deadline day to review the application for completeness. If incomplete, the application will be returned with a description of the reasons why the application is incomplete. The applicant may resubmit the application any time prior to the next application deadline day.
- **Once deemed complete, the applicant will be notified that the application has been logged-in. The applicant is then required to supply one electronic copy, in PDF format, of all documents.** Additional copies of certain items will be required prior to the public hearing dates. ***Do not*** submit the additional copies to the Building and Growth Management Department until requested by a staff member of the department.
- If deemed complete, the application will be logged in and assigned to a P&Z and BCC hearing cycle (see attached Application Schedule). Staff will commence review.
    - The applicant is responsible for promptly providing any information that needs to be updated, modified, or newly submitted as part of the review; otherwise the petition may be continued to a later cycle or a recommendation of denial will be necessary.
- **No additional changes may be made to any information in an application subsequent to one week before the hearing packet is due to be compiled for the Planning and Zoning Board members or the NOVUS Agenda item deadline for the Board of County Commissioners.** The planner in charge of the petition will be able to inform the applicant of the drop-dead date.

Consistency with the Comprehensive Plan

The changes proposed by this application will be reviewed with regard to consistency with the Goals, Objectives, and Policies (GOPs) of the Smart Charlotte 2050 comprehensive plan. Inconsistency with Smart Charlotte will be a basis for a recommendation of denial by Staff.

The review will also be concerned with impacts to infrastructure (i.e. roads, water and sewer facilities, libraries, public buildings, parks, and schools), services (i.e. garbage collection, police protection, and fire/EMS service), the environment (i.e. impact to listed plant and animals species, soil content, erosion, generation of hazardous waste, water quality), and the potential for natural disasters (i.e. hurricanes and flooding).

Application Materials

- ☑ Completed Application Form
- ☑ Survey and accurate legal description (including acreage), signed and sealed by a registered land surveyor
  - For unplatted property, one original boundary survey– an AutoCAD format copy may be required
  - For platted land, provide one original surveyor's sketch
- ☑ Most current *Title Insurance Policy* or an *Ownership and Encumbrance Report* for subject property
- ☑ Notarized authorization from each owner, as applicable (Form A)
- ☑ Notarized authorization for agent to submit petition, as applicable (Form B)
- ☐ A copy of any covenants, easements or restrictions that have been recorded for the subject site Not Applicable
- ☑ *Environmental Assessment Report*
- ☑ *Traffic Impact Report*
- ☑ Letters of availability of utility service from water and sewer utilities that would provide service to the site and *Estimated Potable Water and Sanitary Sewer Usage Report*
- ☑ *Archeological/Historical Memo* indicating whether or not listed objects are located on the subject site
  - *Archeological/Historical Survey,* as applicable
- ☑ Narrative addressing rezoning standards of approval
- ☑ Adjacent property owners map and an electronic copy of the adjacent property owners list in text format (txt file) provided on disc
- ☑ Affidavits A & B, signed and notarized
- ☑ Filing fee of **$2,490**, with check made payable to the Charlotte County Board of County Commissioners or CCBCC

Additional Copies for Board Packet

10 copies each of the following when requested by department staff:

- any bound items
- any maps or other graphics sized larger than 11 X 17 (except surveys)
- any items in color

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ATTENTION

If you are submitting an application that, if approved, will increase the amount of density allowed to be developed on your property, read this notice.

FLU Policy 1.2.7 of Smart Charlotte County outlines those situations wherein the Transfer of Density Units program is applicable.

> "The TDU program shall be used during the review and approval process for all plan amendments and rezonings that propose to increase the base density on land and street vacations that would result in an accumulation of acreage allowing development of new units of density; this requirement shall continue to apply to lands that have been annexed by the City of Punta Gorda."

Property may be exempted from the TDU program if located within a Revitalizing Neighborhood with an adopted Revitalization Plan. The exemption would need to be consistent with policies adopted into Smart Charlotte.

If not exempted, property must meet one of these requirements in order to be an acceptable Receiving Zone:

FLU Policy 1.2.10 TDU Receiving Zones

Receiving zones inside the Urban Service Area include lands within the following designations of FLUM Series Map #2: 2050 Framework:

1. Emerging Neighborhoods.
2. Maturing Neighborhoods.
3. Economic Corridors and Centers.
4. CRAs
5. Revitalizing Neighborhoods prior to adoption of a Revitalization Plan and also what may be required in accordance with a Revitalization Plan.

Receiving Zones within the Rural Service Area include lands within:

1. Rural Community Mixed Use areas.
2. The Rural Settlement Area Overlay District.

AND

Must not be in a prohibited Receiving Zone:

FLU Policy 1.2.11 Prohibited Receiving Zones

Density shall not be transferred into:

1. Lands within Managed Neighborhoods (FLUM Series Map #2).
2. Lands within the Resource Conservation and Preservation FLUM categories.
3. Land containing historical or archeological resources, or land deemed to contain environmentally sensitive resources; when a portion of a property contains resources, that area deemed not to contain resources may receive density if it meets one of the criteria of a receiving zone, a conservation easement will be required over the resource along with an undeveloped buffer of at least 100 feet. An historical structure that is to be integrated into a development will not need to be buffered.
4. Lands within the Prime Aquifer Recharge Area (FLUM Series Map #6).
5. Lands within the one-half mile setback of the Watershed Overlay District and Tippen Bay and Long Island Marsh (FLUM Series Map #4).
6. Land within a Public Water System Wellhead Protection Area (FLUM Series Map #7).
7. Land on a barrier island.

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CHARLOTTE COUNTY
BUILDING AND GROWTH MANAGEMENT DEPARTMENT

UNIFIED APPLICATION for SMALL SCALE PLAN AMENDMENT (MAP) and REZONING

Date Received:	Time Received:
Date of Log-in:	Petition #: Accela #:
Receipt #:	Amount Paid:

1. PARTIES TO THE APPLICATION

Name of Applicant: Jaxon Fischer , LLC

Mailing Address: 25020 Harborside Blvd

City: Punta Gorda | State: FL | Zip Code: 33955

Phone Number: 239-691-0299 | Fax Number:

Email Address: Williamfischer@ffe-fl.com

Name of Agent: Jason Green

Mailing Address: 70 Mansell Ct, Suite 200

City: Roswell | State: GA | Zip Code: 30076

Phone Number: (678) 250-9382 Ex133 | Fax Number:

Email Address: jasongreen@axiscompanies.com

Name of Engineer/Surveyor: Jon Shoemaker

Mailing Address: First Choice Surveying, Inc., P.O. 470978

City: Lake Monroe | State: FL | Zip Code: 32747

Phone Number: 407-951-3425 | Fax Number: 407-520-5453

Email Address:

Name of Property Owner (if more than one property owner, attach a separate sheet with a list of all owners): Jaxon Fischer LLC

Mailing Address: 25020 Harborside Blvd

City: Punta Gorda | State: FL | Zip Code: 33955

Phone Number: 239-691-0299 | Fax Number:

Email Address: Williamfischer@ffe-fl.com

2. PROPERTY INFORMATION

If more than one account number exists, attach a separate sheet listing all information required by this section

Property Account #:		
Section: 32	Township: 42	Range: 23
Parcel/Lot #: 422332100013	Block #:	Subdivision:
Total acreage or square feet of the property: +/- 41.31 acres		

3. SURVEY:

- For unplatted property, provide one original boundary survey that is **signed and sealed** by a registered land surveyor and an accurate legal description (including acreage) of the property.
- For platted land, provide one original surveyor's sketch that is **signed and sealed** by a registered land surveyor and an accurate legal description (including acreage) of the property.

4. PROOF OF LAND OWNERSHIP: Provide the most current *Title Insurance Policy* or an *Ownership and Encumbrance Report* on the subject property.

5. NOTARIZED AUTHORIZATION: A written, notarized authorization from each owner must be provided with this application if:

- If the applicant is not the owner of the property, a written, notarized authorization from each owner must be provided with this application – use Form A, attached. Property owner authorization is required. If the property owner withdraws permission at any point during the review and approval process, the application is considered null and void.
- If an agent is submitting the application for the applicant – authorization from the applicant is required – use Form B, attached.

6. RESTRICTIONS: Provide a copy of any covenants, easements or restrictions that have been recorded for the subject site.

7. EXISTING LAND USE DESIGNATIONS

Future Land Use Map (FLUM) designation(s)	Acreage
Burnt Store Village Residential	+/- 41.31

Zoning District(s)	Acreage
Residential Estate, RE	+/- 41.31 acres

8. APPLICANT'S PROPOSED CHANGE(S):

Amending FLUM designation(s) to: Commerical

Amending Zoning designation(s) to: Commercial General

If the proposed change involves an increase in density, which of the Receiving Zone criteria does the property meet, or would this be an exemption consistent with a Revitalization Plan?
The site is part of Emergining Neighborhoods.

9. REASON FOR PROPOSED CHANGE(S):
See Narrative.

10. CURRENT LAND USE OF SUBJECT PROPERTY: (example: house, vacant land, barn, etc.)
vacant land

11. SURROUNDING LAND USES:

North: Industrial use

South: Vacant

East: Vacant

West: across Burnt Store Road, Multi-family residential

12. ENVIRONMENTAL ASSESSMENT:

- Provide an *Environmental Assessment Report*, conducted within one year or less from the date of submittal, that includes:
  - Maps and surveys of the subject site illustrating the existing land cover according to Level 3 of the FLUCCS
  - Locations of listed flora and fauna species, if present.
  - If any wetlands are identified on site, provide a survey showing delineations of any wetlands, acreages, and the wetland Category (ENV Policy 3.1.3) under which they fall.
  - If the property is adjacent to any Federal, State, or County wildlife management areas, parks, preserves or reserves, supply a science-based analysis of possible impacts to the environmental resources of these lands and the manner in which these impacts can be eliminated. Where elimination is not possible, the analysis shall detail how these impacts can be reduced and mitigated.

13. INFRASTRUCTURE:

A. Roadway

i. List the roads or streets upon which vehicles may travel to gain access to the site (generally within ¼ mile radius):
Burnt Store Road

ii. *Traffic Impact Report*: This narrative does not need to be authored by a registered professional engineer. Address the potential impact to the surrounding road network that would result from the number of vehicle trips that may be generated by development of the subject site at maximum buildout allowed under the proposed FLUM and Zoning.

B. Potable Water and Sanitary Sewer

i. Submit a letter from the utility companies (water/sewer) stating availability of utility service to the property.

ii. Attach an *Estimated Potable Water and Sanitary Sewer Usage Report* showing the gallons per day that may be generated by development of the subject site at maximum buildout allowed under the proposed FLUM and Zoning.

14. HISTORICAL OR ARCHEOLOGICAL SITES: When the property under review is within the area determined to contain potential historic and archeological resources by the Archaeological Predictive Model (depicted on SPAM Series Map #3), the applicant must submit an *Archeological/Historical Memo* indicating that a review of the National Register of Historic Places, the Florida Master Site File and the Local Historic Register (when available) has been performed and the results of that review. If the subject site contains any object listed in these resources, the applicant must provide an *Archeological/Historical Survey* performed by a professional archeologist licensed in the State of Florida.

15. REZONING NARRATIVE

Charlotte County Code Section 3-9-10(h) lists the following standards for approval. A narrative stating the applicant's justification for the rezoning based upon the following standards of approval is required:

A. Whether the proposed change would be contrary to the Comprehensive Plan.
B. The existing land use pattern in adjacent areas.
C. The capacity of public facilities and services, including but not limited to schools, roads, recreational facilities, wastewater treatment, water supply, and stormwater drainage facilities.
D. Whether the proposed change will adversely influence living conditions or property values in adjacent areas.
E. Whether the proposed change will affect public safety.

16. ADJACENT PROPERTY OWNERS INFORMATION:

Provide an *electronic text file (.txt)* that includes the names and addresses of all property owners within 200 feet of the subject property (excluding street right-of-ways), and a map indicating which properties are included in the address list. The Adjacent Property Owner List must be based upon the latest available property records of the Property Appraiser's Office. The list shall include property owner's name, mailing address, and parcel(s) or lot(s) description or account number so each parcel can be referenced on the Adjacent Property Owner Map. Refer to the Geographic Information System Internet site for mapping and owner information at **http://www.ccgis.com/**. (Use a buffer of 250 feet or larger in order to account for right-of-ways, canals, etc.) Every property owner within 200 feet of every parcel of land involved will be notified of the schedule of public hearings.

Not applicable

FORM A. PROPERTY OWNER AUTHORIZATION TO APPLICANT

I, the undersigned, being first duly sworn, depose and say that I am the owner of the property described and which is the subject matter of the proposed hearing.
I give authorization for _____ to be the applicant for this REZONING.

STATE OF _____, COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 20___, by

_____who is personally known to me or has/have produced

_____as identification and who did/did not take an oath.

Notary Public Signature	Signature of Owner
Notary Printed Signature	Printed Signature of Owner
Title	Address
Commission Code	City, State, Zip
	Telephone Number

Community Development Department
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Port Charlotte, FL 33948

FORM B. APPLICANT AUTHORIZATION TO AGENT

I, the undersigned, being first duly sworn, depose and say that I am the applicant for this PLAN AMENDMENT for the property described and which is the subject matter of the proposed hearing. I give authorization for Jason Green, Axis Infrastructure to be my agent for this application.

STATE OF Florida, COUNTY OF Charlotte

The foregoing instrument was acknowledged before me this 22 day of September, 2023, by Laura Fischer who is personally known to me or has/have produced _____ as identification and who did/did not take an oath.

Sophia Rosa	Laura Fischer
Notary Public Signature	Signature of Applicant
Sophia Rosa	LAURA FISCHER
Notary Printed Signature	Printed Signature of Applicant
Assistant Manager	17150 BURNT STORE ROAD
Title	Address
HH 368976	PUNTA GORDA FL
Commission Code	City, State, Zip
	239-691-0299
	Telephone Number

SOPHIA CHRISTINA ROSA
Notary Public - State of Florida
Commission # HH 368976
My Comm. Expires Mar 5, 2027
Bonded through National Notary Assn.

Community Development Department
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18400 Murdock Circle
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FORM B. APPLICANT AUTHORIZATION TO AGENT

I, the undersigned, being first duly sworn, depose and say that I am the applicant for this PLAN AMENDMENT for the property described and which is the subject matter of the proposed hearing. I give authorization for Jason Green, Axis Infrastructure to be my agent for this application.

STATE OF Florida, COUNTY OF Charlotte

The foregoing instrument was acknowledged before me this 22 day of September, 2023, by William Fischer who is personally known to me or has/have produced _____ as identification and who did/did not take an oath.

Sophia Rosa Notary Public Signature	Will Fischer Signature of Applicant
Sophia Rosa Notary Printed Signature	William S Fischer Printed Signature of Applicant
Assistant Manager Title	17150 Burnt Store Rd Address
HH 368976 Commission Code	Punta Gorda, FL 33955 City, State, Zip
	239 691 0299 Telephone Number

SOPHIA CHRISTINA ROSA
Notary Public - State of Florida
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AFFIDAVIT A

I, the undersigned, being first duly sworn, depose and say that I am the owner or agent of the property described and which is the subject matter of the proposed hearing; that all answers to the questions in this application, and all sketches, data and other supplementary matter attached to and made a part of the application are honest and true to the best of my knowledge and belief. I understand this application must be complete and accurate before the hearing can be advertised, and that if I am not the owner of the property I have attached a notarized authorization from the owner(s) to submit this application. I acknowledge that all items listed in the application must be submitted concurrent at the time the County accepts the application. I swear that the attached list of adjacent property owners is complete, including all property owners within ~~200~~ 1000 feet of the subject properties (excluding right-of-ways), that it is correct, providing addresses as listed in the County Tax Roll.

STATE OF FLORIDA, COUNTY OF CHARLOTTE

The foregoing instrument was acknowledged before me this 22 day of September, 2023, by Laura Fischer who is personally known to me or has/have produced _____ as identification and who did/did not take an oath.

Sophia Rosa
Notary Public Signature

Laura Fischer
Signature of Applicant or Agent

Sophia Rosa
Notary Printed Signature

LAURA FISCHER
Printed Signature of Applicant or Agent

Assistant Manager
Title

17150 BURNT STORE ROAD
Address

HH 368976
Commission Code

PUNTA GORDA FL 33955
City, State, Zip

239-691-0299
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STATE OF FLORIDA, COUNTY OF CHARLOTTE

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Sophia Rosa	[signature]
Notary Public Signature	Signature of Applicant or Agent
Sophia Rosa	William J Fischer
Notary Printed Signature	Printed Signature of Applicant or Agent
Assistant Manager	17150 Burnt Store Rd
Title	Address
HH 368976	Punta Gorda FL 33955
Commission Code	City, State, Zip
	239 691 0297
	Telephone Number

SOPHIA CHRISTINA ROSA
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AFFIDAVIT B

The applicant/owner hereby acknowledges and agrees that any staff discussion about conditions of approval are preliminary only, and are not final, nor are they the specific conditions or demands required to gain approval of the application, unless the conditions or demands are actually included in writing in the final development order or the final denial determination or order.

STATE OF FLORIDA, COUNTY OF CHARLOTTE

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Sophia Rosa	Laura Fischer
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Sophia Rosa	LAURA FISCHER
Notary Printed Signature	Printed Signature of Applicant or Agent
Assistant Manager	17150 BURNT STORE ROAD
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Sophia Rosa	William J Fischer
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Assistant Manager	17150 Burnt Store Rd
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	Telephone Number

SOPHIA CHRISTINA ROSA
Notary Public - State of Florida
Commission # HH 368976
My Comm. Expires Mar 5, 2027
Bonded through National Notary Assn.

Prepared by and return to:
Charles B Capps

PAVESE LAW FIRM
1833 Hendry Street
Fort Myers, FL 33901
239-334-2195
File Number: **94231.001**
Will Call No.:

[Space Above This Line For Recording Data]

Warranty Deed

This Warranty Deed made this **16th** day of **July, 2021** between **Burnt Store Property, LLC, a Florida limited liability company** whose post office address is **27950 Jones Loop Road, Punta Gorda, FL 33982**, grantor, and **Jaxon Fischer, LLC, a Florida limited liability company** whose post office address is **25020 Harborside Blvd, Punta Gorda, FL 33955**, grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

Witnesseth, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Charlotte County, Florida** to-wit:

A portion of the Northwest 1/4 of Section 32, Township 42 South, Range 23 East, Charlotte County, Florida; being more specifically described as follows:

Commencing at the intersection of the South line of said Northwest 1/4 with the East right of way line of Burnt Store Road (S.R. # 765); thence run North 00°65'57" East along said right of way, a distance of 671.26 feet to the Point of Beginning of the lands herein described: thence continue North 00°65'57" East along said right of way, a distance of 707.74 feet; thence South 89°37'31" East, a distance of 2603.99 feet to the East line of said Northwest 1/4; thence South 00°05'06" East along said East line, a distance of 718.55 feet; thence North 89°37'31" West along the North line of the South 1/4 of the said Northwest 1/4, a distance of 2606.51 feet to the Point of Beginning.

LESS AND EXCEPT

Parcel BSR3-105 Partial Take

DESCRIPTION:
A PARCEL OR TRACT OF LAND BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 42 SOUTH, RANGE 23 EAST, CHARLOTTE COUNTY, FLORIDA, SAID LANDS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE POINT OF BEGINNING BEING THE INTERSECTION OF THE SOUTH LIMITS OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2904, PAGE 1047 OF THE PUBLIC RECORDS OF CHARLOTTE COUNTY, FLORIDA AND THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD No. 765 A.K.A. BURNT STORE ROAD (RIGHT-OF-WAY WIDTH VARIES) PER THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAPS SECTION No. 01540-2601; THENCE SOUTH 89 DEGREES 15 MINUTES 58 SECONDS EAST ALONG SAID SOUTH LIMITS A DISTANCE OF 102.13 FEET; THENCE SOUTH 00 DEGREES 18 MINUTES 23 SECONDS WEST A DISTANCE OF 717.65 FEET TO THE NORTH LINE OF THE SOUTH 1/4 OF THE NORTHWEST 1/4 OF

SAID SECTION 32; THENCE NORTH 89 DEGREES 34 MINUTES 42 SECONDS WEST ALONG SAID NORTH LINE A DISTANCE OF 103.80 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID COUNTY ROAD No. 765; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING TWO COURSES. NORTH 00 DEGREES 22 MINUTES 11 SECONDS EAST A DISTANCE OF 238.30 FEET; THENCE NORTH 00 DEGREES 28 MINUTES 25 SECONDS EAST A DISTANCE OF 479.90 FEET TO THE POINT OF BEGINNING.

AND FURTHER LESS AND EXCEPT

Parcel BSR3-108 - Partial Take

DESCRIPTION: BSR3- 108
A PARCEL OR TRACT OF LAND BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 42 SOUTH, RANGE 23 EAST, CHARLOTTE COUNTY, FLORIDA, SAID LANDS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE POINT OF BEGINNING BEING THE INTERSECTION OF THE NORTH SECTION LINE OF SAID SECTION 32, AND THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD No. 765 A.K.A. BURNT STORE ROAD (RIGHT-OF-WAY WIDTH VARIES) PER THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAPS SECTION No. 01540-2601; THENCE SOUTH 89 DEGREES 19 MINUTES 03 SECONDS EAST ALONG SAID NORTH SECTION LINE A DISTANCE OF 40.03 FEET TO INTERSECT THE ARC OF A CIRCULAR CURVE TO THE LEFT WHOSE RADIUS POINT BEARS NORTH 88 DEGREES 23 MINUTES 07 SECONDS EAST; THENCE ALONG THE ARC OF SAID CURVE IN A SOUTHERLY DIRECTION, THRU A CENTRAL ANGLE OF 00 DEGREES 15 MINUTES 54 SECONDS, HAVING A RADIUS OF 11,724.0 FEET, AN ARC DISTANCE OF 54.21 FEET; THENCE SOUTH 27 DEGREES 48 MINUTES 32 SECONDS EAST A DISTANCE OF 55.13 FEET TO INTERSECT THE ARC OF A CIRCULAR CURVE TO THE LEFT WHOSE RADIUS POINT BEARS NORTH 87 DEGREES 52 MINUTES 39 SECONDS EAST; THENCE ALONG THE ARC OF SAID CURVE IN A SOUTHERLY DIRECTION, THRU A CENTRAL ANGLE OF 00 DEGREES 41 MINUTES 03 SECONDS, HAVING A RADIUS OF 11,700.0 FEET, AN ARC DISTANCE OF 139.72 FEET TO THE POINT OF REVERSE CURVATURE OF A CIRCULAR CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS SOUTH 87 DEGREES 11 MINUTES 36 SECONDS WEST; THENCE ALONG THE ARC OF SAID CURVE IN A SOUTHERLY DIRECTION, THRU A CENTRAL ANGLE OF 00 DEGREES 15 MINUTES 52 SECONDS, HAVING A RADIUS OF 15,150.00 FEET, AN ARC DISTANCE OF 69.89 FEET; THENCE SOUTH 10 DEGREES 58 MINUTES 06 SECONDS WEST A DISTANCE OF 51.72 FEET TO INTERSECT THE ARC OF A CIRCULAR CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 87 DEGREES 38 MINUTES 53 SECONDS WEST; THENCE ALONG THE ARC OF SAID CURVE IN A SOUTHERLY DIRECTION, THRU A CENTRAL ANGLE OF 00 DEGREES 21 MINUTES 13 SECONDS, HAVING A RADIUS OF 15,138.00 FEET, AN ARC DISTANCE OF 93.44 FEET TO THE NORTH LIMITS OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2904, PAGE 1047, OF THE PUBLIC RECORDS OF CHARLOTTE COUNTY, FLORIDA; THENCE NORTH 89 DEGREES 14 MINUTES 05 SECONDS WEST ALONG SAID NORTH LIMITS A DISTANCE OF 76.26 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID COUNTY ROAD No. 765; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING TWO COURSES NORTH 00 DEGREES 45 MINUTES 55 SECONDS EAST A DISANCE OF 180.30 FEET; THENCE NORTH 00 DEGREES 43 MINUTES 20 SECONDS EAST A DISTANCE OF 275.70 FEET TO THE POINT OF BEGINNING.

Parcel Identification Number: 422332100013

Subject to taxes for 2021 and subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to **December 31, 2020.**

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Burnt Store Property, LLC

By: _____
Chad W. Sutton, Manager

Witness Name: Charles Capps

Witness Name: Christina L Carlson

State of Florida
County of Lee

The foregoing instrument was acknowledged before me by means of [X] physical presence or [_] online notarization, this 16th day of July, 2021 by Chad W. Sutton, Manager of Burnt Store Property, LLC, on behalf of the company, who [_] is personally known to me or [X] has produced a driver's license as identification.

[Notary Seal]

Notary Public State of Florida
Charles Bryan Capps
My Commission HH 145451
Expires 06/20/2025

Notary Public

Printed Name: Charles Capps

My Commission Expires: 8/20/25

DoubleTime®

Prepared by: Planning Analytics, LLC

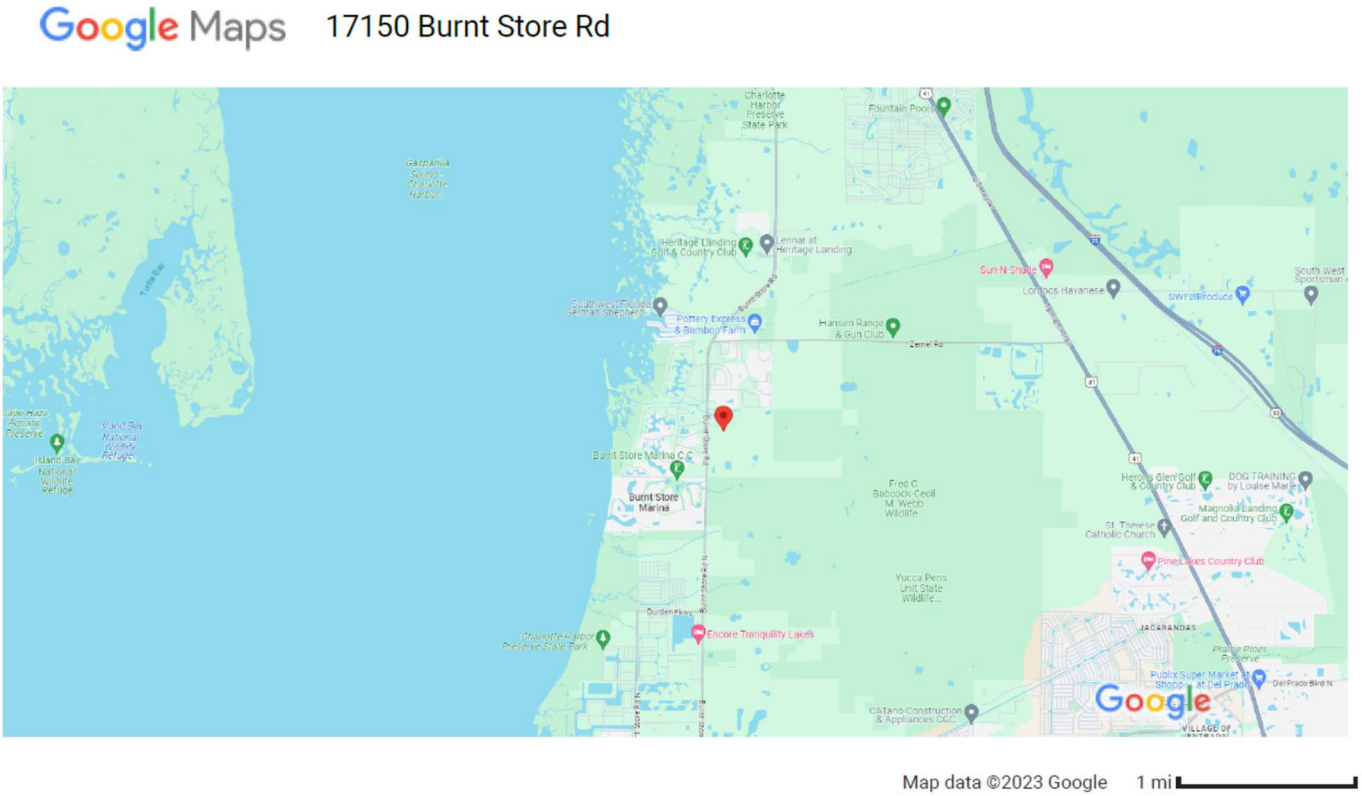
Jaxon Fischer LLC Rezoning

TRAFFIC IMPACT STATEMENT
Submitted March 28, 2026
Record Number: PLN25xx-00xx / Project Number: RZ-25-xx

Narrative

The Applicant is proposing a rezoning petition to change the existing zoning designation from Residential Estate (RE-1) to Commercial General (CG) for one parcel of land with the following parcel ID number: 422332100013. Based upon a review of the Charlotte County Property Appraiser's website, parcel ID number 422332100013 consists of 41.31 acres of land and has a street address of 17150 Burnt Store Road, Punta Gorda, FL 33955. The parcel is located east of Burnt Store Road approximately two-thirds of a mile north of the Charlotte/Lee County line in unincorporated Charlotte County as shown in Figure 1 below. The parcel has historically been vacant.

Figure 1. Project Location



The Applicant has filed a rezoning petition to change the zoning designation from Residential Estate (RE-1) to Commercial General (CG). Based upon the Comprehensive Plan Amendment approval the Applicant received at the September 10, 2024 Charlotte County Board of County Commissioners meeting, the maximum potential intensity of development that is allowed on the site is 0.35 FAR.

A worst-case scenario approach is used to evaluate the potential traffic impacts in this report. The maximum potential development associated with the proposed zoning district would be 629,812 square feet of commercial development (41.31 acres * 0.35 FAR) = 14.4585 acres * 43,560 square feet per acre = 629,812.26 square feet (round down to 629,812). For convenience, this maximum potential development area will be rounded to 630,000 square feet. For this analysis, ITE Land Use code (820) 12th Edition was selected to evaluate the worst-case potential trip generation associated with the proposed rezoning petition. The reason ITE Land Use code 820 was chosen is due to the size of the maximum potential development of the parcel. A Shopping Center (>150k) is a theoretical possibility for this parcel. As a comparison, a Fast-Food Restaurant with Drive-Through Window has an average size of 3,000 square feet based

upon the ITE Land Use Code 934. Applying the trip generation potential of a Fast-Food Restaurant with Drive-Through Window over the entire parcel size is not reasonable.

Trip Generation

The tables that follow indicate the estimated project traffic using ITE Trip Generation 12th Edition.

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															
Shopping Center (>150K)	820	KSF	36.39	NA	630	22,926	11,463	11,463	0%	0	0	0	22,926	11,463	11,463

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															
Shopping Center (>150K)	820	KSF	0.88	NA	630	554	344	211	0%	0	0	0	554	344	211

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															
Shopping Center (>150K)	820	KSF	3.26	NA	630	2,054	1,006	1,047	19%	390	191	199	1,664	815	848

Analysis Period

Based upon the trip generation rates in the tables provided in the section above, this land use code is estimated to generate more trips in the PM Peak-Hour than in the AM Peak-Hour. Thus, the analysis period selected for the potential use is the PM Peak-Hour.

Internal Capture/Pass-by Capture/Diverted Trips

No consideration will be given to either Internal Capture or Diverted Trips as a part of the analysis for this project. Per discussions with Charlotte County staff, no consideration will be given to Pass-by Capture.

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Trip Distribution/Assignment – Level of Service Analysis

Per discussions with Charlotte County Staff, all project trips were assigned as presented in Table 4 below.

Table 4 – Trip Distribution

Roadway																	
									Project Trips	2045 Total					630,000		
														Jaxon	**1664**		
On-Street	Segment	2025 AADT	K-100 Factor	Peak Hour Trips	2045 Vested	2045 BG	LOS D 4-LANE	DEFICIENT			DEFICIENT	LOS D 6-LANE	DEFICIENT	Trip Distribution	**Jaxon**	Total Trips	DEFICIENT
Burnt Store Rd	EW Connector/Coral Creek to Heritage Landing	22600	0.092	2079	2,007	**4,086**	3,528	Yes	482	4,568	Yes	4,960	No	28.95	**482**	4,568	No
	Heritage Landing to Zemel Rd	22600		2079	1,381	**3,460**	3,528	No	773	4,233	Yes	4,960	No	46.45	**773**	4,233	No
	Zemel Rd to Project Entrance	17694		1628	1,224	**2,852**	3,528	No	1132	3,984	Yes	4,960	No	68.03	**1132**	3,984	No
	Project Entrance to Lee Co. Line	17694		1628	1,224	**2,852**	3,528	No	532	3,384	No	4,960	No	31.97	**532**	3,384	No
										0	No						
Zemel Rd	Burnt Store Rd to County Landfill	3597		331	1,133	**1,464**	1,616	No	229	1,693	Yes	3,528	No	13.75	**229**	1,693	No
Zemel Rd	County Landfill to US 41	3597		331	970	**1,301**	1,616	No	122	1,423	No	3,528	No	7.34	**122**	1,423	No
Tuckers Grade Ext (E/W	Burnt Store Rd to US 41					**709**	3,528	No	17	726	No	3,528	No	1.02	**17**	726	No

*The trip distribution/assignment was based upon discussions with Charlotte County staff and a model run conducted on July of 2025 (see support documentation).

The trip distribution illustrated above was based upon the total potential trip generation at the buildout year.

Based upon Charlotte County's estimated trip distribution, the segments of Burnt Store Road located north of the project site are anticipated to experience a Level of Service (LOS) below the adopted LOS standard assuming future total traffic conditions and the existing four-lane geometry. Once this segment of Burnt Store Road is expanded to a six-lane facility, the segment will operate at an acceptable LOS. Based upon Charlotte County's estimated trip distribution, the segment of Zemel Road from Burnt Store Road to the County Landfill is anticipated to experience an LOS below the adopted LOS standard assuming future total traffic conditions and the existing two-lane geometry. This segment of Zemel Road as a four-lane facility will operate at an acceptable level of service.

Charlotte County's trip distribution does not reflect the likelihood of shorter trips resulting from the addition of a commercially zoned parcel in south Charlotte County.

The distribution is also based upon the trip generation tables provided earlier in this report. These tables provide a worst-case scenario that limits the Pass-by Capture rate to only 19%. Based on field observation and regional context along Burnt Store Road and surrounding commercial corridors in Punta Gorda, retail development patterns consist of distributed centers generally below 300,000 square feet. Therefore, pass-by characteristics are more consistent with mid-sized shopping centers rather than a single regional destination.

The site is also not located near an Interstate 75 interchange. Thus, the establishment of a regional retail center here is unlikely. If the site consists of smaller (less than 300,000 square feet) commercial developments, then the Pass-By Capture rate would likely be at least 10 percent higher at 29 percent.

Study Area / Area of Impact

The study area for this analysis includes the segments listed in Table 4 above.

Infrastructure Improvements

Based upon a review of the Lee County Capital Improvement Program Detail Report, Lee County plans to widen the remaining two-lane segments of Burnt Store Road to four-lane segments. This improvement is anticipated over the course of the next 10 years. As such, this improvement was not considered as either an existing or committed improvement. Charlotte County has identified the widening of Burnt Store Road as a needed future transportation improvement. As this analysis supports a rezoning petition, future needed improvements will be considered.

Multi-Modal Transportation

Bicycle lanes do not exist along Burnt Store Road immediately adjacent to the site. Sidewalks do not exist immediately adjacent to the site on Burnt Store Road. The site is not located on a fixed transit route. Charlotte County dial-a-ride services the site for qualified individuals.

Conclusion

Based upon a review of the segments analyzed in this report, all segments analyzed in the study area are anticipated to operate at an acceptable Level of Service under future total traffic conditions assuming a maximum potential buildout of the parcel subject to the rezoning petition and future needed improvements to Charlotte County's transportation infrastructure. Revised Traffic Impact Statements will be required in conjunction with future site plan submittals.

It is important to remember this traffic study represents a worst-case scenario assuming a project buildout of a 0.35 Floor Area Ratio. The purpose of this report is to identify potential deficiencies that may occur and assist with the prioritization of transportation infrastructure funding through both the development of the Charlotte County Capital Improvement Program and Charlotte County's involvement with the Charlotte County - Punta Gorda MPO. Future development occurring on the parcel analyzed will be required to submit traffic studies that will reflect more refined trip estimates based upon proposed land uses and proposed intensities (typically building square footages). This traffic study does not vest trips, nor does it grant concurrency to future development. This report is a theoretical analysis considering a maximum-of-maximums type of development.

Support Documentation

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

1. Site Location Within the Network
2. Site Location Access Scale
3. Charlotte County Property Record Card for PID # 422332100013
4. ITE Daily Trip Generation for LUC 820
5. ITE AM Peak-Hour Trip Generation for LUC 820
6. ITE PM Peak-Hour Trip Generation for LUC 820
7. ITE Pass-by Capture Rate for LUC 820
8. 2024 Charlotte County Roadway Concurrency Report
9. FDOT D1RPM Model Run to Determine Trip Distribution

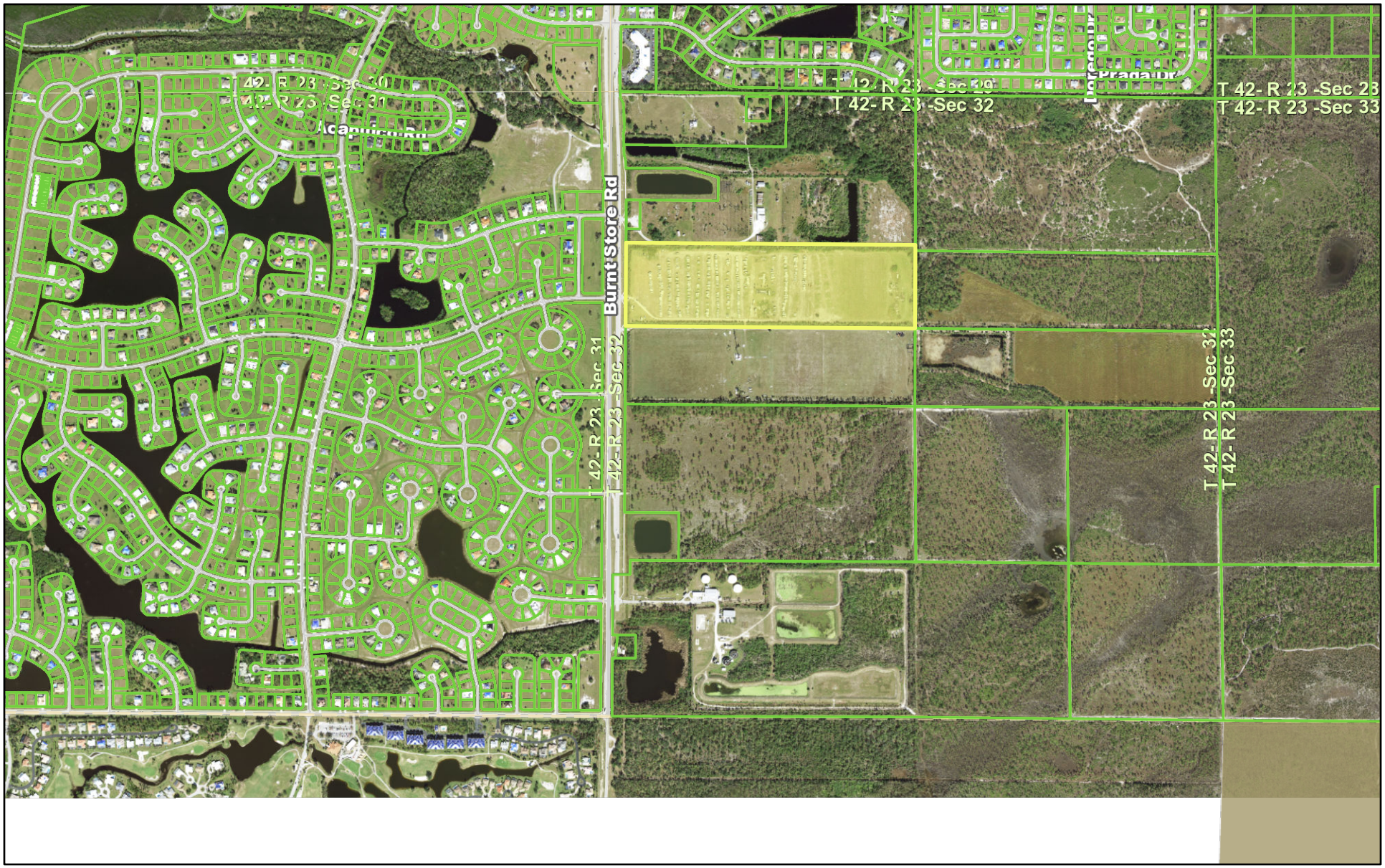
Signature Sheet and Disclaimer

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 Charlotte County Roadway Concurrency Report, the Lee County Link-Level of Service Volumes and LOS Tables and the FDOT Quality/Level of Service Handbook. Every effort has been taken to produce this report consistent with best practices used to evaluate traffic impacts on Florida roadways. Intersection and possible site related design features are not considered in this analysis.

Respectfully submitted by,

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

Location Within Network



November 22, 2023

Override 1

Property Ownership

City of Punta Gorda Boundary

1:16,000

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Charlotte County, Charlotte County GIS

Charlotte County GIS

Access Scale

November 22, 2023

Override 1

Block Number

Lots

Property Ownership

City of Punta Gorda Boundary

1:4,000

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

Charlotte County, Charlotte County GIS

Charlotte County GIS

CHARLOTTE COUNTY PROPERTY APPRAISER
PAUL L. POLK, CFA, AAS, RES

"

Real Property Information for 422332100013 for the 2024 Tax Roll

The Charlotte County Property Appraiser makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation.
If a discrepancy is discovered in your property's records, or those of another, please bring it to our attention immediately.

Report Hurricane Ian Damage

Owner:

JAXON FISCHER LLC
25020 HARBORSIDE BLVD
PUNTA GORDA, FL 33955

Ownership current through: 11/6/2023

Property Location:

Property Address: 17150 BURNT STORE RD
Property City & Zip: PUNTA GORDA 33955
Business Name:

General Parcel Information

Taxing District:	104
In City of Punta Gorda:	NO
Current Use:	ACREAGE NOT CLASSIFIED AS AGRICULTURAL
Future Land Use (Comp. Plan):	Burnt Store Limited Development
Zoning Code:	RE1
Market Area / Neighborhood / Subneighborhood:	03/11/00
Map Number:	5C32X
Section/Township/Range:	32-42-23
SOH Base Year:	
Waterfront:	NO

Sales Information

Date	Book/Page	Instrument Number	Selling Price	Sales code
7/16/2021	4810/733	2975760	$1,000,000	IMPROVED
5/23/2017	4203/630	2526870	$350,000	IMPROVED
2/14/2014	3853/595	2254538	$5,100	VACANT

Click on the book/page or the instrument number to view transaction document images on the Clerk of the Circuit Court's web site.
Click on Qualification/Disqualification Code for a description of the code. Codes are not available prior to 2003.

FEMA Flood Zone (Effective 12/15/2022)

Firm Panel	Floodway	SFHA	Flood Zone	FIPS	COBRA	Community	Base Flood Elevation (ft.)	Letter of Map Revision (LOMR)
0416G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0417G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0418G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0419F	OUT	OUT	D	12015C	Outside of CBRA	120061	See FIS	

					Zone			

***If parcel has more than 1 flood zone, refer to the flood maps available on the GIS web site by clicking on View Map below. Flood term definitions.**

For more information, please contact Building Construction Services at 941-743-1201.

2023 Certified Tax Roll Values, as of January 1, 2023

Approach	County	City	School	Other
Certified Just Value (Just Value reflects 193.011 adjustment.):	$583,248	$583,248	$583,248	$583,248
Certified Assessed Value:	$566,101	$566,101	$583,248	$566,101
Certified Taxable Value:	$566,101	$566,101	$583,248	$566,101

Land Information

Line	Description	Land Use	Zoning	Unit Type	Units	Acreage	Land Value*
1	ZZZ 324223 P6	9900	RE1	ACRE	40.31	40.31	$685,270

***Land Value does not include 193.011 adjustment.**

Land Value may be adjusted due to scrub jay habitat. You can access the Board of County Commissioner's website to determine if this parcel is within scrub jay habitat. For more information on scrub jay habitat within Charlotte County, see the County's Natural Resources web site.

Land Improvement Information

Code	Description	Size	Year Built	Year Condition
1011	CONCRETE PAVING	1817	1965	1965
1230	Wall - 8 Block, No Stucco (sf)	120	1986	1986
1320	Paving - Concrete (sf)	264	1986	1986

View Building Sketch

Legal Description:

Short Legal:	Long Legal:
ZZZ 324223 P6	32 42 23 PARCEL 6 40.31 AC. M/L COMM AT NW COR SEC 32 TH E TO E ROW BURNT STORE RD TH S 1280 FT M/L FOR TH E 102.13 FT FOR POB TH S 718.2 FT E 2496.2 FT N 700 FT W 2497.9 FT TO POB CT3853/595 CT3853/595 4203/630BB 4810/733

Data Last Updated: 11/22/2023- Printed On: 11/22/2023.

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Shopping Center (>150k)
(820)

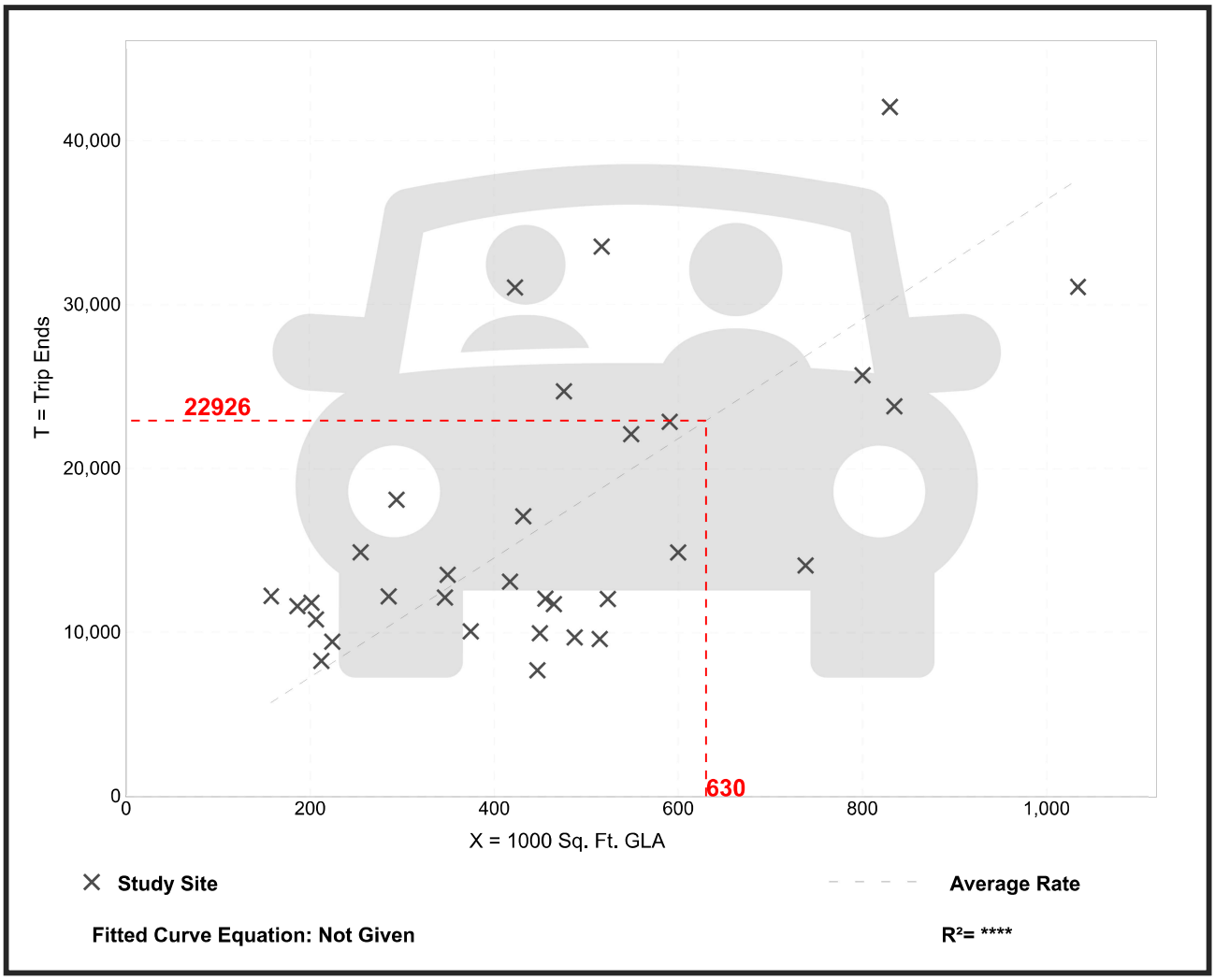
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 32
Avg. 1000 Sq. Ft. GLA: 459
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
36.39	17.27 - 77.31	15.38

Data Plot and Equation



Trip Gen Manual, 12th Edition • Institute of Transportation Engineers

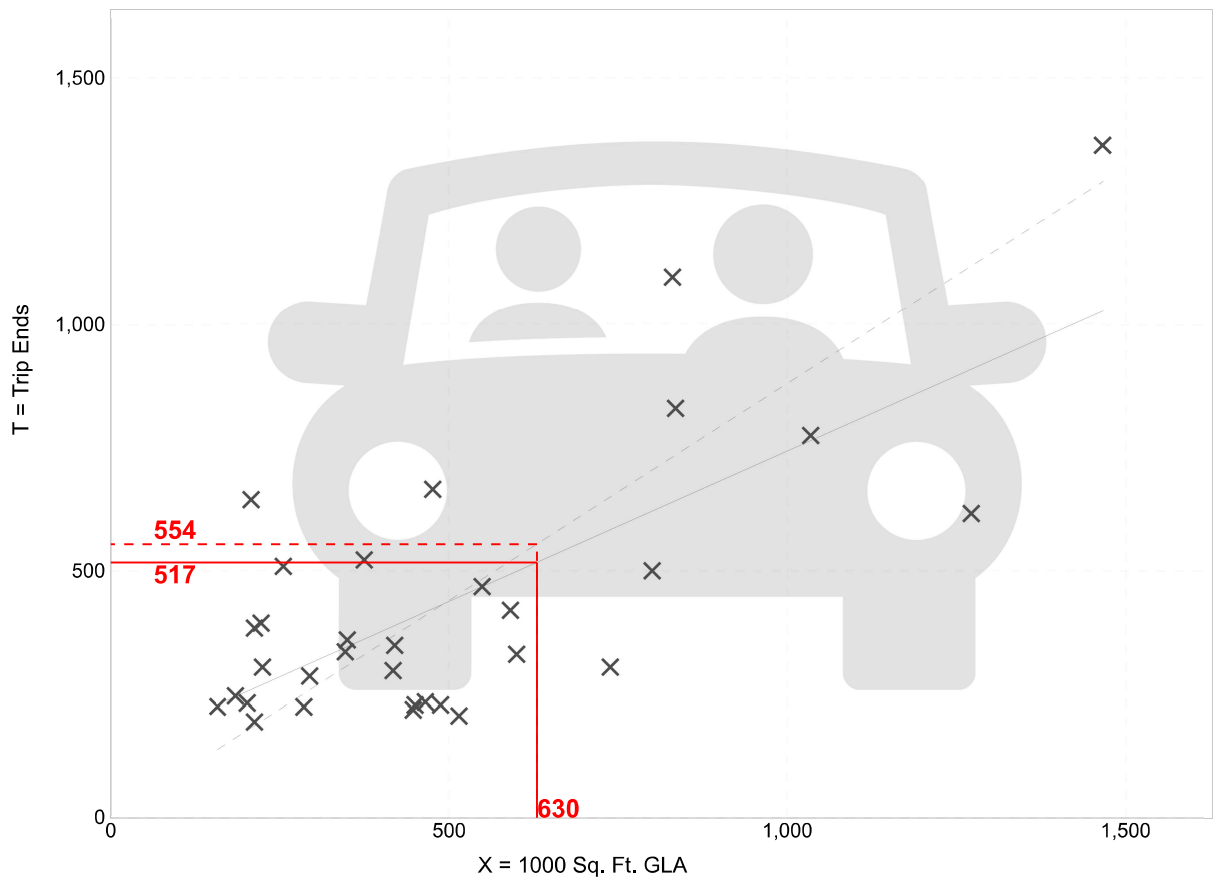
Shopping Center (>150k)
(820)

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:	32
Avg. 1000 Sq. Ft. GLA:	498
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.88	0.40 - 3.10	0.45

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 0.61(X) + 132.89 **R^2= 0.52**

Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

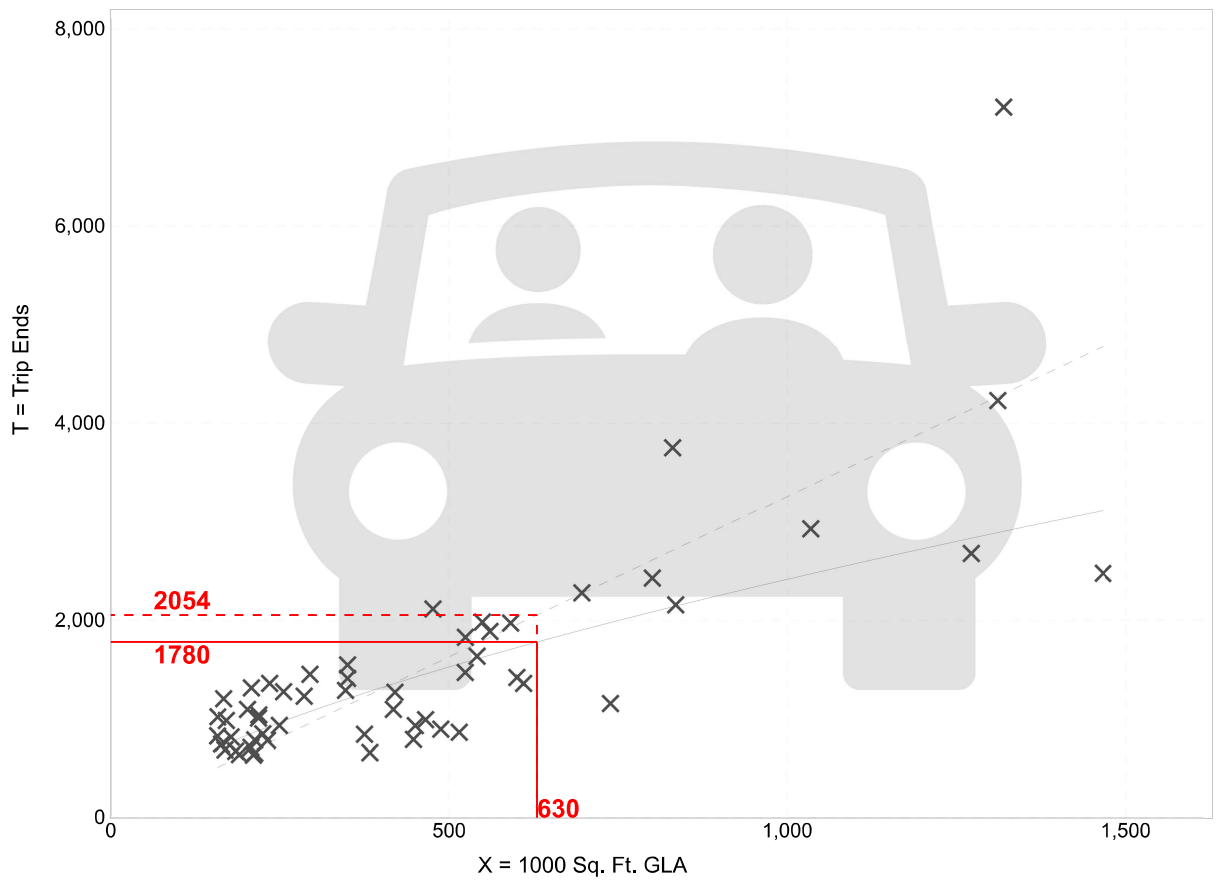
Shopping Center (>150k)
(820)

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:	55
Avg. 1000 Sq. Ft. GLA:	460
Directional Distribution:	49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.26	1.57 - 7.22	1.25

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 3.23 **R^2= 0.63**

Trip Gen Manual, 12th Edition • Institute of Transportation Engineers

Vehicle Pass-By Rates by Land Use

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

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
					Non-Pass-By Trips				
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24

667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

CHARLOTTE COUNTY: 2024 ROADWAY LEVEL OF SERVICE DATA SHEET - PEAK HOUR TWO-WAY

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Level of Service Calculations[1]								
								K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
										B	C	D	E	Adopted	Current	
1	Acline Road	167	U.S. 41	Taylor Rd.	C3C	2-Lane	1,865	0.092	172	*	1104	1560	*	D	C	11%
2	Acline Road	191	Burnt Store Rd.	U.S. 41	C3R	2-Lane	1,563	0.092	144	*	1408	1616	*	D	C	9%
3	Airport Road	249	Cooper St.	Taylor Rd.	C3R	2-Lane	5,688	0.092	523	*	1408	1616	*	D	C	32%
4	Airport Road	169	Taylor Rd	I-75	C3C	2-Lane	6,333	0.092	583	*	1104	1560	*	D	C	37%
5	Airport Road	168	I-75	Golf Course Blvd.	C3C	2-Lane	4,591	0.092	422	*	1104	1560	*	D	C	27%
6	Appleton Blvd	211	San Cruz Waterway	C.R. 771	C3R	2-Lane	3,619	0.092	333	*	1408	1616	*	D	C	21%
7	Aqui Esta Drive	170	Bal Harbor Blvd.	U.S. 41	C3R	2-Lane	9,234	0.092	850	*	1408	1616	*	D	C	53%
8	Cooper Street	250	U.S. 41	Airport Rd.	C3C	2-Lane	6,065	0.092	558	*	1104	1560	*	D	C	36%
9	Atwater Street	25	Peachland Blvd.	Veterans Blvd.	C3R	2-Lane	4,107	0.092	378	*	1408	1616	*	D	C	23%
10	Bachman Blvd		Atwater St.	Yorkshire St.	C3R	2-Lane	1,139	0.092	105	*	1408	1616	*	D	C	6%
11	Bayshore Road	27	Sibley Bay St.	Edgewater Dr.	C3C	2-Lane	2,381	0.092	219	*	1104	1560	*	D	C	14%
12	Bayshore Road	312	Edgewater Dr.	U.S. 41	C3R	2-Lane	2,824	0.092	260	*	1408	1616	*	D	C	16%
13	Beach Road	118	Gulf Blvd.	S.R. 776	C3R	2-Lane	8,831	0.092	812	*	1408	1616	*	D	C	50%
14	Beacon Drive	234	Westchester Blvd.	Elmira Blvd.	C3R	2-Lane	2,902	0.092	267	*	1408	1616	*	D	C	17%
15	Beacon Drive	235	Elmira Blvd.	Olean Blvd.	C3R	2-Lane	3,088	0.092	284	*	1408	1616	*	D	C	18%
16	Beacon Drive	220	Olean Blvd.	Midway Blvd.	C3R	2-Lane	3,463	0.092	319	*	1408	1616	*	D	C	20%
17	Beaver Lane	222	Hancock Ave.	Westchester Blvd.	C3R	2-Lane	4,061	0.092	374	*	1408	1616	*	D	C	23%
18	Biscayne Drive	1	Cornelius Blvd.	Chancellor Blvd.	C3R	2-Lane	3,244	0.092	298	*	1408	1616	*	D	C	18%
19	Biscayne Drive	3	SR-776	Cornelius Blvd.	C3R	2-Lane	3,072	0.092	283	*	1408	1616	*	D	C	17%
20	Brig Cir W		Harness Rd	Brig St	C3R	2-Lane	242	0.092	22	*	1408	1616	*	D	C	1%
21	Brig St		Brig Cir W	Boundary Blvd.	C3R	2-Lane	551	0.092	51	*	1408	1616	*	D	C	3%
22	Boundary Blvd		Cape Haze Dr.	Rotonda Blvd S	C3R	2-Lane	1,344	0.092	124	*	1408	1616	*	D	C	8%
23	Burnt Store Road	187	Lee County line	Zemel Rd.	C3R	4-Lane	15,221	0.092	1,400	*	3245	3528	*	D	C	40%
24	Burnt Store Road	186	Zemel Rd.	Acline Rd.	C3R	4-Lane	18,500	0.092	1,702	*	3245	3528	*	D	C	48%
25	Burnt Store Road	171	Acline Rd.	U.S. 41	C3R	4-Lane	20,745	0.092	1,909	*	3245	3528	*	D	C	54%
26	Campbell St		Eisenhower Dr	Chamberlain Blvd.	C3R	2-Lane	217	0.092	20	*	1408	1616	*	D	C	1%
27	Cape Haze Drive	161	Amberjack Cove Waterway	C.R. 775	C3R	2-Lane	3,259	0.092	300	*	1408	1616	*	D	C	19%
28	Capricorn Blvd	224	Rampart Blvd.	Sandhill Blvd.	C3R	2-Lane	3,799	0.092	350	*	1408	1616	*	D	C	22%
29	Carmalita Street	190	BMX Track	U.S. 41	C3R	2-Lane	4,861	0.092	447	*	1408	1616	*	D	C	28%
30	Carmalita Street	311	Florida St.	BMX Track	C3R	2-Lane	2,577	0.092	237	*	1408	1616	*	D	C	15%
31	Chamberlain Blvd	2	Cornelius Blvd.	US 41	C3R	2-Lane	3,091	0.092	284	*	1408	1616	*	D	C	18%
32	Chancellor Blvd	123	Campbell St.	Apollo Waterway	C3R	2-Lane	3,935	0.092	362	*	1408	1616	*	D	C	22%
33	Chancellor Blvd	124	Apollo Waterway	US-41	C3R	2-Lane	5,793	0.092	533	*	1408	1616	*	D	C	33%
34	Cochran Blvd	15	Education Way	Collingswood Blvd.	C3R	2-Lane	7,124	0.092	655	*	1408	1616	*	D	C	41%
35	Cochran Blvd	96	Pellam Blvd.	Education Way	C3R	2-Lane	12,182	0.092	1,121	*	1408	1616	*	D	C	69%
36	Cochran Blvd	94	Lakeview Blvd.	Pellam Blvd.	C3R	2-Lane	14,620	0.092	1,345	*	1408	1616	*	D	C	83%
37	Cochran Blvd	95	U.S. 41	Lakeview Blvd.	C3C	4-Lane	14,970	0.092	1,377	*	2898	3455	*	D	C	40%
38	Cochran Blvd	259	U.S. 41 S.	Veteran's Blvd.	C3C	4-Lane	22,347	0.092	2,056	*	2898	3455	*	D	C	60%
39	Collingswood Blvd	4	Toledo Blade Blvd.	S.R. 776	C3R	2-Lane	3,583	0.092	330	*	1408	1616	*	D	C	20%
40	Collingswood Blvd	5	Wintergarden Ave.	Toldeo Blade Blvd.	C3R	2-Lane	6,895	0.092	634	*	1408	1616	*	D	C	39%
41	Collingswood Blvd	31	Edgewater Dr.	Wintergarden Ave.	C3R	2-Lane	5,849	0.092	538	*	1408	1616	*	D	C	33%
42	Collingswood Blvd	32	O'Hara Dr.	Edgewater Dr.	C3R	2-Lane	3,701	0.092	340	*	1408	1616	*	D	C	21%
43	Conway Blvd	33	U.S. 41	Olean Blvd	C3R	2-Lane	3,967	0.092	365	*	1408	1616	*	D	C	23%
44	Conway Blvd	246	Olean Blvd	Midway Blvd	C3R	2-Lane	-	0.092	-	*	1408	1616	*	D	C	N/A
45	Cooper Street	151	Airport Rd.	Taylor Rd.	C3R	2-Lane	3,562	0.092	328	*	1408	1616	*	D	C	20%

Contact: Ravi Kamarajugadda - Ravi.Kamarajugadda@charlottecountyfl.gov or (941) 575-3668

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Level of Service Calculations[1]								
								K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
										B	C	D	E	Adopted	Current	
46	Cooper Street	152	Carmalita St.	U.S. 17 N	C3R	2-Lane	6,984	0.092	643	*	1408	1616	*	D	C	40%
47	Cornelius Blvd	6	SR-776	Biscayne Dr.	C3R	2-Lane	4,746	0.092	437	*	1408	1616	*	D	C	27%
48	Cornelius Blvd	263	Biscayne Dr.	U.S. 41	C3R	2-Lane	6,530	0.092	601	*	1408	1616	*	D	C	37%
49	CR74/Bermont Road	111	U.S. 17	Happy Hollow Rd	C3R	2-Lane	9,890	0.092	910	*	1408	1616	*	D	C	56%
50	CR74/Bermont Road	360	Happy Hollow Rd	SR 31	C2	2-Lane	6,207	0.092	571	440	780	1330	2710	D	C	43%
51	CR74/Bermont Road	361	SR 31	County Line	C2	2-Lane	3,952	0.092	364	440	780	1330	2710	D	C	27%
52	CR 771	158	Rotonda Blvd E	KeyStone Blvd	C3R	2-Lane	13,290	0.092	1,223	*	1408	1616	*	D	C	76%
53	CR 771	157	Rotonda Blvd E	Ingram Blvd	C3C	4-Lane	17,760	0.092	1,634	*	2898	3455	*	D	C	47%
54	CR 771	155	Ingram Blvd	Marathon Blvd	C3C	4-Lane	27,942	0.092	2,571	*	2898	3455	*	D	C	74%
55	CR 771	159	Marathon Blvd	SR 776	C3C	4-Lane	28,325	0.092	2,606	*	2898	3455	*	D	C	75%
56	CR 775	163	C.R. 771	Boca Grande Causeway	C3R	2-Lane	6,938	0.092	638	*	1408	1616	*	D	C	39%
57	CR 775	164	Boca Grande Causeway	Gaspar Dr.	C3R	2-Lane	8,439	0.092	776	*	1408	1616	*	D	C	48%
58	CR 775	165	Gaspar Dr.	Cape Haze Dr.	C3R	2-Lane	8,862	0.092	815	*	1408	1616	*	D	C	50%
59	CR 775	166	Cape Haze Dr.	Esther St.	C3R	2-Lane	9,701	0.092	892	*	1408	1616	*	D	C	55%
60	CR 775	141	Esther St.	Rotonda Blvd. W	C3R	2-Lane	12,899	0.092	1,187	*	1408	1616	*	D	C	73%
61	CR 775	140	Rotonda Blvd. W	Short St.	C3C	4-Lane	16,438	0.092	1,512	*	2898	3455	*	D	C	44%
62	CR 775	128	Short St.	San Casa Dr.	C3C	4-Lane	14,687	0.092	1,351	*	2898	3455	*	D	C	39%
63	CR 775	125	Mississippi Ave.	Ainger Creek	C3C	4-Lane	16,272	0.092	1,497	*	2898	3455	*	D	C	43%
64	CR 775	126	Ainger Creek	S.R. 776	C3C	4-Lane	15,564	0.092	1,432	*	2898	3455	*	D	C	41%
65	Cranberry Blvd	217	U.S. 41	Hillsborough Blvd.	C3R	2-Lane	9,204	0.092	847	*	1408	1616	*	D	C	52%
66	David Blvd	210	Lafitte Waterway	Willmington Blvd.	C3R	2-Lane	4,125	0.092	380	*	1408	1616	*	D	C	23%
67	Deep Creek Blvd	225	Rio De Janeiro Ave.	Sandhill Blvd.	C3R	2-Lane	7,008	0.092	645	*	1408	1616	*	D	C	40%
68	Deep Creek Blvd	264	Rio De Janiero Ave.	Seasons Dr.	C3R	2-Lane	2,877	0.092	265	*	1408	1616	*	D	C	16%
69	Easy Street	29	U.S. 41	Olean Blvd.	C3C	2-Lane	1,842	0.092	169	*	1104	1560	*	D	C	11%
70	Easy Street	30	Olean Blvd.	Gibralter Dr.	C3R	2-Lane	2,270	0.092	209	*	1408	1616	*	D	C	13%
71	Edgewater Drive	7	Flamingo Blvd.	Pellam Blvd.	C3R	2-Lane	5,639	0.092	519	*	1408	1616	*	D	C	32%
72	Edgewater Drive	40	Pellam Blvd.	Midway Blvd.	C3R	2-Lane	9,525	0.092	876	*	1408	1616	*	D	C	54%
73	Edgewater Drive	39	Midway Blvd.	Lakeview Blvd.	C3R	4-Lane	11,062	0.092	1,018	*	3245	3528	*	D	C	29%
74	Edgewater Drive	38	Lakeview Blvd.	W Tarpon Blvd.	C3R	4-Lane	14,019	0.092	1,290	*	3245	3528	*	D	C	37%
75	Edgewater Drive	41	W Tarpon Blvd.	Port Charlotte Blvd.	C3R	4-Lane	13,822	0.092	1,272	*	3245	3528	*	D	C	36%
76	Edgewater Drive	37	Port Charlotte Blvd	Harbor Blvd.	C3R	4-Lane	13,664	0.092	1,257	*	3245	3528	*	D	C	36%
77	Edgewater Drive	36	Harbor Blvd	Cousley Dr.	C3R	4-Lane	14,635	0.092	1,346	*	3245	3528	*	D	C	38%
78	Edgewater Drive	34	Cousley Dr.	Gardner Dr.	C3R	4-Lane	14,314	0.092	1,317	*	3245	3528	*	D	C	37%
79	Edgewater Drive	35	Gardner Dr.	U.S. 41	C3R	4-Lane	14,740	0.092	1,356	*	3245	3528	*	D	C	38%
80	Education Way	88	Toledo Blade Blvd.	Murdock Circle	C3R	2-Lane	7,696	0.092	708	*	1408	1616	*	D	C	44%
81	EisenHower Dr		Campbell St.	Biscayne Dr.	C3R	2-Lane	746	0.092	69	*	1408	1616	*	D	C	4%
82	Elkcam Blvd	43	U.S. 41	Midway Blvd.	C3R	2-Lane	2,332	0.092	215	*	1408	1616	*	D	C	13%
83	Elmira Blvd	90	Conway Blvd.	Beacon Dr.	C3R	2-Lane	3,380	0.092	311	*	1408	1616	*	D	C	19%
84	Elmira Blvd	91	Beacon Dr.	Kings Highway	C3R	2-Lane	2,419	0.092	223	*	1408	1616	*	D	C	14%
85	Flamingo Blvd	8	Edgewater Dr.	Christopher Waterway	C3R	2-Lane	6,192	0.092	570	*	1408	1616	*	D	C	35%
86	Flamingo Blvd	9	Christopher Waterway	SR-776	C3R	2-Lane	6,404	0.092	589	*	1408	1616	*	D	C	36%
87	Florida Street	172	Carmalita St.	La Villa Rd.	C3R	2-Lane	2,038	0.092	187	*	1408	1616	*	D	C	12%
88	Forrest Nelson Blvd	82	U.S. 41	Peachland Blvd.	C3C	2-Lane	6,137	0.092	565	*	1104	1560	*	D	C	36%
89	Boca Grande Causeway	162	Boca Grande Causeway	C.R. 775	C3C	2-Lane	9,115	0.092	839	*	1104	1560	*	D	C	54%
90	Gillot Blvd	10	Bluestone St.	S.R. 776	C3R	2-Lane	3,825	0.092	352	*	1408	1616	*	D	C	22%

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Level of Service Calculations[1]								
								K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
										B	C	D	E	Adopted	Current	
91	Gulf Blvd	121	Terminus	Beach Rd.	C3R	2-Lane	3,076	0.092	283	*	1408	1616	*	D	C	18%
92	Golf Course Blvd		Piper Rd	US 17	C3R	2-Lane	907	0.092	83	*	1408	1616	*	D	C	5%
93	Gulfstream Blvd	130	Sunnybrook Blvd.	S.R. 776 (E)	C3R	2-Lane	4,695	0.092	432	*	1408	1616	*	D	C	27%
94	Gulfstream Blvd	199	S.R. 776 (W)	Sunnybrook Blvd.	C3R	2-Lane	6,122	0.092	563	*	1408	1616	*	D	C	35%
95	Harbor Blvd	45	Colleen St.	Edgewater Dr.	C3R	2-Lane	2,897	0.092	267	*	1408	1616	*	D	C	16%
96	Harbor Blvd	44	Edgewater Dr.	U.S. 41	C3R	2-Lane	3,649	0.092	336	*	1408	1616	*	D	C	21%
97	Harbor Blvd	48	U.S. 41	Olean Blvd.	C3C	4-Lane	9,050	0.092	833	*	2898	3455	*	D	C	24%
98	Harbor Blvd	47	Olean Blvd.	Midway Blvd.	C3C	4-Lane	11,324	0.092	1,042	*	2898	3455	*	D	C	30%
99	Harbor Blvd	46	Midway Blvd.	Burkhart Dr.	C3R	2-Lane	7,040	0.092	648	*	1408	1616	*	D	C	40%
100	Harbor Blvd	51	Burkhart Dr.	Quesada Ave.	C3R	2-Lane	6,396	0.092	588	*	1408	1616	*	D	C	36%
101	Harbor Blvd	50	Quesada Ave.	Peachland Blvd.	C3R	2-Lane	4,278	0.092	394	*	1408	1616	*	D	C	24%
102	Harbor Blvd	49	Peachland Blvd.	Veterans Blvd.	C3R	2-Lane	2,253	0.092	207	*	1408	1616	*	D	C	13%
103	Harborview Road	274	US-41	Kings Highway	C3C	4-Lane	10,235	0.091	931	*	2898	3455	*	D	C	27%
104	Harborview Road	52	Kings Highway	Melbourne St.	C3C	4-Lane	9,853	0.091	897	*	2898	3455	*	D	C	26%
105	Harborview Road	53	Melbourne St.	Date St.	C3R	2-Lane	9,197	0.091	837	*	1408	1616	*	D	C	52%
106	Harborview Road	104	Date St.	I-75	C3R	2-Lane	9,565	0.091	870	*	1408	1616	*	D	C	54%
107	Harborview Road	103	I-75	Rio De Janiero Ave.	C3C	2-Lane	12,564	0.091	1,143	*	1380	1950	*	D	C	59%
108	Harborview Road	102	Rio De Janiero Ave.	Highlands Rd.	C3C	2-Lane	6,760	0.091	615	*	1104	1560	*	D	C	39%
109	Harness Rd		Brig Cir W	Gasparilla Rd	C3R	2-Lane	143	0.092	13	*	1408	1616	*	D	C	1%
110	Henry Street	254	Golf Course Blvd.	Florida St.	C3C	2-Lane	1,768	0.092	163	*	1104	1560	*	D	C	10%
111	Hillsborough Blvd	11	Veterans Blvd.	Toledo Blade Blvd.	C3R	2-Lane	6,372	0.092	586	*	1408	1616	*	D	C	36%
112	Hillsborough Blvd	12	Toledo Blade Blvd.	Crandberry Blvd.	C3R	2-Lane	7,412	0.092	682	*	1408	1616	*	D	C	42%
113	Ingraham Blvd	202	San Cruz Waterway	C.R. 771	C3R	2-Lane	4,487	0.092	413	*	1408	1616	*	D	C	26%
114	Jacobs Street	218	Eleanor Ave.	Chamberlain Blvd.	C3R	2-Lane	3,330	0.092	306	*	1408	1616	*	D	C	19%
115	Jacobs Street	219	S.R. 776	Eleanor Ave.	C3R	2-Lane	2,767	0.092	255	*	1408	1616	*	D	C	16%
116	Kenilworth Blvd	226	Ravenswood Blvd.	Yorkshire St.	C3C	2-Lane	1,771	0.092	163	*	1104	1560	*	D	C	10%
117	Kings Highway	275	U.S. 41	Harborview Rd.	C3C	4-Lane	11,884	0.092	1,093	*	2898	3455	*	D	C	32%
118	Kings Highway	54	Harborview Rd.	Westchester Blvd.	C3C	4-Lane	14,038	0.092	1,291	*	2898	3455	*	D	C	37%
119	Kings Highway	114	Westchester Blvd.	Veterans Blvd.	C3C	4-Lane	21,588	0.092	1,986	*	2898	3455	*	D	C	57%
120	Kings Highway	309	Veterans Blvd.	Sandhill Blvd.	C3C	4-Lane	34,537	0.092	3,177	*	2898	3455	*	D	D	92%
121	Kings Highway	105	Sandhill Blvd.	DeSoto Co. Line	C3C	2-Lane	20,965	0.092	1,929	*	1104	1560	*	D	F	124%
122	Lakeview Blvd	55	Edgewater Dr.	Springview Ave.	C3R	2-Lane	2,070	0.092	190	*	1408	1616	*	D	C	12%
123	Lakeview Blvd	57	Springview Ave.	Midway Blvd.	C3R	2-Lane	2,867	0.092	264	*	1408	1616	*	D	C	16%
124	Lakeview Blvd	56	Midway Blvd.	Chevy Chase St.	C3R	2-Lane	7,454	0.092	686	*	1408	1616	*	D	C	42%
125	Lakeview Blvd	58	Chevy Chase St.	Cochran Blvd. (a.k.a.Toledo Blade Blvd.)	C3R	2-Lane	9,473	0.092	872	*	1408	1616	*	D	C	54%
126	Loveland Blvd	59	Midway Blvd.	Peachland Blvd.	C3R	2-Lane	5,999	0.092	552	*	1408	1616	*	D	C	34%
127	Loveland Blvd	60	Peachland Blvd.	Veterans Blvd.	C3R	2-Lane	2,322	0.092	214	*	1408	1616	*	D	C	13%
128	Marathon Blvd	200	Terminus	C.R. 771	C3R	2-Lane	1,279	0.092	118	*	1408	1616	*	D	C	7%
129	Marathon Blvd	201	Gulfstream Blvd.	C.R. 771	C3R	2-Lane	4,867	0.092	448	*	1408	1616	*	D	C	28%
130	Marion Avenue	177	Florida St.	I-75 Overpass	C3C	2-Lane	2,158	0.092	199	*	1104	1560	*	D	C	13%
131	Marion Avenue	178	Marlympia Way	Florida St.	C3C	2-Lane	2,463	0.092	227	*	1104	1560	*	D	C	15%
132	Marlympia Way		US 41	Marion Ave	C3R	2-Lane	2,495	0.092	230	*	1408	1616	*	D	C	14%
133	Melbourne Street	61	Harper Ave.	Harborview Rd.	C3R	2-Lane	2,362	0.092	217	*	1408	1616	*	D	C	13%
134	Midway Blvd	63	O'Hara Dr.	Edgewater Dr.	C3R	2-Lane	4,319	0.092	397	*	1408	1616	*	D	C	25%
135	Midway Blvd	62	Edgewater Dr.	Riviera Ln.	C3R	2-Lane	3,431	0.092	316	*	1408	1616	*	D	C	20%

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Level of Service Calculations[1]								
								K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
										B	C	D	E	Adopted	Current	
136	Midway Blvd	69	Riviera Ln.	Lakeview Blvd.	C3R	2-Lane	5,453	0.092	502	*	1408	1616	*	D	C	31%
137	Midway Blvd	68	Lakeview Blvd.	U.S. 41	C3R	4-Lane	9,294	0.092	855	*	3245	3528	*	D	C	24%
138	Midway Blvd	64	U.S. 41	Elkcam Blvd.	C3R	4-Lane	10,519	0.092	968	*	3245	3528	*	D	C	27%
139	Midway Blvd	66	Elkcam Blvd.	Harbor Blvd.	C3R	4-Lane	13,928	0.092	1,281	*	3245	3528	*	D	C	36%
140	Midway Blvd	65	Harbor Blvd	Orlando Blvd.	C3R	4-Lane	14,726	0.092	1,355	*	3245	3528	*	D	C	38%
141	Midway Blvd	67	Orlando Blvd.	Inverness St.	C3R	4-Lane	15,174	0.092	1,396	*	3245	3528	*	D	C	40%
142	Midway Blvd	70	Invenness St.	Kings Highway	C3R	4-Lane	14,223	0.092	1,309	*	3245	3528	*	D	C	37%
143	Murdock Circle	83	Education Way	U.S. 41	C3C	4-Lane	10,236	0.092	942	*	2898	3455	*	D	C	27%
144	Murdock Circle	87	U.S. 41	Veterans Blvd.	C3C	4-Lane	13,361	0.092	1,229	*	2898	3455	*	D	C	36%
145	Jones Loop Road N	273	Burnt Store Rd.	Taylor Rd.	C3R	4-Lane	19,800	0.092	1,822	*	3245	3528	*	D	C	52%
146	Jones Loop Road N	173	Taylor Rd.	I-75	C3C	4-Lane	26,915	0.092	2,476	*	2898	3455	*	D	C	72%
147	Jones Loop Road N	318	I-75	Piper Rd	C3C	4-Lane	12,342	0.092	1,135	*	2898	3455	*	D	C	33%
148	N Jones Loop Road	174	E of Piper Rd	0	C3R	2-Lane	4,199	0.092	386	*	1408	1616	*	D	C	24%
149	N. Beach Road	119	Sarasota Co. Line	Gulf Blvd.	C3R	2-Lane	3,013	0.092	277	*	1408	1616	*	D	C	17%
150	Notre Dame Blvd		Burnt Store Rd.	US 41	C3R	2-Lane	1,404	0.092	129	*	1408	1616	*	D	C	8%
151	O'Hara Drive	243	Collingswood Blvd.	Midway Blvd.	C3R	2-Lane	1,981	0.092	182	*	1408	1616	*	D	C	11%
152	Olean Blvd	73	U.S. 41	Easy St.	C3C	4-Lane	6,225	0.092	573	*	2898	3455	*	D	C	17%
153	Olean Blvd	72	Easy St.	Conway Blvd.	C3R	2-Lane	5,507	0.092	507	*	1408	1616	*	D	C	31%
154	Olean Blvd	71	Conway Blvd.	Beacon Dr.	C3R	2-Lane	5,441	0.092	501	*	1408	1616	*	D	C	31%
155	Olean Blvd	74	Beacon Dr.	Kings Highway	C3R	2-Lane	4,742	0.092	436	*	1408	1616	*	D	C	27%
156	Orlando Blvd	75	Midway Blvd.	Quasar Blvd.	C3R	2-Lane	2,148	0.092	198	*	1408	1616	*	D	C	12%
157	Parade Cir		Rotonda Blvd N	Rotonda Blvd N	C3R	2-Lane	3,462	0.092	319	*	1408	1616	*	D	C	20%
158	Paulson Drive	229	U.S. 41	Prineville St.	C3C	2-Lane	4,370	0.092	402	*	1104	1560	*	D	C	26%
159	Peachland Blvd	265	CochranBlvd.	Forrest Nelson Blvd.	C3R	2-Lane	7,914	0.092	728	*	1408	1616	*	D	C	45%
160	Peachland Blvd	77	Forrest Nelson Blvd.	Atwater St.	C3R	2-Lane	9,691	0.092	892	*	1408	1616	*	D	C	55%
161	Peachland Blvd	79	Atwater St.	Harbor Blvd.	C3R	2-Lane	9,691	0.092	892	*	1408	1616	*	D	C	55%
162	Peachland Blvd	78	Harbor Blvd.	Beacon Dr.	C3R	2-Lane	10,107	0.092	930	*	1408	1616	*	D	C	58%
163	Peachland Blvd	80	Beacon Dr.	Loveland Blvd.	C3R	2-Lane	11,230	0.092	1,033	*	1408	1616	*	D	C	64%
164	Pellam Blvd	240	Wintergarden Ave.	CochranBlvd.	C3R	2-Lane	4,749	0.092	437	*	1408	1616	*	D	C	27%
165	Pellam Blvd	241	Edgewater Dr.	Wintergarden Ave.	C3R	2-Lane	2,834	0.092	261	*	1408	1616	*	D	C	16%
166	Pine Street	131	Sarasota Co. Line	Second St.	C3R	4-Lane	9,934	0.092	914	*	3245	3528	*	D	C	26%
168	Piper Road	175	Jones Loop Rd.	Golf Course Blvd.	C3C	4-Lane	10,784	0.092	992	*	2898	3455	*	D	C	29%
169	Port Charlotte Blvd	101	Sunrise Waterway	Edgewater Dr.	C3R	2-Lane	2,393	0.092	220	*	1408	1616	*	D	C	14%
170	Prineville Street	230	Paulson Dr.	Hillsborough Blvd.	C3C	2-Lane	5,340	0.092	491	*	1104	1560	*	D	C	31%
171	Quesada Avenue	81	Cochran Boulevard (a.k.a.Toledo Blade)	Forrest Nelson Blvd.	C3R	2-Lane	9,250	0.092	851	*	1408	1616	*	D	C	53%
172	Quesada Avenue	84	Forrest Nelson Blvd.	Hinton St.	C3R	2-Lane	10,854	0.092	999	*	1408	1616	*	D	C	62%
173	Quesada Avenue	85	Hinton St.	Harbor Blvd.	C3R	2-Lane	5,084	0.092	468	*	1408	1616	*	D	C	29%
174	Rampart Blvd	192	Kings Highway	I-75	C3R	2-Lane	14,039	0.092	1,292	*	1408	1616	*	D	C	80%
175	Rio De Janeiro Avenue	106	Harborview Rd.	Rampart Blvd.	C3R	2-Lane	8,861	0.092	815	*	1408	1616	*	D	C	50%
176	Rio De Janeiro Avenue	107	Rampart Blvd.	Sandhill Blvd.	C3R	2-Lane	5,694	0.092	524	*	1408	1616	*	D	C	32%
177	Rio Villa Drive	176	Deltona Dr.	U.S. 41	C3R	2-Lane	2,580	0.092	237	*	1408	1616	*	D	C	15%
178	Robin Rd		Gasparilla Rd	End of Road	C3C	2-Lane	28	0.092	3	*	1104	1560	*	D	C	0%
179	Rotonda Blvd E	154	Boundary Blvd.	C.R. 771	C3R	2-Lane	4,716	0.092	434	*	1408	1616	*	D	C	27%
180	Rotonda Blvd N	122	Parade Cir.	Rotonda Cir.	C3R	2-Lane	2,115	0.092	195	*	1408	1616	*	D	C	12%
181	Rotonda Blvd W	135	Normandy Way	Boundary Blvd.	C3R	2-Lane	5,072	0.092	467	*	1408	1616	*	D	C	29%

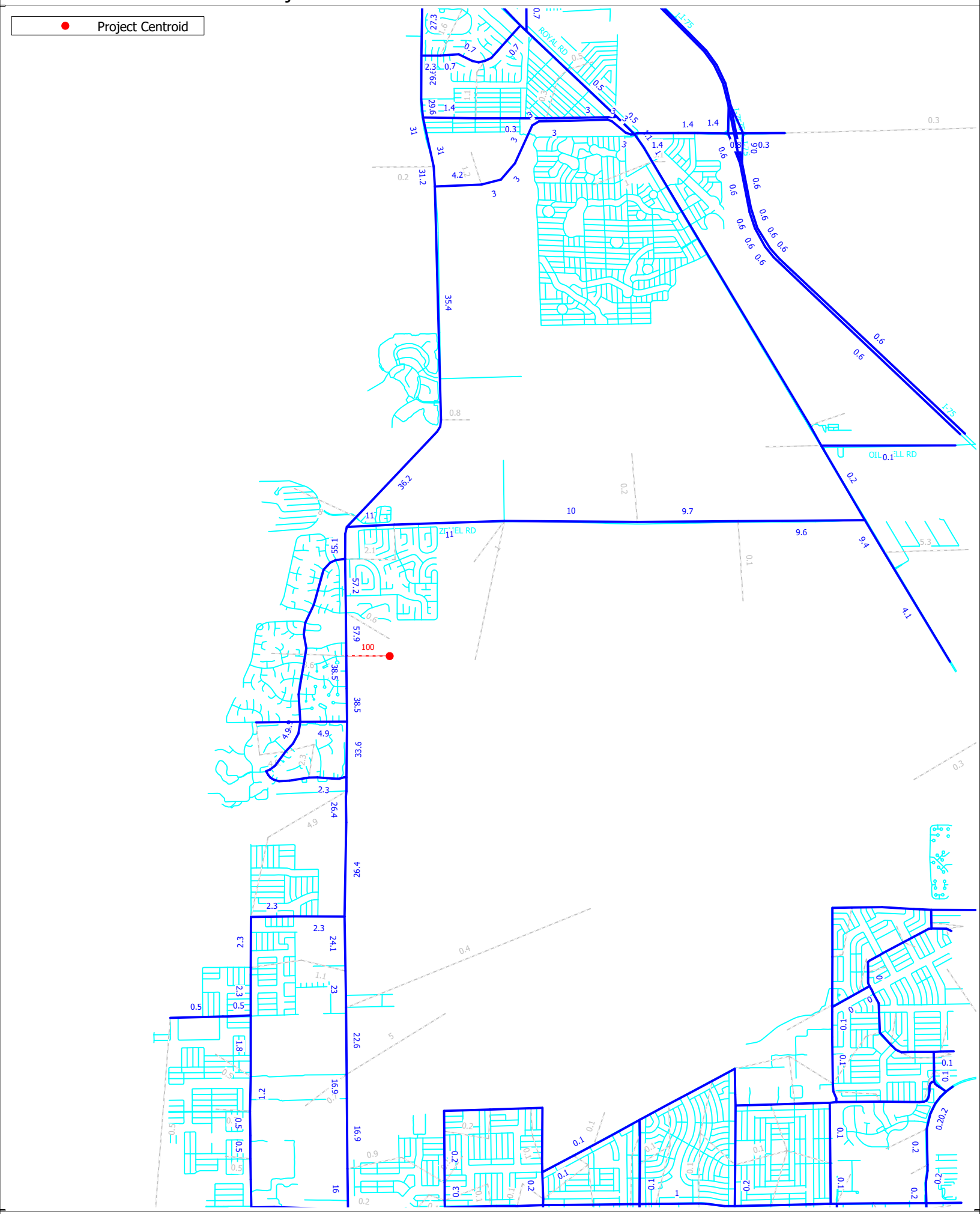
VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Level of Service Calculations[1]								
								K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
										B	C	D	E	Adopted	Current	
182	Rotonda Blvd W	136	Boundary Blvd.	Parade Cir.	C3R	2-Lane	2,644	0.092	243	*	1408	1616	*	D	C	15%
183	Jones Loop Road S	193	Taylor Rd.	I-75	C3C	2-Lane	2,187	0.092	201	*	1104	1560	*	D	C	13%
184	San Casa Drive	138	Worth Ave.	C.R. 775	C3C	2-Lane	6,347	0.092	584	*	1104	1560	*	D	C	37%
185	San Casa Drive	139	S.R. 776	Worth Ave.	C3C	2-Lane	7,438	0.092	684	*	1104	1560	*	D	C	44%
186	Sandhill Blvd	109	Kings Highway	Deep Creek Blvd.	C3C	2-Lane	17,124	0.092	1,575	*	1104	1560	*	D	F	101%
187	Sandhill Blvd	110	Deep Creek Blvd.	Rio De Janeiro Ave.	C3R	2-Lane	6,720	0.092	618	*	1408	1616	*	D	C	38%
188	Sheehan Blvd	231	Midway Blvd.	Alton Rd.	C3R	2-Lane	2,395	0.092	220	*	1408	1616	*	D	C	14%
189	Shreve Street	150	Henry St.	Pompano Ter.	C3R	2-Lane	5,407	0.092	497	*	1408	1616	*	D	C	31%
190	Spinnaker Blvd	215	Cougar Way	Gulfstream Blvd.	C3R	2-Lane	4,257	0.092	392	*	1408	1616	*	D	C	24%
191	Spinnaker Blvd	214	Gulfstream Blvd.	S.R. 776	C3R	2-Lane	2,859	0.092	263	*	1408	1616	*	D	C	16%
192	Spinnaker Blvd	149	S.R. 776	Willmington Blvd.	C3R	2-Lane	1,240	0.092	114	*	1408	1616	*	D	C	7%
193	SR 31*	-	Lee County Line	Cypress Pkwy	C3R	4-Lane	15,700	0.090	1,413	*	2898	3455	*	C	C	49%
194	SR 31*	-	Cypress Pkwy	Lake Babcock Dr	C3R	4-Lane	15,700	0.090	1,413	*	2898	3455	*	C	C	49%
195	SR 31*	-	Lake Babcock Dr	Cook Brown Rd	C3R	4-Lane	15,700	0.090	1,413	*	2898	3455	*	C	C	49%
196	SR 31*	-	Cook Brown Rd	CR 74	C3R	4-Lane	8,656	0.090	779	*	2898	3455	*	C	C	27%
197	SR 31*	-	CR 74	DeSoto Co. Line	C2	2-Lane	7,178	0.090	646	440	2898	3455	2710	C	C	22%
198	SR 776*	306	Toledo Blade Blvd.	U.S. 41	C3C	4-Lane	30,500	0.090	2,745	*	2898	3455	*	D	C	79%
199	SR 776*	86	Cornelius Blvd.	Toledo Blade Blvd.	C3C	4-Lane	38,000	0.090	3,420	*	2898	3455	*	D	D	99%
200	SR 776*	14	El Jobean Bridge	Cornelius Blvd.	C3C	4-Lane	35,189	0.090	3,167	*	3245	3528	*	D	C	90%
201	SR 776*	13	C.R. 771	El Jobean Bridge	C3R	4-Lane	35,189	0.090	3,167	*	3245	3528	*	D	C	90%
202	SR 776*	160	Coliseum Blvd.	C.R. 771	C3C	4-Lane	27,522	0.090	2,477	*	3245	3528	*	D	C	70%
203	SR 776*	194	Oceanspray Blvd.	Coliseum Blvd.	C3C	4-Lane	27,522	0.090	2,477	*	2760	3290	*	D	C	75%
204	SR 776*	145	Sunnybrook Blvd.	Oceanspray Blvd.	C3C	4-Lane	29,789	0.090	2,681	*	2760	3290	*	D	C	81%
205	SR 776*	146	Spinnaker Blvd.	Sunnybrook Blvd.	C3C	4-Lane	29,789	0.090	2,681	*	2760	3290	*	D	C	81%
206	SR 776*	143	Gulfstream Blvd.	Spinnaker Blvd.	C3C	4-Lane	29,789	0.090	2,681	*	2760	3290	*	D	C	81%
207	SR 776*	144	Oriole Blvd.	Gulfstream Blvd.	C3C	4-Lane	31,589	0.090	2,843	*	2898	3455	*	D	C	82%
208	SR 776*	142	Pine St.	Oriole Blvd.	C3C	4-Lane	31,589	0.090	2,843	*	2898	3455	*	D	C	82%
209	SR 776*	120	Beach Rd.	Pine St.	C3C	4-Lane	31,844	0.090	2,866	*	2898	3455	*	D	C	83%
210	Sunnybrook Blvd	134	Boundary Blvd.	Rotonda Blvd. North	C3R	2-Lane	6,369	0.092	586	*	1408	1616	*	D	C	36%
211	Sunnybrook Blvd	133	Gulfstream Blvd.	Boundary Blvd.	C3R	2-Lane	10,536	0.092	969	*	1408	1616	*	D	C	60%
212	Sunnybrook Blvd	148	S.R. 776	Oceanspray Blvd.	C3R	2-Lane	6,228	0.092	573	*	1408	1616	*	D	C	35%
213	Sunnybrook Blvd	147	Waterford Ave.	S.R. 776	C3R	2-Lane	2,682	0.092	247	*	1408	1616	*	D	C	15%
214	Sunnybrook Road	233	Highlands Rd.	Broadpoint Dr.	C3R	2-Lane	6,127	0.092	564	*	1408	1616	*	D	C	35%
215	Taylor Road	179	U.S. 41 N	Burnt Store Rd.	C3C	2-Lane	8,108	0.092	746	*	1104	1560	*	D	C	48%
216	Taylor Road	180	Burnt Store Rd.	Airport Rd.	C3C	2-Lane	11,250	0.092	1,035	*	1104	1560	*	D	C	66%
217	Taylor Road	181	Airport Rd.	Cooper St.	C3C	2-Lane	1,034	0.092	95	*	1104	1560	*	D	C	6%
218	Toledo Blade Blvd	93	Collingswood Blvd.	S.R. 776	C3C	2-Lane	6,757	0.092	622	*	1104	1560	*	D	C	40%
219	Toledo Blade Blvd	196	S.R. 776	U.S. 41 N	C3C	2-Lane	9,198	0.092	846	*	1104	1560	*	D	C	54%
220	Toledo Blade Blvd	16	U.S. 41 N	Sarasota Co Line	C3R	4-Lane	20,278	0.092	1,866	*	3245	3528	*	D	C	53%
221	Tucker's Grade	188	U.S. 41	I-75	C3R	4-Lane	13,494	0.092	1,241	*	3245	3528	*	D	C	35%
223	US Highway 17*	182	Marion Ave	I-75	C3C	6-Lane	22,500	0.090	2,025	*	4505	5114	*	D	C	40%
224	US Highway 17*	183	I-75	Copeley Ave	C3C	6-Lane	22,500	0.090	2,025	*	4290	4870	*	D	C	42%
225	US Highway 17*	-	Copeley Ave	CR 74	C3C	4-Lane	29,500	0.090	2,655	*	2898	3455	*	D	C	77%
226	US Highway 17*	284	CR 74	Washington Loop Rd.	C3R	4-Lane	18,700	0.090	1,683	*	3245	3528	*	D	C	48%
227	US Highway 17*	112	Washington Loop Rd	Washington Loop Rd.	C2	4-Lane	16,200	0.090	1,458	3040	4350	5290	6070	D	C	28%

CHARLOTTE COUNTY: 2024 ROADWAY LEVEL OF SERVICE DATA SHEET - PEAK HOUR TWO-WAY

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Level of Service Calculations[1]								
								K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
										B	C	D	E	Adopted	Current	
228	US Highway 17*	115	Washington Loop Rd	DeSoto Co. Line	C2	4-Lane	16,367	0.090	1,473	3040	4350	5290	6070	D	C	28%
229	US Highway 41*	189	Lee County Line	Zemel Rd.	C2	4-Lane	26,000	0.090	2,340	3040	4350	5290	6070	D	C	44%
230	US Highway 41*	328	Zemel Rd.	Morningside Dr	C2	4-Lane	22,918	0.090	2,063	3040	4350	5290	6070	D	C	39%
231	US Highway 41*	185	Morningside Dr	Tuckers Grade Blvd	C3C	4-Lane	22,918	0.090	2,063	*	2898	3455	*	D	C	60%
232	US Highway 41*	-	Tuckers Grade Blvd	Taylor Rd.	C3C	4-Lane	22,918	0.090	2,063	*	2898	3455	*	D	C	60%
233	US Highway 41*	-	Taylor Rd	Burnt Store Rd.	C3R	4-Lane	17,100	0.090	1,539	*	3245	3528	*	D	C	44%
234	US Highway 41*	288	Burnt Store Rd.	US 41/Cross St	C3R	4-Lane	32,386	0.090	2,915	*	3245	3528	*	D	C	83%
235	US Highway 41*	-	US 41/Cross St NB	Melbourne St.	C3C	2-Lane	26,364	0.090	2,373	*	1615	2281	*	D	F	104%
237	US Highway 41*		US 41/Cross St SB	Melbourne St.	C3C	2-Lane	29,000	0.090	2,610	*	1615	2281	*	D	F	114%
236	US Highway 41*		Melbourne St.	Harborview Rd.	C3C	6-Lane	45,500	0.090	4,095	*	4505	5114	*	D	C	80%
238	US Highway 41*	277	Harborview Rd.	Harbor Blvd.	C3C	6-Lane	45,500	0.090	4,095	*	4505	5114	*	D	C	80%
239	US Highway 41*	278	Harbor Blvd	Forrest Nelson Blvd.	C3C	6-Lane	51,976	0.090	4,678	*	4505	5114	*	D	D	91%
240	US Highway 41*	285	Forrest Nelson Blvd.	Murdock Circle	C3C	6-Lane	56,842	0.090	5,113	*	4505	5114	*	D	D	100%
241	US Highway 41*	287	Murdock Circle	Toledo Blade Blvd.	C3C	6-Lane	39,145	0.090	3,523	*	4505	5114	*	D	C	69%
242	US Highway 41*	295	Toledo Blade Blvd.	Sarasota Co Line	C3C	6-Lane	38,000	0.090	3,420	*	4505	5114	*	D	C	67%
250	Veterans Blvd	89	US-41	Murdock Circle	C3C	4-Lane	24,969	0.092	2,297	*	2898	3455	*	D	C	66%
251	Veterans Blvd	280	Murdock Circle	Cochran Blvd.	C3C	4-Lane	29,214	0.092	2,688	*	2898	3455	*	D	C	78%
252	Veterans Blvd	282	Cochran Blvd.	Harbor Blvd.	C3C	4-Lane	25,647	0.092	2,360	*	2898	3455	*	D	C	68%
253	Veterans Blvd	26	Harbor Blvd.	Loveland Blvd.	C3C	4-Lane	24,241	0.092	2,230	*	2898	3455	*	D	C	65%
254	Veterans Blvd	258	Loveland Blvd.	Kings Highway	C3C	4-Lane	25,172	0.092	2,316	*	2898	3455	*	D	C	67%
255	Veterans Blvd	308	Kings Highway	Peachland Blvd.	C3C	4-Lane	27,068	0.092	2,490	*	2898	3455	*	D	C	72%
256	Westchester Blvd	99	Gardner Dr.	Beacon Dr.	C3R	2-Lane	4,621	0.092	425	*	1408	1616	*	D	C	26%
257	Westchester Blvd	98	Beacon Dr.	Kings Highway	C3R	2-Lane	4,662	0.092	429	*	1408	1616	*	D	C	27%
258	Wilmington Blvd	42	Gondelier Waterway	S.R. 776	C3R	2-Lane	3,278	0.092	302	*	1408	1616	*	D	C	19%
259	Winchester Blvd	310	S.R. 776	Sarasota Co Line	C3R	4-Lane	9,376	0.092	863	*	3245	3528	*	D	C	24%
260	Winchester Blvd	314	S.R.776	Apple Valley Ave	C3R	4-Lane	8,897	0.092	819	*	3245	3528	*	D	C	23%
261	Yorkshire St		Bachman Blvd	Peachland Blvd.	C3R	2-Lane	1,423	0.092	131	*	1408	1616	*	D	C	8%
262	Zemel Road	307	Burnt Store Rd.	County Landfill	C3R	2-Lane	3,384	0.092	311	*	1408	1616	*	D	C	19%
263	Zemel Road	257	County Landfill	U.S. 41	C3C	2-Lane	3,242	0.092	298	*	1104	1560	*	D	C	19%

Notes and Assumptions for the LOS Computations:
1. LOS Calculations are based on 2023 Multimodal Quality/Level of Service Handbook
2. "*" Traffic Data Information Obtained from FDOT 2023 Charlotte County Level of Service Report

D1RPMv2.1 2045 CF Model - Project Traffic Percent Distribution



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REZONING AND COMPREHENSIVE PLAN AMENDMENT APPLICATIONS FOR BURNT STORE ROAD PROJECT

1.1 PROJECT NARRATIVE

Property. The subject property is a vacant agricultural parcel located at 17150 Burnt Store Road. It comprises approximately 40.3 acres of land in unincorporated Charlotte County. The site is situated on the east side of Burnt Store Road, approximately 8 miles south of the intersection of Burnt Store Road and Tamiami Trail. It is not identified as a site of archaeological importance. The site is in flood Zone D and within the "Charlotte Harbor proper basin" as defined by the Charlotte Harbor National Estuary Program. It is not a resource conservation or preserved agricultural land and is not situated within a Wildlife Corridor or critical linkage within the County. The Applicant is proposing a Future Land Use Amendment from Burnt Store Limited Development (BSLD) to Commercial (COM) and rezoning of the subject property from Residential estate (RE) zoning to Commercial General (CG) zoning district to allow commercial uses.

The property is also part of the ***Burnt store area overlay district***. The County's vision for the Burnt Store Area is one where government services (such as library, park, fire/EMS, and school facilities), recreational opportunities (active and passive) and commercial needs are predominantly provided within the Area to create a fully serviced, integrated community. This overlay district was formulated based on analysis done in 2005 and compiled in Appendix E of the County's Comprehensive Plan. However, the growth along this corridor has deviated significantly from the initial vision and this analysis is outdated. The recent growth trends necessitate more commercial uses in this area.

The Future Land Use designation is ***Burnt Store Limited Development (BSLD)***. This designation identifies lands that are currently limited by either road access or environmental constraints. It allows uses like Single-family residential, recreational vehicles, agriculture if in the Rural Service Area, and public services and facilities. It permits a density of 2du/acre if the site is greater than 20 acres in size and is within the Urban Service area. The Applicant is proposing a Future Land Use Amendment to *Commercial* Future Land Use category. This Future Land Use district provides for a full range of sales and service activities that may occur in self-contained centers, multi-story structures, campus parks, municipal central business districts, or along arterial highways. The maximum development intensity is limited to 1 FAR.

The property is currently zoned as ***Residential estate (RE)***. The purpose and intent of the RE zoning district is to allow low-density, large-lot residential and related uses. The Applicant is proposing a to rezone the property from RE, Residential estate to *Commercial General (CG)* to allow commercial uses. The purpose and intent of this district is to allow general commercial activity.

The subject property is a half mile from the nearest commercial zoned parcels and approximately 1-mile from the commercial node established for the residential neighborhoods in the north. Therefore, the proposed commercial use is an appropriate distance from the other

commercial uses in this community. The subject property entrance is lined up with the median opening for Peppercorn Road to Burnt Store Lakes. Being next to this urban development, the subject property is well-equipped with existing community services and infrastructures. Commercial use on this property will, therefore, encourage compact and walkable development in this community.

Neighboring properties. The property on the north of the site is vacant and is zoned RE, Residential Estate. The site also abuts agricultural parcels, zoned AG on the east and south. Across Burnt Store Road, the property on the west, supports multi-family residential zoning. The Future Land Use designation of the properties to the north, south and east of the subject property is Burnt Store Limited Development. The property in the west has a Future Land Use designation of high density residential.

This request for comprehensive plan amendment and rezoning is consistent with the County's vision and policies for this area. Approval of this request will allow a more up-to-date and coherent development with the surrounding properties.

1.2 COUNTY REZONING REVIEW CRITERIA

Based on section 3.9.10 of the Land Development Code, there are five review criterions for the rezoning applications in Charlotte County. In conjunction to this rezoning request, the Applicant is also applying for a Comp Plan Amendment from Burnt Store Limited Development (BSLD) to Commercial (COM) Future Land Use designation.

a. Whether the proposed change is consistent with the comprehensive plan;

Response: The proposed change is consistent with the vision and major policies designed for this area. (Refer Section 1.3 of this paper) The request also matches the latest growth trends and desired uses in this community.

b. *The existing land use pattern in adjacent areas*;

Response: The proposed rezoning is consistent with the existing and proposed land use patterns along Burnt Store Road. The proposed project will not interfere with or disturb the adjacent uses. The subject property entrance will be in line with the median opening of Peppercorn Road to Burnt Store Lakes. It is also one-half mile from the nearest commercial zoned parcels and approximately 1-mile from the commercial node established for the residential neighborhoods to the north. Therefore, the proposed commercial use is an appropriate distance from the other commercial uses in this community.

c. The capacity of public facilities and services, including but not limited to schools, roads, recreational facilities, wastewater treatment, water supply, and stormwater drainage facilities;

Response: The subject property is part of the Burnt Store Area overlay district and is mapped within the Urban service area of the County. The proposed FLUM change and rezoning to allow commercial uses aligns with Future Land Use Objective 6.2, To implement the vision for the Burnt Store Area Plan and to create a fully serviced, integrated community. The subject property is one half mile from the nearest commercial and 1-mile from the commercial node established for the residential neighborhoods to the north, respectively. Therefore, the proposed commercial use is an appropriate distance from the other commercial uses in this community. The subject property also has direct access to the median opening of Peppercorn Road to Burnt Store Lakes. Being next to this urban development, the site is well- equipped with similar community services and infrastructures. Letter for availability of potable water and sewer to this site from the Utility Department of the Charlotte County is attached as Exhibit C.

d. Whether the proposed change will adversely influence living conditions or property values in adjacent areas; The proposed use will not have adverse impact on neighboring uses.

Response: No adverse impact on living conditions or property values of adjacent areas is anticipated. The Applicant will also comply with the County's requirement for buffers. The subject property is one half mile from the nearest commercial and 1-mile from the

commercial node established for the residential neighborhoods to the north, respectively. Therefore, the proposed commercial use is an appropriate distance from the other commercial uses in this community. The subject property also has direct access to the median opening of Peppercorn Road to Burnt Store Lakes. Being next to this urban development, the site is well- equipped with similar community services and infrastructures. Moreover, permitting commercial use on this property will encourage compact and walkable development in this community.

e. ***Whether the proposed change will affect public safety.***

Response: The subject property is one half mile from the nearest commercial and 1-mile from the commercial node established for the residential neighborhoods to the north, respectively. The subject property also has direct access to the median opening of Peppercorn Road to Burnt Store Lakes. Being next to this urban development, the site is well-serviced with similar community services and infrastructures. The site is approximately 2-miles (5 minutes' drive) south of Charlotte County Fire Station No. 5 and approximately 12-miles (20 minutes' drive) south of the nearest hospital. The proposed commercial development will not generate any school aged children. The proposed change will not have any negative effects on public safety. Furthermore, it will encourage a more walkable lively community, just as sketched out by County's comp plan 2050.

1.3 COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The Applicant is proposing a Future Land Use Amendment from Burnt Store Village Residential to Commercial. Unlike the Burnt Limited Development Future Land Use designation, the Commercial Future Land Use designation permits commercial uses along Burnt Store Road. It allows a development intensity of 1 FAR for commercial uses.

Future Land Use Element (FLUE). The Future Land Use Element portion of the Comp Plan designates areas within the unincorporated County suitable for residential, commercial, recreational, conservation, preservation, and public development. It is adopted by ordinance and is enforceable in circuit court. All permits granted within the County must be consistent with the Comprehensive Plan.

On deeper analysis, we found that the proposed Plan Amendment is consistent with the goal, objective, and policies of FLUE as adopted. We further conclude that the proposed rezoning and comprehensive plan amendment is consistent with the goals, objectives, and policies of the Future Land Use Map (FLUM).

Section 1- "Plan Amendment Standards of Review" of FLU Appendix I- Land Use Standards, requires a Plan Amendment application review and evaluation process in Charlotte County to be consistent with the following four major categories of Plan policies:

1. General Public Facilities/Services: Since the Plan policies address the continuance, expansion and initiation of new government service and facility programs, including, but not limited to, capital facility construction, each application for a land use designation amendment shall include a description and evaluation of any Plan programs (such as the effect on the timing/financing of these programs) that will be affected by the amendment if approved. This analysis shall include the availability of, and actual and anticipated demand on, facilities and services serving or proposed to serve the subject property. The facilities and services required for analysis include emergency services, parks and recreation, potable water, public transportation, sanitary sewer, schools, solid waste, stormwater, and a sufficient transportation network.

Response: The subject property falls under the urban service area of the County. A Traffic Impact Analysis (exhibit B) and the letters of availability of utility service from sanitary sewer and potable water utilities (exhibit C) are included with the Application. Since, the Applicant is proposing a commercial use on this site, no school age children are anticipated from this development.

2. Natural Resources/Natural Features: The policies of the Plan also contain general regulatory guidelines and requirements for managing growth and protecting the environment. These guidelines will be used to evaluate the overall consistency of the land use amendment with the Plan including but not limit to the suitability of the soil and topography to the development potential of the site.

Response: The Applicant is proposing to rezone the property to allow commercial uses on this 40-acre-site. The site is in flood Zone D and is not a resource conservation or preserved agricultural land. It is not situated within a Wildlife Corridor or critical linkages within the County. The proposed development is consistent with the policies of the Charlotte County's Comprehensive Plan. An Environmental Assessment Report is attached as Exhibit E .

3. Comprehensive Plan Review: Additional criteria and standards are also included in the Plan that describe when, where and how development is to occur. Plan development policies will be used to evaluate the intensity, location, and timing of the proposed amendment, as well as the appropriateness and compatibility of the proposed use.

Response: As identified in the 2005 study for Burnt Store Study Area, there is a need for a commercial node along this corridor, to satisfy the need of this community and ultimately encourage walkability and compact development. The County mapped 10–25-acre commercial nodes along different segments of Burnt Store Road and this is reflected in the Future Land Use Map adopted by the County. In our analysis, however, we discovered that if 100% of the parcels currently zoned commercial along this corridor are built, it will add up to 15 square feet of commercial space available per capita today. The national average for a compact neighborhood is 70-90 square feet commercial space per capita. The proposed rezoning and land use amendment are, therefore, consistent with the following policies, goals and objectives outlined by the Charlotte County's Comprehensive Plan:

FLU Policy 1.1.1: Planning Principles

These Planning Principles shall guide the creation of land use policy and development regulations within Charlotte County and shall be implemented through the policies contained in this Charlotte 2050 Comprehensive Plan (Plan).

These principles shall include:

1. Preserving open space, farmland, natural beauty, and critical environmental areas.
2. Promoting urban development and redevelopment.
3. Taking advantage of compact building design.
4. Encouraging distinctive, attractive, mixed-use communities with a strong sense of place.
5. Encouraging the creation of walkable neighborhoods in population centers that can support compact development.
6. Creating a range of housing opportunities and choices.
7. Providing a variety of transportation choices.
8. Encouraging community and stakeholder collaboration.
9. Making development decisions predictable, fair, and cost effective.

FLU Policy 1.1.3: Strategy for Reducing Vehicle Miles Traveled

The County shall implement a comprehensive land use strategy that is designed to reduce vehicle miles traveled through policies that:

1. Discourage urban sprawl pursuant to Section 163.3177 F.S. (2015).
2. Provide multiple housing options and community-tailored guidelines recognizing the County's diversity.
3. Amend the County's Code of Laws and Ordinances to further support the planning policies of the Plan.

FLUE Finding #1: The subject property is not a critical environment area. The residents have expressed their need for more commercial uses along this corridor for more than two decades. This concern is also outlined in the research summarized in Section 1.3 of this document. The proposed commercial use on the subject property will cater to this need of the community and reduce the distance they currently need to travel to access basic commercial services. This proposed rezoning and comprehensive plan amendment will promote compact design, ultimately encouraging distinctive and walkable horizontal mixed-use communities with a strong sense of place. Therefore, the proposed development particularly resonates with planning principles #2, #3, #4, #5 and #9 as listed by FLU Policy 1.1.1.

Even though urban sprawl is against the County's Comp Plan policies, the growth pattern along Burnt Store Road, in the last decade, continues to incline towards sprawl. The proposed rezoning will break from this low-density residential development pattern and create a much-desired commercial node in this community.

FLU Policy 4.1.1: 2050 Framework - Neighborhoods

The County recognizes four neighborhood types (FLUM Series Map #2) for the purpose of establishing policies and standards for directing future development. The subject property is designated under Emerging Neighborhoods.

The Future Land Use Element defines Emerging Neighborhoods as

> **"Emerging" Neighborhoods.** These neighborhoods include large areas of undeveloped lots or other undeveloped lands in locations that are appropriate for residential and mixed-use development. Emerging Neighborhoods are generally near regional transportation corridors, typically have central water and sewer infrastructure, and are in the path of future urban development. These neighborhoods have the opportunity to create a sense of identity for the community and to introduce planning principles supporting more sustainable neighborhoods prior to further development. Emerging Neighborhoods will be encouraged to create Emerging Area Plans to help guide anticipated development.

FLU Objective 4.4: Emerging Neighborhoods

To create incentives for the conversion of undeveloped, single use, lots as well as other appropriately suited vacant lands to compact, mixed use development.

FLUE Finding #2: Future Land Use, Map 2: 2050 Framework identifies the subject property as Emerging Neighborhoods. The proposed rezoning and Comp Plan Amendment is

consistent with the Emerging Neighborhoods as defined. This development will allow a much-desired commercial node in this community and create a sense of identity for the community while adopting more sustainable planning principles.

FLU Policy 4.1.6: Neighborhood Compatibility

The County shall protect the quality and integrity of established neighborhoods from adjacent incompatible development and shall include specific review criteria for rezoning actions to address residential compatibility. The following shall be considered:

1. A method for determining compatibility between residential zoning classifications.
2. Buffer or transition requirements necessary to develop or achieve compatibility where appropriate. The purpose of such criteria is to provide standard and predictable measures for establishing and creating compatibility through landscaping, buffers, natural areas or transitional development practices in an effort to:

a) Lessen impacts and integrate development along the edges of properties where different zoning districts are present,
b) Screen undesirable views,
c) Preserve tree canopy and vegetation, and
d) Facilitate the safe movement of traffic and pedestrians in vehicle use areas.

FLUE Finding #3: The proposed rezoning and Comp Plan Amendment is consistent with the upcoming and desired land use patterns along Tamiami Trail. A couple miles south, FDOT plans to widen the Burnt Store Road between Van Buren Parkway to Charlotte County Line (approx. 5.7 miles in length). Lee County is also encouraging more commercial development and redevelopment along this corridor. The proposed project will not interfere with or disturb the adjacent uses. The adjacent uses will be screened by appropriate perimeter landscape buffers. The development will comply with the infrastructure, landscaping, lighting, and stormwater regulations set forth by the County's Land Development Code.

FLU Policy 4.1.7: Roadway Compatibility

The County shall encourage the viability of communities adjacent to collector and arterial roadways and reinforce community identity, context sensitive land use and roadway relationships through the following standards:

1. Locate commercial uses serving neighborhoods or higher density residential at key intersections.
2. Enforce existing Land Development Regulation provisions, or create necessary additional standards, specifying when and where pedestrian, bicycle and vehicular linkages between abutting residential areas are required to provide convenient access to recreation, schools, libraries, and shopping.

FLUE Finding #4: Consistent with FLU Policy 4.1.7, the proposed commercial development encourages viability of communities along Burnt Store Road, which is an arterial road. The

2005 study for Burnt Store Study Area identified a need for a 10-to-25-acre commercial node along this corridor, to satisfy the need of this region and ultimately reinforce community identity, encourage walkability, and compact development. The County then mapped 10–25-acre commercial node along different segments of Burnt Store Road and this is reflected in the Future Land Use Map adopted by the County. In our analysis, however, we discovered that if 100% of the parcels currently zoned commercial along this corridor are built, it will add up to 15 square feet commercial space available per capita, however, the national average for a compact neighborhood is 70-90 square feet commercial space per capita.

The subject property also has direct access to the median opening of Peppercorn Road to Burnt Store Lakes. Consequently, the proposed commercial development is located to serve nearby neighborhoods or future higher density residential at this key intersection.

FLU Objective 5.4: Economic Corridors
To improve the visual and functional quality of streets and highways through actions that encourage mixed use development along corridors with a stronger emphasis on connectivity and more attractive physical design.

FLUE Finding #5: Most of the parcels along this corridor are pre-dominantly vacant or used as agricultural land or support low-density residential. The developments situated a couple of parcels north and immediately west of the subject property, also support suburban residential communities with very limited access to commercial uses. The residents, therefore, need to travel long distances for day-to-day commercial needs. A need for a commercial node along Burnt Store Road was also expressed by residents during the public hearings organized in 2005 for drafting the Burnt Store Study Plan. The Applicant is proposing the much-desired commercial uses. The proposed development will diversify the uses and add a visual and functional quality to this community while reinforcing the community identity.

FLU Policy 5.7.4: Commercial Landscaping and Buffering
The County shall enforce its landscaping and buffer regulations on all new commercial developments to protect the aesthetic qualities of commercial lands; to provide shady, well-landscaped parking lots in all commercial areas; and to provide buffering in order to protect adjacent, less intensive land uses from adverse impacts such as noise, lighting, and traffic. Alternate urban design standards shall be required for areas that are developed under a Revitalization Plan, an Emerging Area Plan or a Special Area Plan.

FLUE Finding #6: The proposed project will not interfere with or disturb the adjacent, less intensive, uses. The adjacent uses will be screened by appropriate perimeter landscape buffers. The development will comply with the infrastructure, landscaping, lighting, and stormwater regulations set forth by the County's Land Development Code.

FLU Objective 6.1: Reinforce Community Character

To create functional, sustainable communities that reinforce and support the unique character of each area.

FLU Objective 6.2: Burnt Store Area Overlay District (FLUM Series Map #8)
To implement the vision for the Burnt Store Area Plan (FLU Data and Analysis Appendix E) to create a fully serviced, integrated community.

> ***FLU Policy 6.2.1: Burnt Store Area Overlay District Intent and Vision***
> The intent of the Burnt Store Area Overlay District is to provide guidance for development in the Burnt Store area. The vision for the Burnt Store Area is one where government services (such as library, park, fire/EMS, and school facilities), recreational opportunities (active and passive) and commercial needs are predominantly provided within the Area to create a fully serviced, integrated community.

FLUE Finding #7: The intent and vision of the overlay district emphasizes the need for commercial in the community and the need to create a fully serviced, integrated community. The 2005 study for Burnt Store Study Area, identified a need for a 10-to-25-acre commercial node along this corridor, to satisfy the need of this region and ultimately reinforce community identity, encourage walkability, and compact development. The County mapped this 10-25 acre commercial along different segments of Burnt Store Road and this is reflected in the Future Land Use Map adopted by the County. In our analysis, however, we discovered that if 100% of the parcels currently zoned commercial along this corridor are built, it will add up to 15 square feet commercial space available per capita. The national average for a compact neighborhood is 70-90 square feet commercial space per capita. The proposed rezoning and Comp Plan Amendment are, therefore, consistent with the goals, policies and objectives outlined in the Burnt Store Overlay District.

FLU Policy 6.2.9: Low Impact Design Practices
In partnership with SWFWMD, the County shall encourage developers and property owners to provide a variety of stormwater and low impact development practices, so that each practice will provide incremental benefits and all combined practices will:
1. Preserve native landscaping and natural water flows;
2. Minimize and control runoff generation at the source;
3. Promote infiltration;
4. Promote stormwater reuse; and
5. Minimize site disturbance.

FLUE Finding #8: All the details for requirements dictated in FLU Policy 6.2.9 will be included in the Construction drawings, submitted during the site plan review. The Applicant will comply with the stormwater management requirements set forth by the City's land development regulations and will also obtain the required approval from SWFWMD.

4. Transportation: Each application for a land use designation amendment will be required to demonstrate that the Level of Service standards are met or will be met concurrent with the

impacts of development, for the short-range (5-Year) and long-range (2030) planning horizon. In addition, the application must disclose the fiscal implications of the existing deficiencies and future needs.

Response: Refer Exhibit B, Traffic Impact Analysis.

Exhibit A

RESEARCH TO SUPPORT REZONING AND COMPREHENSIVE PLAN AMENDMENT FOR BURNT STORE ROAD PROJECT

1 NEIGHBORHOOD COMPATIBILITY

To accommodate the urbanization occurring along Burnt Store Road, counties- like Lee County and Charlotte County itself have taken the initiative to widen and facilitate this street from a 2-lane road to a 4-lane road. A couple of miles south of the subject property, FDOT is working on a project to widen the Burnt Store Road between Van Buren Parkway to Charlotte County Line (approx. 5.7 miles in length). Lee County envisions more commercial uses like retail stores, offices and some residential along this corridor. (Patel, 2022) Meanwhile, Charlotte County completed the road widening project between Notre Dame Blvd and Zemel Road, a couple of years ago. The design is an open swale concept with a large median to accommodate two additional lanes. Six-foot-wide sidewalks were constructed along the east side and the southwest side of the roadway. (County, 2022)

As elaborated in Section 2, Charlotte County's Comp Plan mentions the resident's need for more commercial uses along Burnt store Road on several occasions. This urbanization and road widening projects for Burnt Store Road further advocate the need for more urbanized uses like commercial uses along this stretch.

The subject property is ideal for the next commercial node in the County, because:

1. It comprises approximately 40.3 acres of land in unincorporated Charlotte County. The site is situated on the east side of Burnt Store Road, approximately 8 miles south of the intersection of Burnt Store Road and Tamiami Trail. It is not identified as a site of archaeological importance and is not a resource conservation or preserved agricultural land. The site is also not situated within a Wildlife Corridor or critical linkage within the County.
2. It is situated half a mile from the nearest commercial zoned parcels and approximately 1-mile from the commercial node established for the residential neighborhoods in the north. Therefore, the proposed commercial use is an appropriate distance from the other commercial uses in this community.
3. The subject property entrance is lined up with the median opening for Peppercorn Road to Burnt Store Lakes. Being next to this urban development, the subject property is well-equipped with existing community services and infrastructures. Commercial use on this property will, therefore, encourage compact and walkable development in this community.

2 BURNT STORE AREA PLAN

The need for progressive development along Burnt Store Road has long been a concern of Charlotte County and its residents. Appendix E of the County's Comprehensive Plan includes the summary of the study conducted in 2005 for the Burnt Store Study area. This study was an essential foundation for the regulations laid in the County's Comp Plan 2030, Comp Plan 2050 and Land Development Code. Some of the findings from this study are as follows:

a) *During the two public meetings conducted over a period of six months, residents expressed their concern for lack of commercial areas within the corridor and the need for a vision/ identity for the area* (Pg 1, Infrastructure)

b) *Commercial Uses. Residents expressed the need for general commercial services within the corridor to avoid long trips to Punta Gorda and Cape Coral. Several residents expressed a desire to have convenience retail uses in close proximity to where they live. Creating nodes as an alternative to strip commercial development was also discussed.* (Pg 25, Community envisioning)

c) *Land Use Recommendations suggested a need for 10–25-acre commercial node situated somewhere along Burnt Store Road, in between the intersection formed by Tamiami trail and burnt store road and Charlotte County boundary , respectively.* (Pg 35 of the report)

d) *The two major residential communities that could support the development of commercial areas, during this study, were assumed to be located along US 41 and the Lee County boundary, respectively.* (Pg 35, Map 3)

<u>*Response*</u>: As identified in the 2005 study for Burnt Store Study Area, there is a need for a commercial node along this corridor, to satisfy the needs of this community and ultimately encourage walkability and compact development. The County mapped 10–25-acre commercial nodes along different segments of Burnt Store Road and this is reflected in the Future Land Use Map adopted by the County. Map 1 of Charlotte County's 2030 Comprehensive Plan depicts the Future Land Uses in the County. Most of the properties along this corridor have a FLUM designation of Burnt store village residential or low-density residential. The Future Land Use designation for the subject property is also Burnt Store Limited Development (BSLD). Less than a quarter of the parcels have a FLUM designation of for DRI mixed use and less than 5% of the parcels have commercial, respectively. Therefore, the County's Comp Plan itself allows for more residential in proportion with the commercial uses and subsequently fails to address the commercial needs of the residents.

Secondly, even though the study identified two major residential communities that could support the development of commercial areas, since then, several suburban residential developments like Burnt Store village, Burnt Store lakes, etc. have occurred in the middle with little to no commercial growth. In our analysis, further, we discovered that if 100% of the parcels currently zoned commercial along this corridor are built, it will add up to 15 square feet of commercial space available per capita today. The national average for a compact neighborhood is 70-90 square feet commercial space per capita. The demand for commercial uses has substantially increased in proportion to the supply. As a result, the concern for limited commercial development continues to persist.

The Applicant is proposing rezoning and land use amendment to allow commercial uses for this 40-acre property. The Applicant is not proposing a strip commercial. This request is consistent with the County's vision and policies for this area. Approval of this request will allow a more up-to-date and coherent development with the surrounding properties.

Exhibit B- Traffic Impact Analysis

Table 1: ITE Average Trips

Existing Conditions								
Description	***ITE Land Use***	***ITE Code***	***Unit***	***# of Units***	***Daily Trips (VPD) (50/50)***	***In/ Out (VPD)***	***PM Peak hour trips (VPH)***	***In/Out (VPH) (55/45)***
Vacant Land	Vacant land	0	1000 SF GFA	0	0	0	0	0

Proposed Conditions								
Description	***ITE Land Use***	***ITE Code***	***Unit***	***# of Units***	***Daily Trips (VPD)***	***In/ Out (VPD)***	***PM Peak hour trips (VPH)***	***In/Out (VPH)***
Restaurant	High Turnover Restaurant	932	1000 SF GFA	1,755.5	188,189.6	103,504/ 84,685	28,702	15,786/ 12,916

The above table shows maximum number of expected trips if the entire 40-acre property were developed at the maximum Floor Area Ratio and the highest, most intense use of High Turnover, Sit Down Restaurant. It is highly unlikely that amount of development of that particular use will occur. The market typically can't support that amount of a single use type. In addition, the footprint of the site can't support that amount of High-turnover restaurant uses due to the limited frontage along Burnt Store Road. Typically, a development of this size and location will include a mixture of uses that capture traffic from the nearby neighborhoods a variety of times within a 24-hour period. As the site is designed and end users are brought in, concurrency will be evaluated.

Exhibit C

Send to: Administrative.Assistants@CharlotteCountyFL.gov

AVAILABILITY REQUEST FORM

Charlotte County Government Utilities Department
25550 Harbor View Road, Suite 1
Port Charlotte, FL 33980
Email: Administrative.Assistants@CharlotteCountyFL.gov
Phone: 941.764.4300 Option 3

Date: 05/01/2023

First Name Jason

Last Name Green

Organization Axis Infrastructures

Email Address jasongreen@axiscompanies.com

Phone Number 8632553213

Site Address

House Number 17150

Street Name Burnt Store Road

Street Suffix

Short Legal Description

Subdivision

Section 32

Block

Lot

Availability - Completed by CCU Staff

Potable Water		Sewer		Reclaimed Water	
Connected		Connected		Connected	
Mandatory	X	Mandatory	X	Mandatory	X
Available		Available		Available	
Unavailable		Unavailable		Unavailable	

Comments

SERVICES ARE MANDATORY FOR COMMERCIAL PROPERTIES If rezoning for anything else please contact CCU

Completed By: KD

Date: 05/03/2023

FOR ANY UTILITIES DEEMED UNAVAILABLE AT THIS TIME, THE PROPERTY OWNER AND/OR THEIR AGENT SHOULD RECONFIRM AVAILABILITY PRIOR TO DEVELOPMENT OF PROPERTY.

All commercial developments are to access the following link for guidelines and familiarize themselves with the requirements for plans review and the utility service agreement.
https://www.charlottecountyfl.gov/departments/utilities/about-utilities/forms.stml

Disclaimer: Information provided on this form is provided as a public convenience. Every effort is made to ensure that information provided is timely and accurate. However, Charlotte County makes no warranty, representation or guaranty as to its complete accuracy, nor does Charlotte County assume liability for any errors, omissions, or inaccuracies in the information provided, regardless how caused. In any case, where reliance on information is required, please check with County staff for updated information and/or the official records of the County.

Exhibit D

PROTECTED SPECIES ASSESSMENT

17150 Burnt Store Road
Charlotte County, Florida

May 2023

Prepared by:

Ian Vincent & Associates
Environmental Consulting Services

4050 Rock Creek Drive ¤ Port Charlotte, FL 33948
(941) 457-6272
www.IVAenvironmental.com

INTRODUCTION

The following assessment has been prepared to identify on-site vegetative communities and address wildlife species listed by the Florida Fish and Wildlife Conservation Commission (FWC) and U.S. Fish and Wildlife Service (FWS) as endangered, threatened, or species of special concern which may be utilizing the subject property.

The subject property (Charlotte County Parcel ID# 422332100013) is located in Section 32, Township 42S, and Range 23E in Punta Gorda, Florida. Please refer to the attached Location Map.

SITE CONDITIONS

A site inspection was conducted by qualified staff ecologists in May 2023. During the inspection, temperatures ranged from 73° - 78° F, winds were 5-10 mph, and skies were partly cloudy.

VEGETATIVE COMMUNITIES

Field observations, in conjunction with the Charlotte County Soil Survey and aerial photographs, were used to develop a map of the vegetative communities onsite. The following table displays the vegetative associations found on the subject property. The vegetative communities were identified and classified utilizing the Florida Land Use Cover and Forms Classification System (FLUCCS). A description of the communities is also included. The limits of any on-site wetlands, surface waters, or other surface waters are preliminary and subject to review by applicable regulatory agencies. Please refer to the attached Protected Species Assessment Map.

FLUCCS ID	FLUCCS DESCRIPTION	ACREAGE
190	Open Land	35.32
510D	Ditch	5.96
TOTAL		**41.28**

FLUCCS 190 – Open Land

This upland habitat lacks a significant canopy. Midstory and groundcover species present include: smutgrass (*Sporobolus indicus*), Bahia grass (*Paspalum notatum*), finger grass (*Digitaria sp.*), Mexican clover (*Richardia brasiliensis*), false buttonweed (*Spermacoce sp.*), ragweed (*Ambrosia artemisiifolia*), sandspur (*Cenchrus sp.*), hairy indigo (*Indigofera hirsuta*), southern beeblossom (*Oenothera simulans*), lovegrass (*Eragrostis sp.*), grapevine (*Vitis sp.*), greenbrier (*Smilax sp.*), Caesarweed (*Urena lobata*), dog fennel (*Eupatorium capillifolium*), cogon grass (*Imperata cylindrica*), and beggar's tick (*Bidens alba*).

FLUCCS 510D – Ditch

This man-made ditch contains a canopy of laurel oak (*Quercus laurifolia*) and cabbage palm (*Sabal palmetto*). Midstory and emergent species present include: Virginia chain fern (*Woodwardia virginica*), wax myrtle (*Myrica cerifera*), Peruvian primrose willow (*Ludwigia peruviana*), Brazilian pepper (*Schinus terebinthifolius*), frog-fruit (*Phyla nodiflora*), Carolina willow (*Salix caroliniana*), and cattail (*Typha sp.*).

LISTED SPECIES SURVEY METHODOLOGY

To provide approximately 80% coverage of the site, both linear and nonlinear overlapping transects were completed across the parcel per FWC guidelines. Transects were spaced approximately 20 feet apart depending on the visibility within the vegetative association being surveyed. Evidence of protected species was gathered through both direct observation and through observation of signs such as tracks, nests, burrows, and fecal material. If evidence of utilization by a protected species which may require permitting prior to development of the subject property was observed, an aerial photograph was marked depicting the approximate location. In addition, a search of available online resources was conducted to reveal the previously documented presence of listed species which may be utilizing the subject property. These resources included, but were not limited to, the following: FWS Wood Stork Colony Map(s); Charlotte County Natural Resources Department Scrub Jay Territory Search Database; Audubon Eagle Nest Locator Database; FWS Florida Bonneted Bat Consultation Area Map(s); FWS Crested Caracara Consultation Area Map(s); FWS Red-cockaded Woodpecker Consultation Area Map(s); and FWS Panther Consultation Area Map(s). In the event that the site contained suitable habitat for a protected species, or if the site is within close proximity to a verified sighting or consultation area for a protected species, additional scrutiny was given during the inspection relative to that specific species.

LISTED SPECIES ASSESSMENT RESULTS

Search of available online resources revealed that the subject property is located within an 18.6-mile radius designated as Core Foraging Area of several wood stork (*Mycteria americana*) nesting colonies. Each of the documented colonies appears to be greater than 13 miles from the subject property. Under current regulations, the proximity of the off-site nesting colonies is not likely to affect the future development of the subject property. However, any impacts which require federal review may trigger additional coordination relative to the species.

Search of available online resources revealed that the subject property is located within the Consultation Area of the Florida scrub jay (*Aphelocoma coerulescens*). However, review of the Charlotte County Natural Resources Department Florida Scrub Jay Territory Search Database revealed that the subject property is not a scrub jay review area parcel. Our inspection failed to detect the presence of scrub jay on or adjacent to the subject property. Therefore, the Florida scrub jay is not likely to affect the future development of the property.

Search of the Audubon Society Bald Eagle Nest Locator website revealed no nests within a quarter mile radius of the subject property. No eagles or nests were observed on or around the subject property. Bald eagle should therefore not likely affect the future development of the subject property.

Search of available online resources revealed that the subject property is located within the Consultation Area of the red-cockaded woodpecker (*Picoides borealis*). The nearest documented red-cockaded woodpecker (RCW) sighting is greater than 4 miles from the subject property. No evidence of nesting or utilization by the species was observed. The red-cockaded woodpecker is not anticipated to be utilizing the subject parcel, and therefore, is not likely to affect the future development of the property.

The subject parcel is located within the FWS Consultation Area of the Florida bonneted bat (*Eumops floridanus*). No evidence of utilization by the Florida bonneted bat was observed onsite during the site inspection. The Florida bonneted bat is therefore not likely to affect the future development of the subject property.

Search of available online resources did not reveal documentation of any other listed wildlife species currently utilizing the subject property.

The subject site contains upland habitats which could potentially be utilized by the gopher tortoise (*Gopherus polyphemus*). No gopher tortoise burrows, or evidence of the species were observed on the parcel. If gopher tortoise burrows are found on the parcel, a 100% gopher tortoise survey and relocation permit from the Florida Fish and Wildlife Conservation Commission will be required prior to development of the site if gopher tortoise burrows cannot be avoided during construction.

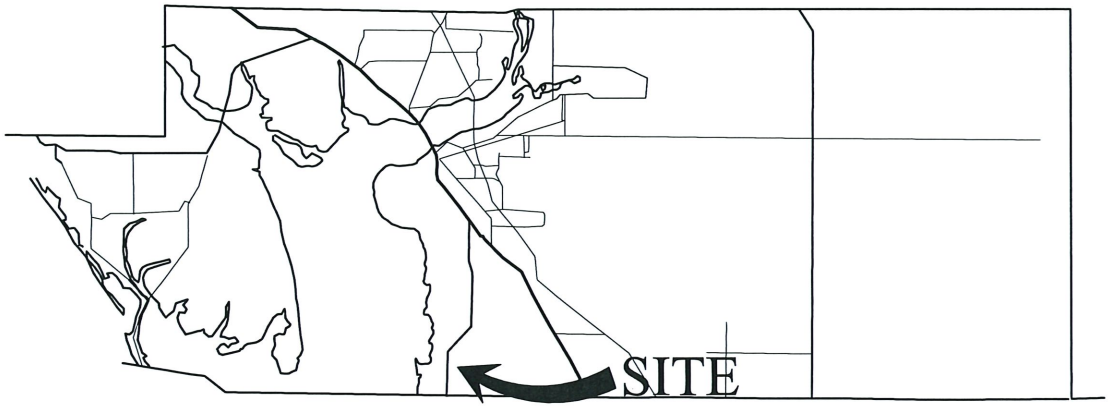
The subject parcel contains habitats which are suitable for utilization by the Florida burrowing owl (*Athene cunicularia*) and is located in areas with extensive utilization by the species. No Florida burrowing owl burrows were observed on the parcel. If burrowing owl burrows are found on the parcel and cannot be avoided by a minimum of 33' during construction, a migratory bird nest removal permit from the Florida Fish and Wildlife Conservation Commission will be required prior to development of the site.

No protected species or evidence of protected species utilization which would require permits from the FWC or FWS were observed onsite during the site inspection.

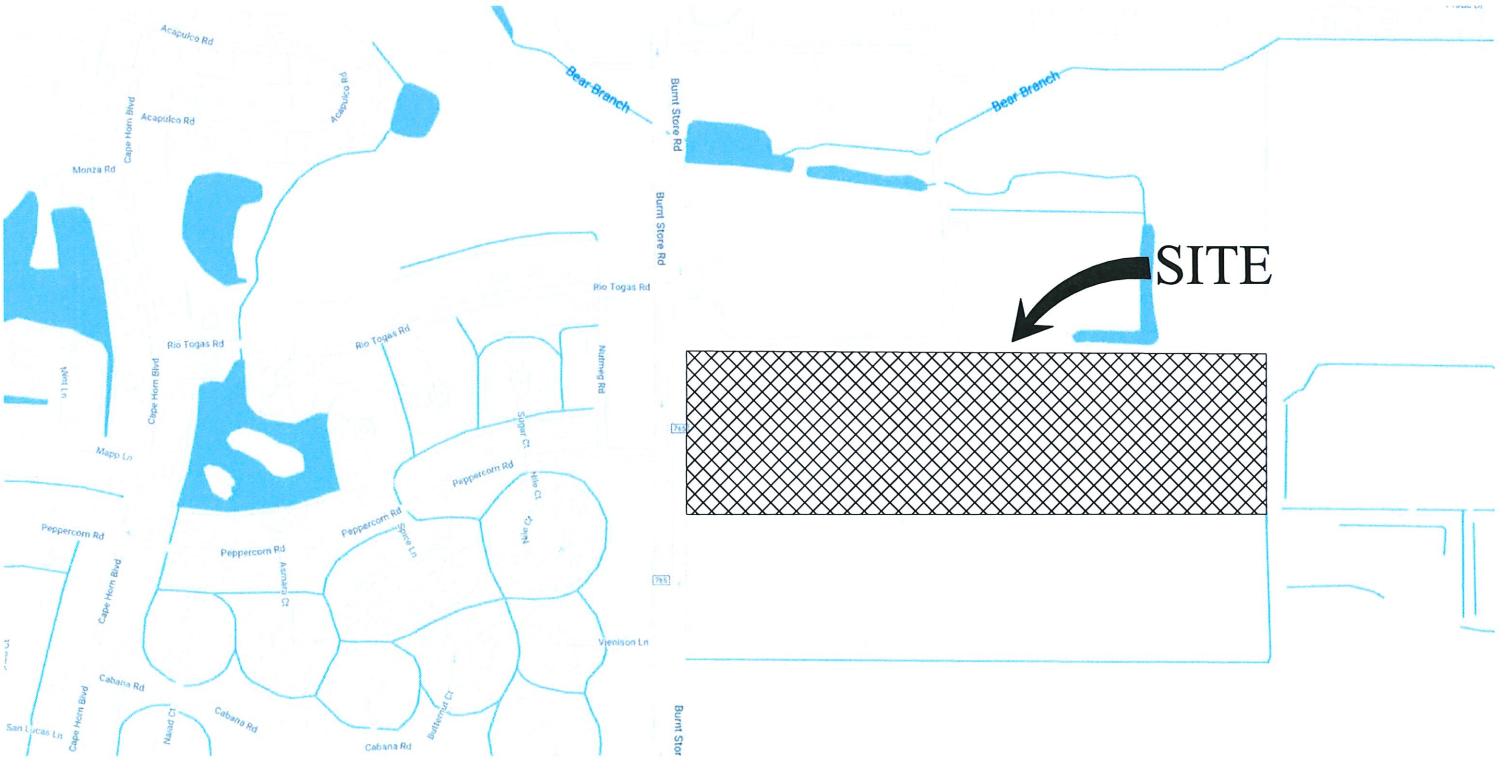
SECTION 32; TOWNSHIP 42S; RANGE 23E

N

NOT TO SCALE



CHARLOTTE COUNTY, FLORIDA



LOCATION MAP

23-198 / MAY 31, 2023

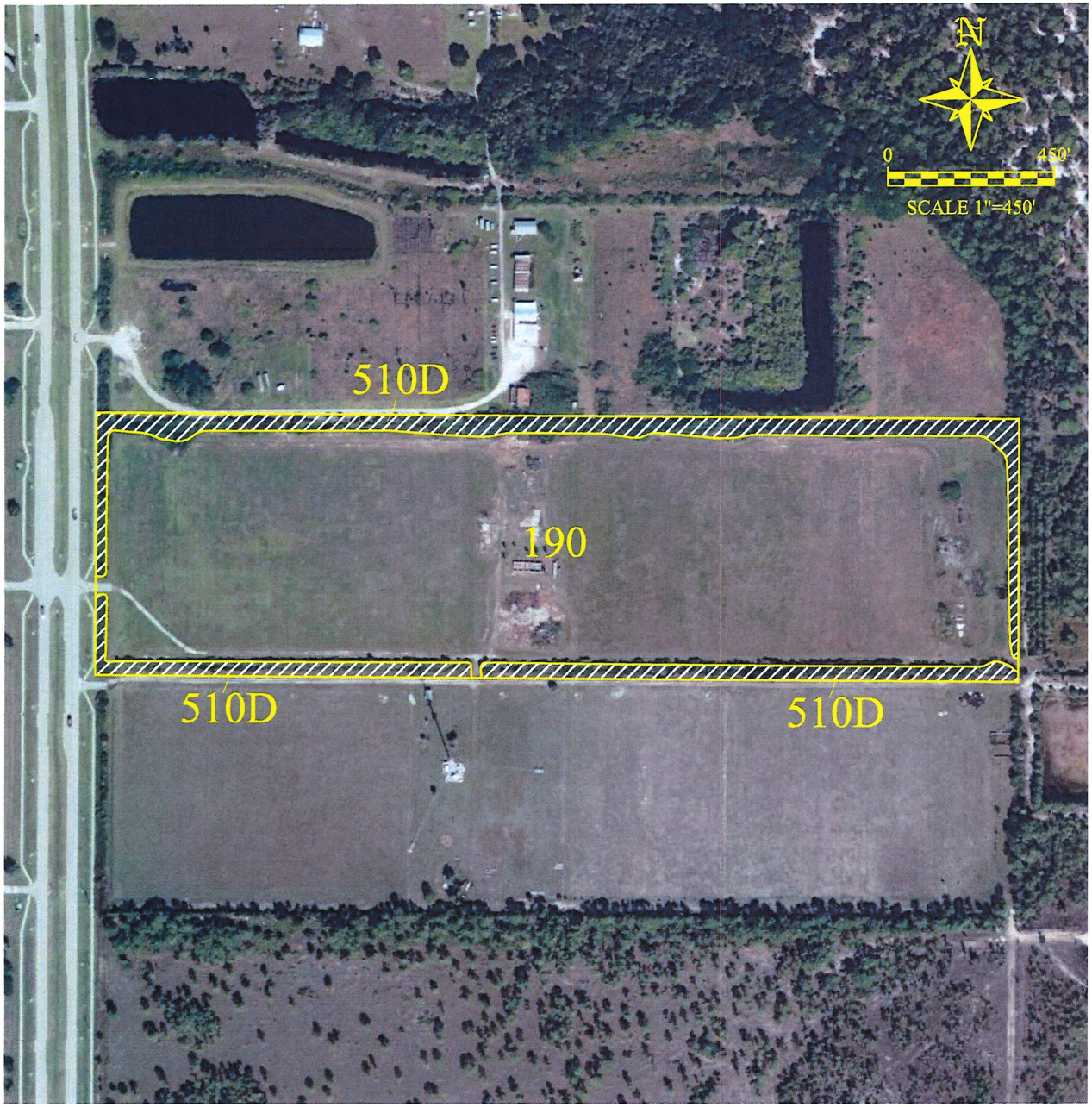
17150 BURNT STORE ROAD

LOCATION MAP

Ian Vincent & Associates

Environmental Consulting Services

SECTION 32; TOWNSHIP 42S; RANGE 23E



LEGEND

FLUCCS	DESCRIPTIONS	ACREAGE
190	OPEN LAND	35.32±
510D	DITCH	5.96±
	TOTAL	41.28±

OTHER SURFACE WATER 5.96±

NOTES:
1. FOR PERMIT USE ONLY, NOT FOR CONSTRUCTION.
2. PROJECT BOUNDARY IS APPROXIMATE AND WAS OBTAINED FROM CHARLOTTE COUNTY GIS.
3. MAPPING APPROXIMATE AND BASED ON INTERPRETATION OF 2017 AERIAL PHOTOGRAPHY AT 1"=450' SCALE.
4. THE DELINEATION OF ANY ON-SITE WETLANDS, SURFACE WATERS, AND/OR OTHER SURFACE WATERS IS PRELIMINARY AND SUBJECT TO REVIEW/APPROVAL BY APPLICABLE REGULATORY AGENCIES.

23-198 / MAY 31, 2023

17150 BURNT STORE ROAD

PROTECTED SPECIES ASSESSMENT MAP

Ian Vincent & Associates
Environmental Consulting Services

Charlott

"To excee

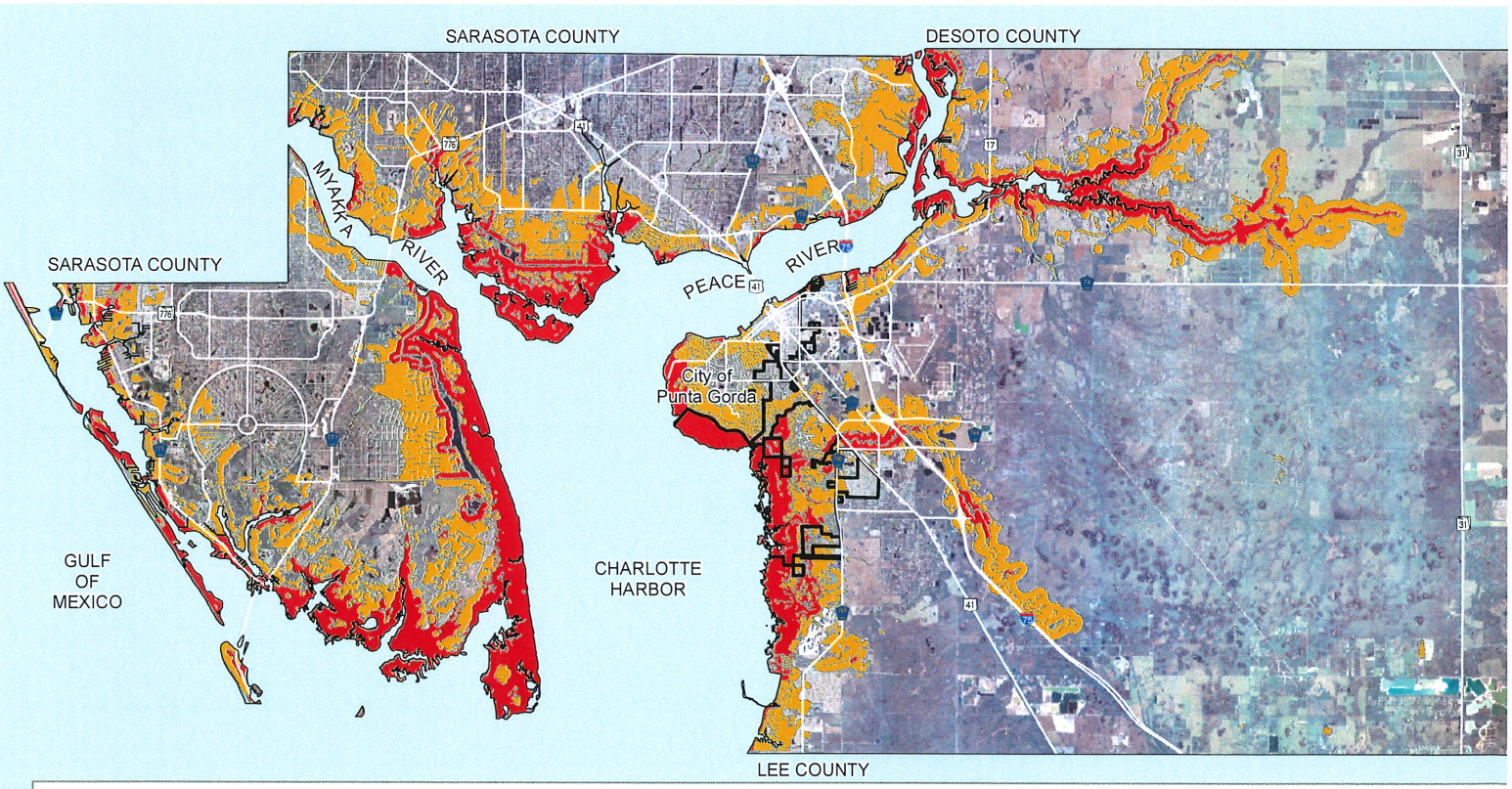
Land Information Section

CHARLOTTE COUNTY

Supporting Policy and Analysis Map Series

Map #3: Archaeological Predictive Model

The subject prope
medium or high pr
County's Archaelo



Stateplane Projection
Datum: NAD83
Units: Meters

Source: CCGIS, GROM

Metadata available upon request

LEGEND

Probability

High Medium

This map is a representation of compiled public information. It is believed to be an accurate and true depiction for the stated purpose, but Charlotte County and its employees make no guaranties, implied or otherwise as t

Created: 04/2010 \SmartCharlotte\SPAM\Archaelog

422331429001
RODRIGUEZ ANNA KATUNINA

24489 VIENISON LN
PUNTA GORDA FL 33955

422331291001
WARNER DANIEL M & CHRISTINE G

4 ECHODALE AVE
BALDWINSVILLE NY 13027

422331291002
BENDER ROY JOSEPH & ROSEMARIE

24480 VIENISON LN
PUNTA GORDA FL 33955

422331291003
VALDEZ PETER R & ROSEMARY E
SANDY LANE ESTS LT 43
ST JAMES BARBADOS

422331290006
BLUE PEARL INVESTMENTS LLC

2430 VANDERBILT BEACH RD UNIT 108-508
NAPLES FL 34109

422331290011
STOEBENAU ROBERT F JR & ARLEEN M

17230 NILE CT
PUNTA GORDA FL 33955

422331291004
PAVELIC PETER J & MARIANE A

4501 GLENWOOD DR
POMPANO BEACH FL 33066

422331290012
WILLIAMS ROBERT L

15444 SW 140TH ST
MIAMI FL 33196

422331290005
FLORIDA SL LLC

10481 SIX MILE CYPRESS PKWY
FORT MYERS FL 33966

422331290004
LEIFHEIT RODNEY & SHARON

17223 NILE CT
PUNTA GORDA FL 33955

422331290010
KAMPER RANDALL J & MARY JANE

17222 NILE CT
PUNTA GORDA FL 33955

422331279007
MUFDI EMILIO & MARGARET MUFDI

PO BOX 61687
FORT MYERS FL 33906

422331279003
LIFE IS BUT A DREAM LLC

2577 DAISY DR
NORTH PORT FL 34289

422331279002
SOUTHWIND HOMES LLC

151 OCEAN CAY WAY
HYPOLUXO FL 33462

422331290003
SOUTHWIND HOMES LLC

151 OCEAN CAY WAY
HYPOLUXO FL 33462

422331290008
BONAVITA RICHARD F SR

17210 NILE CT
PUNTA GORDA FL 33955

422331289002
JENSEN BRADLEY T & RACHELLE E TRS

3000 BIG PASS LN
PUNTA GORDA FL 33955

422331282007
FLORIBUILD LLC

57 OLD POST RD FL 1 UNIT 2
GREENWICH CT 06830

422331283003
LAWTON ROBERT S & JENNIFER J

16892 E LAKE LN
AURORA CO 80016

422331279004
HOYO JORGE L

PO BOX 782
TAVERNIER FL 33070

422331279005
ALERTE JACQUES

16031 BASSETT ST
VAN NUYS CA 91406

422331280001
SUCIU RONALD C & LINDA K

17143 NUTMEG RD
PUNTA GORDA FL 33955

422331230006
HOYO JORGE L

PO BOX 782
TAVERNIER FL 33070

422331228007
SULLI STEVE

24472 RIO TOGAS RD
PUNTA GORDA FL 33955

422331228009
SCHAEFER REAL ESTATE HOLDINGS

534 ROYAL POINCIANA
PUNTA GORDA FL 33955

422331290001
RIVAS MIGUEL A

10324 SW 87TH CT
MIAMI FL 33176-3010

422331282006
RODRIGUEZ CARLOS A

24464 PEPPERCORN RD
PUNTA GORDA FL 33955

422331283002
MILLER ESTELLE & ALVIN C MILLER TRS

24496 PEPPERCORN RD
PUNTA GORDA FL 33955

422331280003
BROWARD ASSET MANAGEMENT ONE LLC

902 NE 1 ST UNIT 9
POMPANO BEACH FL 33060

422331279006
VISHNU PERUMAL SEETHAPATHY & RFV

42462 MILDRED LANDINGS SQ
ASHBURN VA 20148

422331228006
BRANDON WILLIAM MARTIN & DONNA SUSAN

24460 RIO TOGAS RD
PUNTA GORDA FL 33955

422331279001
FOREMAN AARON & CRYSTAL

408 DAVINCI LN
WYLIE TX 75098

422331230002
HOYO JORGE L

PO BOX 782
TAVERNIER FL 33070

422331230004
KUEBLER MICHAEL ALLEN & JOAN MAXWELL

128 OWENSBY CMNS
WOODSTOCK GA 30188

422331230005
MASALSKI CROW C & CYNTHIA A

6 EDGELY LN
PALM COAST FL 32164

422331230007
RODRIGUEZ YOLAND L & JUAN

24495 RIO TOGAS RD
PUNTA GORDA FL 33955

422331429002
SMARANDA ANCA & EDWARD C MANTA

24501 VIENISON LN
PUNTA GORDA FL 33955

422331290009
SULZER ROBERT

2501 KNIGHT ISLAND DR
BRANDON FL 33511

422331290002
UNITY DEVELOPMENT INVESTMENTS LLC

755 CRANDON BLVD STE 8
KEY BISCAYNE FL 33149

422331283001
VEERASAMY RAVIKUMAR & S SEETHAPATHY

24139 BRYCE RIDGE CT
ALDIE VA 20105

422331280002
FORD MICHELLE
%VANESSA M BERTRAN PA
55 ALHAMBRA PLZ FL 8
CORAL GABLES FL 33134

422331230003
SOUTHWIND HOMES LLC

151 OCEAN CAY WAY
HYPOLUXO FL 33462

422331434001
VIESTE INVESTMENTS LLC
%ROSSI VINCENT A III
65 WESTERN INDUSTRIAL DR
CRANSTON RI 02921

422331292001
DESMYD ALJA FLORIDA LLC

16630 SUNSET WAY
WESTON FL 33326

422331281001
PGD PARTNERS LLC

6511 NOVA DR UNIT 118
DAVIE FL 33317

422330488001
BURNT STORE LAKES PROP ASSOC

16500 BURNT STORE RD UNIT 102
PUNTA GORDA FL 33955

422331228010
FERNANDEZ HELEN NITA & KFR CO TRS

8861 SW 124TH ST
MIAMI FL 33176

422332400001
AMONI ANTONETTA TRS

2720 SOUTH GROVE ST
ARLINGTON VA 22202

422332200003
NEWFOUNDLAND SIX INC

3200 BAILEY LN STE 199
NAPLES FL 34105

422332200002
NEWFOUNDLAND SIX INC

3200 BAILEY LN STE 199
NAPLES FL 34105

422332100013
JAXON FISCHER LLC

25020 HARBORSIDE BLVD
PUNTA GORDA FL 33955

422332200001
PG HOLDINGS LLC
%FEIT MANAGEMENT CO
2450 HOLLYWOOD BLVD STE 602
HOLLYWOOD FL 33020

422332100004
HAWKS LANDING OF PUNTA GORDA LLC

20725 NE 16TH AVE STE 45
N MIAMI BEACH FL 33179

422330901001
BURNT STORE LAKES PROP OWNERS ASSOC

16500 BURNT STORE RD UNIT 102
PUNTA GORDA FL 33955

422332300001
AMONI ANTONETTA TRS

2720 SOUTH GROVE ST
ARLINGTON VA 22202

422332100006
NEWFOUNDLAND SIX INC

3200 BAILEY LN STE 199
NAPLES FL 34105

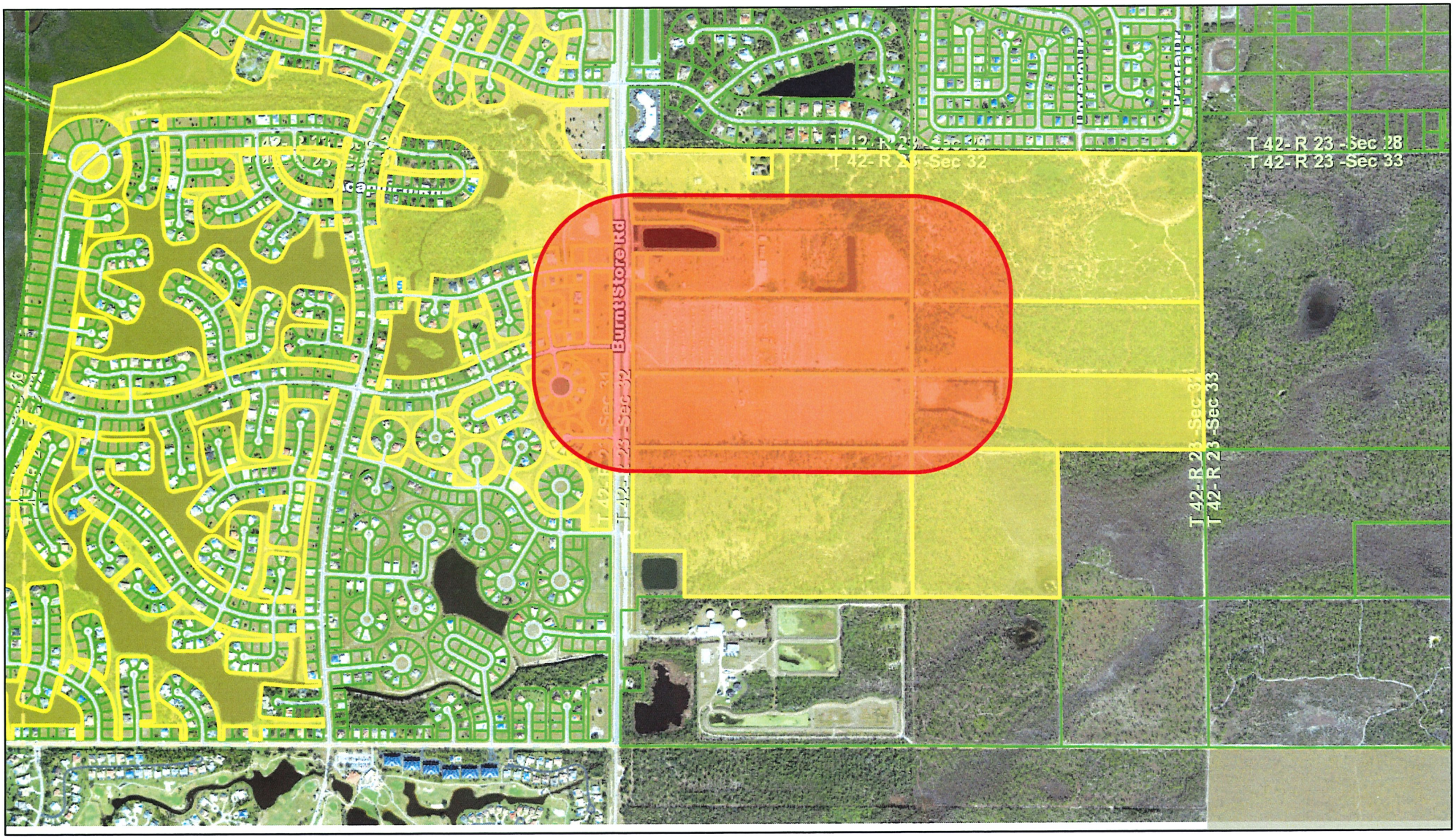
422332100003
HAWKS LANDING OF PG LLC

20725 NE 16TH AVE STE 45-A
NORTH MIAMI BEACH FL 33179

422332100005
BURDETTE COWARD & CO INC

17160 BURNT STORE RD
PUNTA GORDA FL 33955

Map Layout



September 25, 2023

Buffer

Override 1

Property Ownership

City of Punta Gorda Boundary

1:16,000

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Charlotte County, Charlotte County GIS

Charlotte County GIS

Prepared by: Planning Analytics, LLC

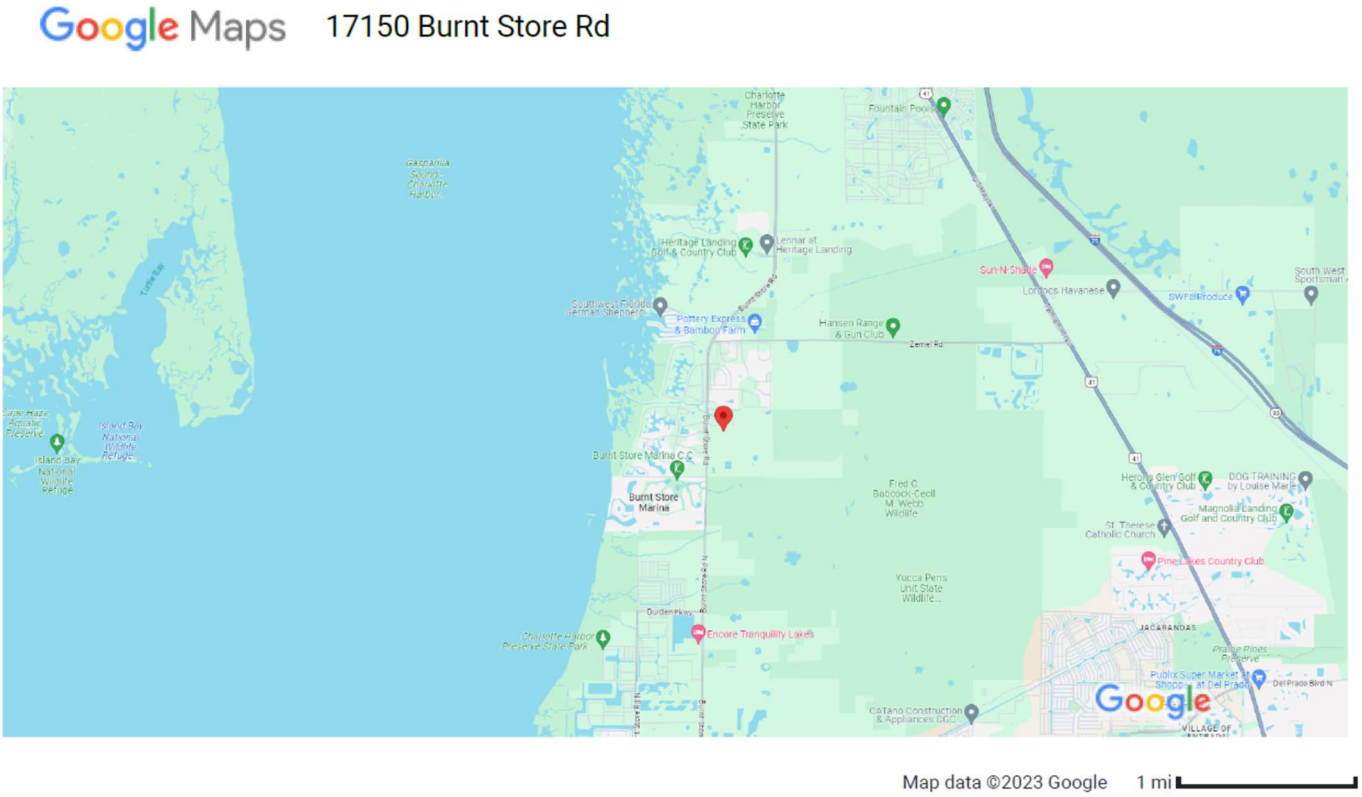
Jaxon Fischer LLC CPA

TRAFFIC IMPACT STATEMENT
Submitted December 12, 2023
Record Number: PLN23xx-00xx / Project Number: PA-23-xx

Narrative

The Applicant is proposing a large-scale Comprehensive Plan Amendment to change the existing Future Land Use Map Designation from Burnt Store Limited Development to Commercial for one parcel of land with the following parcel ID number: 422332100013. Based upon a review of the Charlotte County Property Appraiser's website, parcel ID number 422332100013 consists of 40.31 acres of land and has a street address of 17150 Burnt Store Road, Punta Gorda, FL 33955. The parcel is located east of Burnt Store Road approximately two-thirds of a mile north of the Charlotte/Lee County line in unincorporated Charlotte County as shown in Figure 1 below. The parcel has historically been vacant.

Figure 1. Project Location



The Applicant has filed a Comprehensive Plan Amendment to change the underlying Future Land Use Classification from Burnt Store Limited Development to Commercial. Based upon Future Land Use Appendix I – Land Use Guide located in the Charlotte 2050 Comprehensive Plan, the maximum potential density/intensity of development that could be constructed on land with a Burnt Store Limited Development Future land use is two dwelling units per acre if the site is greater than 20 acres in size and the maximum potential intensity of development that could be constructed on land with a Commercial Future land use is a Floor Area Ratio of 1.0.

A worst-case scenario approach is used to evaluate the potential traffic impacts in this report. The maximum potential development associated with the existing future land use category would be 80 single family homes (40.31 acres * 2 dwelling units/acre) = 80.62 dwelling units (round down to 80). The maximum potential development associated with the proposed future land use category would be 1,755,904 square feet (40.31 acres * 43,560 = 1,755,904 * 1.0 FAR = 1,755,904 square feet. For this analysis, ITE Land Use code (210) 11th Edition was selected to evaluate the worst-case potential trip generation associated with the existing future land use category and ITE Land Use code (820) 11th Edition was selected to evaluate the worst-case potential trip generation associated with the proposed future land use category.

The reason ITE Land Use code 820 was chosen is due to the size of the maximum potential development of the parcel. A Shopping Center (>150k) is a theoretical possibility for this parcel. As a comparison, a Fast-Food Restaurant with Drive-Through Window has an average size of 3,000 square feet based upon the ITE Land Use Code 934. Applying the trip generation potential of a Fast-Food Restaurant with Drive-Through Window over the entire parcel size is not reasonable.

Trip Generation

The tables that follows indicate the estimated project traffic using ITE Trip Generation 11th Edition.

Table 1 - Daily Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
									2-Way	In	Out	2-Way	In	Out
Existing Land Use														
Single-Family Detached Housing	210	Dwelling Units	9.43	80	754	377	377	0	0	0	0	754	377	377
Proposed Land Use														
Shopping Center (>150k)	820	1,000 Square Feet	37.01	1,756	64,990	32,495	32,495	0	0	0	0	64,990	32,495	32,495
Potential Change in Trips					64,235	32,118	32,118		0	0	0	64,235	32,118	32,118

Table 2 - AM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
									2-Way	In	Out	2-Way	In	Out
Existing Land Use														
Single-Family Detached Housing	210	Dwelling Units	0.7	80	56	14	42	0	0	0	0	56	14	42
Proposed Land Use														
Shopping Center (>150k)	820	1,000 Square Feet	0.84	1,756	1,475	915	561	0	0	0	0	1,475	915	561
Potential Change in Trips					1,419	901	519		0	0	0	1,419	901	519

Table 3 - PM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
									2-Way	In	Out	2-Way	In	Out
Existing Land Use														
Single-Family Detached Housing	210	Dwelling Units	0.94	80	75	47	28	0	0	0	0	75	47	28
Proposed Land Use														
Shopping Center (>150k)	820	1,000 Square Feet	3.4	1,756	5,970	2,866	3,105	19%	1,134	545	590	4,836	2,321	2,515
Potential Change in Trips					5,895	2,818	3,077		1,134	545	590	4,761	2,274	2,487

For the purposes of this analysis, only the potential change in trips will be evaluated. The reason only the potential change will be evaluated is that transportation impacts from existing future land uses have already been calculated in

the development of the 2045 FDOT D1RPM model. Thus, project traffic analysis will be based upon only the potential change in trips and not the total potential trips from the future land use change.

Analysis Period

Based upon the trip generation rates in the tables provided in the section above, this land use code is estimated to generate more trips in the PM Peak-Hour than in the AM Peak-Hour. Thus, the analysis period selected for the potential use is the PM Peak-Hour.

Internal Capture/Pass-by Capture/Diverted Trips

Consideration will be given to Pass-by Capture. No consideration will be given to either Internal Capture or Diverted Trips as a part of the analysis for this project.

Trip Distribution/Assignment

All project trips were assigned as presented in Table 4 below.

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

Roadway	Segment	Lanes (Type)	Adopted LOS	Project Trip Distribution	Project Trips (Two-Way)
First-Impacted Thoroughfare					
Burnt Store Rd	Lee County Line to Project	4(D)	D	38.2%	1,819
Burnt Store Rd	Project to Zemel Rd	4(D)	D	58.7%	2,795
Second-Impacted Thoroughfare Facilities Downstream					
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	D	37.0%	1,034
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	D	10.6%	296
Burnt Store Rd	Lee County Line to Kismet Pkwy	2(U)	D	27.4%	498
Third-Impacted Thoroughfare Facilities Downstream					
Burnt Store Rd	Acline Rd to US 41	4(D)	D	28.6%	799
Acline Rd	Burnt Store Rd to US 41	2(U)	D	0.6%	17
Zemel Rd	County Landfill to US 41	2(U)	D	10.2%	285
Burnt Store Rd	Kismet Pkwy to Pine Island Rd	4(D)	D	8.0%	145

The trip distribution/assignment was based upon a FDOT D1RPM model run completed in December of 2023 (see support documentation).

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Study Area / Area of Impact

Per Charlotte County Transportation Engineering staff, the area of impact is a 5-mile radius from the proposed project. Please see the graphic provided below.

The impact area includes thoroughfares within the 5-mile radius. Table 5 on the next page indicates the impacted roadway links and the project traffic impacts on the impacted links and the capacity of those facilities based upon the 2020 FDOT QLOS Handbook.

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

Roadway	Segment	Lanes (Type)	Maximum Two-way Service Volume Capacity at LOS D	Project Trip Distribution	Project Trips (Two-way)	Project Traffic % of LOS D Srv Vol Capacity	Located Within 5-Mile Radius of the Project
First-Impacted Thoroughfare							
Burnt Store Rd	Lee County Line to Project	4(D)	5,960	38.2%	1,819	30.5%	yes
Burnt Store Rd	Project to Zemel Rd	4(D)	5,960	58.7%	2,795	46.9%	yes
Second-Impacted Thoroughfare Facilities Downstream							
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	5,960	5,960	1,456	37.0%	yes
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	2,180	2,180	211	10.6%	yes
Burnt Store Rd	Lee County Line to Kismet Pkwy	2(U)	2,180	2,180	783	27.4%	yes
Third-Impacted Thoroughfare Facilities Downstream							
Burnt Store Rd	Acline Rd to US 41	4(D)	5,960	5,960	1,511	28.6%	no
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	1,440	126	0.6%	no
Zemel Rd	County Landfill to US 41	2(U)	2,180	2,180	264	10.2%	yes
Burnt Store Rd	Kismet Pkwy to Pine Island Rd	4(D)	3,222	3,222	1,485	8.0%	no

As shown in Table 5 above, a 5-mile radius of the development includes the following thoroughfare roadway segments:

Study Segments	Project Impact
• Burnt Store Rd from Lee County Line to Project	30.5%
• Burnt Store Rd from Project to Zemel Rd	46.9%
• Burnt Store Rd from Zemel Rd to Acline Rd	37.0%
• Zemel Rd from Burnt Store Rd to County Landfill	10.6%
• Burnt Store Rd from Lee County Line to Kismet Pkwy	27.4%
• Zemel Rd from County Landfill to US 41	10.2%

The project impact presented above is for the total horizon year buildout assuming a buildout of the site at 1.0 FAR.

Budgeted Improvements

Based upon a review of the Lee County Capital Improvement Program Detail Report, Lee County plans to widen the remaining two-lane segments of Burnt Store Road to four-lane segments. This is anticipated over the course of the next 10 years. As such, this improvement was not considered for the short-term analysis. However, it will be considered for the long-term analysis.

Short-Term Analysis

Background Traffic

Based upon guidance from Charlotte County Staff, the Charlotte County 2021 Roadway Concurrency Report was referenced for existing trips (peak-hour base volume). An annual growth rate of two percent was added to the existing trips to determine the short-term horizon (2026) traffic volumes.

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Project Traffic

The maximum potential development is anticipated to occur over a 10-year period. This report will include a short-term (3-year) analysis and a long-term (2045 horizon year) analysis.

Short-Term Roadway Link Analysis

A short-term (2026) analysis was undertaken to determine the potential impacts to be generated by the proposed future land use category scenario. The results of this analysis are identified in Table 6. The short-term analysis evaluated traffic conditions for the study area roadway segments identified above. This analysis was based upon the use of peak-hour base traffic volumes from the 2021 Charlotte County Roadway Concurrency Report plus a two percent annual growth rate over three years. This estimated traffic volume was applied to the existing geometry plus any committed improvements that are funding for construction within the Charlotte County CIP, Lee County CIP and/or the Florida Department of Transportation (FDOT) District 1 Work Program. Developer committed improvements were also evaluated. Based upon the review, there are no committed improvements that will be constructed in the study area within the short-term (3-year) analysis period.

Thirty percent of the total project trips that could potentially be generated by the proposed Future Land Use map amendment were assigned to the study area links. This was calculated based upon the 3-year window representing 30 percent of the 10-year proposed project buildout. The short-term analysis was conducted by adding the potential project trips to the total background volumes at the short-term horizon year (2026) to determine the future total P.M. Peak-Hour traffic volumes. Those P.M. Peak-Hour traffic volumes were divided by the Peak-Hour Service Volumes to obtain a volume to capacity (v/c) ratio for the adjacent roadway segments. The v/c ratio detailed in Table 5 indicates that the adjacent study roadway segment is expected to operate at an acceptable level of service.

Table 6 below contains the roadway data used to evaluate the roadway level of service at the short-term horizon year (2026).

Table 6 - Future Short-Term (2026) Segment Analysis (P.M. Peak-Hour)

Roadway	Segment	Existing + Committed Lanes (Type)	Peak-Hour Srv Volume Capacity	Existing V/C Ratio	Background Conditions			Estimated Total Project Conditions at Year			Future Total Traffic		
					Growth Rate	Short-Term Analysis Horizon (Years)	Total Future Background Traffic at Horizon Year	P.M. Peak-Hour Total Project Trips (at year 3)	Project Traffic Assignment	Project Volume	Future Total P.M. Peak-Hour Volume	Volume to Capacity Ratio	Level of Service Exceedence (Yes/No)
First-Impacted Thoroughfare Facilities													
Burnt Store Rd	Lee County Line to Project	4(D)	5,960	0.18	2%	3	1,111	182	38.2%	182	1,293	0.22	No
Burnt Store Rd	Project to Zemel Rd	4(D)	5,960	0.18	2%	3	1,111	279	58.7%	279	1,391	0.23	No
Second-Impacted Thoroughfare Facilities Downstream													
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	5,960	0.24	2%	3	1,545	103	37.0%	103	1,649	0.28	No
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	2,180	0.10	2%	3	224	30	10.6%	30	254	0.12	No
Burnt Store Rd	Lee County Line to Kismet Pkwy	2(U)	2,180	0.36	2%	3	831	50	27.4%	50	881	0.40	No
Third-Impacted Thoroughfare Facilities Downstream													
Burnt Store Rd	Acline Rd to US 41	4(D)	5,960	0.25	2%	3	1,603	80	28.6%	80	1,683	0.28	No
Zemel Rd	County Landfill to US 41	2(U)	2,180	0.12	2%	3	280	2	0.6%	2	282	0.13	No
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	0.09	2%	3	134	29	10.2%	29	162	0.11	No
Burnt Store Rd	Kismet Pkwy to Pine Island Rd	4(D)	3,222	0.46	2%	3	1,576	15	8.0%	15	1,590	0.49	No

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Long-Term Analysis

Long-Term Roadway Analysis (2045)

A long-term (2045) analysis was conducted for the proposed land use and potential intensity. The results of this analysis are detailed in Table 7. This analysis was undertaken to evaluate the potential traffic impacts associated with the proposed Future Land Use map amendment scenario for the project site as described in Tables 1, 2 and 3. For this analysis, the FDOT D1RPM (horizon year 2045) was used.

For the roadway segment analysis, the 2045 Annual Average Daily Traffic (AADT) was multiplied by a standard K factor of nine (9) percent in order to determine the P.M. Peak-Hour traffic volumes. The Existing + Committed lanes are anticipated to change between now and the 2045 horizon year. Lee County has proposed to widen the remaining two-lane segments of Burnt Store Road to four-lanes. Please see the Lee County Capital Improvement Program Detail Report FY22/23-FY26/27 in the Support Documentation section of this report. As these improvements are planned for construction prior to the 2045 horizon year, they will be included as Existing + Committed improvements in the Long-Term Roadway Analysis.

As shown below, long-term traffic conditions within the study area are not anticipated to be adversely impacted by the proposed future land use change.

Table 7 - Future Long-Term (2045) Segment Analysis (P.M. Peak-Hour)

Roadway	Segment	Existing + Committed Lanes (Type)	Peak-Hour Srv Volume Capacity (Two-way)	D1RPM 2045 AADT	K Factor	2045 Future Peak-Hour Volume without Project Traffic	Remaining P.M. Peak Hour Capacity in 2045	Project Traffic			Future Total Traffic		
								P.M. Peak-Hour Total Project Trips	Project Traffic Assignment	Project Volume	Future Total P.M. Peak-Hour Volume	Volume to Capacity Ratio	Level of Service Exceedence (Yes/No)
First-Impacted Thoroughfare													
Burnt Store Rd	Lee County Line to Project	4(D)	5,960	23,297	9.00%	2,097	3,863	1,819	38.2%	1,819	3,915	0.66	No
Burnt Store Rd	Project to Zemel Rd	4(D)	5,960	22,817	9.00%	2,054	3,906	2,795	58.7%	2,795	4,848	0.81	No
Second-Impacted Thoroughfare Facilities Downstream													
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	5,960	18,556	9.00%	1,670	4,290	1,034	37.0%	1,034	2,704	0.45	No
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	2,180	6,695	9.00%	603	1,577	296	10.6%	296	899	0.41	No
Burnt Store Rd	Lee County Line to Kismet Pkwy	2(U)	5,960	35,714	9.00%	3,214	2,746	498	27.4%	498	3,713	0.62	No
Third-Impacted Thoroughfare Facilities Downstream													
Burnt Store Rd	Acline Rd to US 41	4(D)	5,960	17,205	9.00%	1,548	4,412	799	28.6%	799	2,348	0.39	No
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	1,160	9.00%	104	1,336	17	0.6%	17	121	0.08	No
Zemel Rd	County Landfill to US 41	2(U)	2,180	6,854	9.00%	617	1,563	285	10.2%	285	902	0.41	No
Burnt Store Rd	Kismet Pkwy to Pine Island Rd	4(D)	5,960	36,057	9.00%	3,245	2,715	145	8.0%	145	3,391	0.57	No

Conclusion

A traffic analysis was prepared to support the Comprehensive Plan Amendment application submitted by the Applicant. The potential change in traffic impacts resulting from the proposed change from the existing underlying Future Land Use designation of Burnt Store Limited Development to the proposed underlying Future Land Use designation of Commercial was evaluated for thoroughfare segments located within the study area. The analysis was conducted for both a short-term (2026) scenario and a long-term scenario (2045). Both scenarios show that the potential change in project traffic will not adversely impact the level of service of the impacted facilities. The analysis performed was a worst-case scenario that considered the total buildout of the site with a Floor Area Ratio of 1.0. However, this is highly unlikely considering stormwater, parking, landscaping requirements and prevailing development patterns in the general area.

Support Documentation

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

1. Site Location Within Network
2. Site Location Access Scale
3. Charlotte County Property Record Card for PID # 422332100013
4. ITE Daily Trip Generation for LUC 210 – Short & Long Term
5. ITE AM Peak-Hour Trip Generation for LUC 210 – Short & Long Term
6. ITE PM Peak-Hour Trip Generation for LUC 210 – Short & Long Term
7. ITE Daily Trip Generation for LUC 820 – Short Term
8. ITE AM Peak-Hour Trip Generation for LUC 820 - Short-Term
9. ITE PM Peak-Hour Trip Generation for LUC 820 - Short-Term
10. ITE Daily Trip Generation for LUC 820 – Long-Term
11. ITE AM Peak-Hour Trip Generation for LUC 820 - Long-Term
12. ITE PM Peak-Hour Trip Generation for LUC 820 - Long-Term
13. ITE Pass-by Capture Rate for LUC 820
14. 2021 Charlotte County Roadway Concurrency Report
15. 2020 FDOT QLOS Handbook Table 4
16. FDOT D1RPM Model Run to Determine Trip Distribution
17. Charlotte County 2045 D1RPM Model output
18. Lee County 2045 D1RPM Model output
19. Lee County Capital Improvement Program Detail Report FY22/23-FY26/27

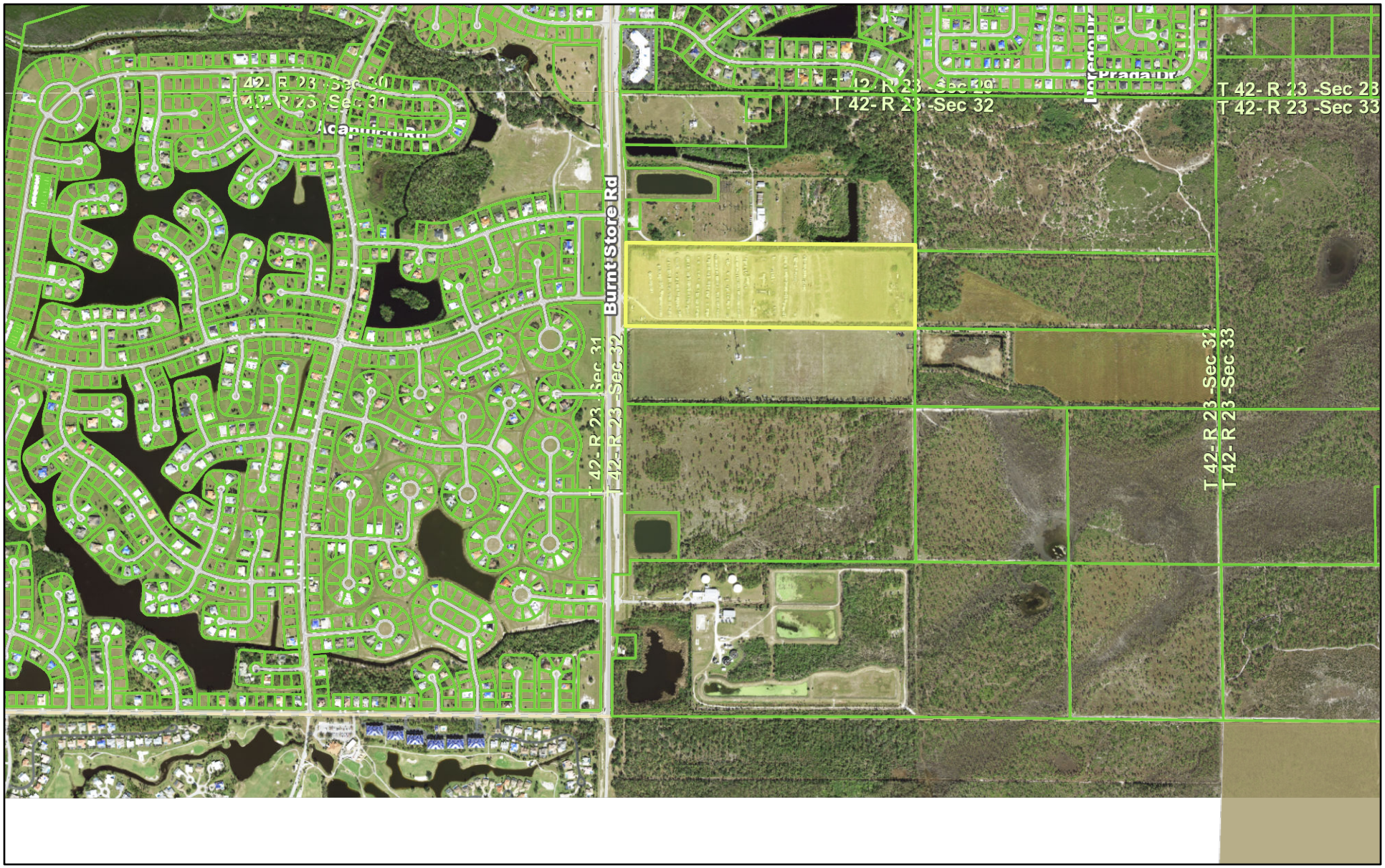
Signature Sheet and Disclaimer

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 Charlotte County's Concurrency Report dated 2021 which utilizes generalized service volumes established by the Florida Department of Transportation. Every effort has been taken to produce this report consistent with best practices used to evaluate traffic impacts on Florida roadways. Intersection and possible site related design features are not considered in this analysis. This analysis is limited to a generalized level of service analysis for roadway links impacted within a 5-mile radius of the property subject to the proposed future land use amendment.

Respectfully submitted by,

Jason Utley, AICP
Project Manager
Planning Analytics, LLC
planning.analytics@yahoo.com
941.258.5061

Location Within Network



November 22, 2023

Override 1

Property Ownership

City of Punta Gorda Boundary

1:16,000

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Charlotte County, Charlotte County GIS

Charlotte County GIS

Access Scale

November 22, 2023

Override 1

Block Number

Lots

Property Ownership

City of Punta Gorda Boundary

1:4,000

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

Charlotte County, Charlotte County GIS

Charlotte County GIS

CHARLOTTE COUNTY PROPERTY APPRAISER
PAUL L. POLK, CFA, AAS, RES

"

Real Property Information for 422332100013 for the 2024 Tax Roll

The Charlotte County Property Appraiser makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation.
If a discrepancy is discovered in your property's records, or those of another, please bring it to our attention immediately.

Report Hurricane Ian Damage

Owner:

JAXON FISCHER LLC
25020 HARBORSIDE BLVD
PUNTA GORDA, FL 33955

Ownership current through: 11/6/2023

Property Location:

Property Address: 17150 BURNT STORE RD
Property City & Zip: PUNTA GORDA 33955
Business Name:

General Parcel Information

Taxing District:	104
In City of Punta Gorda:	NO
Current Use:	ACREAGE NOT CLASSIFIED AS AGRICULTURAL
Future Land Use (Comp. Plan):	Burnt Store Limited Development
Zoning Code:	RE1
Market Area / Neighborhood / Subneighborhood:	03/11/00
Map Number:	5C32X
Section/Township/Range:	32-42-23
SOH Base Year:	
Waterfront:	NO

Sales Information

Date	Book/Page	Instrument Number	Selling Price	Sales code
7/16/2021	4810/733	2975760	$1,000,000	IMPROVED
5/23/2017	4203/630	2526870	$350,000	IMPROVED
2/14/2014	3853/595	2254538	$5,100	VACANT

Click on the book/page or the instrument number to view transaction document images on the Clerk of the Circuit Court's web site.
Click on Qualification/Disqualification Code for a description of the code. Codes are not available prior to 2003.

FEMA Flood Zone (Effective 12/15/2022)

Firm Panel	Floodway	SFHA	Flood Zone	FIPS	COBRA	Community	Base Flood Elevation (ft.)	Letter of Map Revision (LOMR)
0416G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0417G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0418G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0419F	OUT	OUT	D	12015C	Outside of CBRA	120061	See FIS	

					Zone			

***If parcel has more than 1 flood zone, refer to the flood maps available on the GIS web site by clicking on View Map below. Flood term definitions.**

For more information, please contact Building Construction Services at 941-743-1201.

2023 Certified Tax Roll Values, as of January 1, 2023

Approach	County	City	School	Other
Certified Just Value (Just Value reflects 193.011 adjustment.):	$583,248	$583,248	$583,248	$583,248
Certified Assessed Value:	$566,101	$566,101	$583,248	$566,101
Certified Taxable Value:	$566,101	$566,101	$583,248	$566,101

Land Information

Line	Description	Land Use	Zoning	Unit Type	Units	Acreage	Land Value*
1	ZZZ 324223 P6	9900	RE1	ACRE	40.31	40.31	$685,270

***Land Value does not include 193.011 adjustment.**

Land Value may be adjusted due to scrub jay habitat. You can access the Board of County Commissioner's website to determine if this parcel is within scrub jay habitat. For more information on scrub jay habitat within Charlotte County, see the County's Natural Resources web site.

Land Improvement Information

Code	Description	Size	Year Built	Year Condition
1011	CONCRETE PAVING	1817	1965	1965
1230	Wall - 8 Block, No Stucco (sf)	120	1986	1986
1320	Paving - Concrete (sf)	264	1986	1986

View Building Sketch

Legal Description:

Short Legal:	Long Legal:
ZZZ 324223 P6	32 42 23 PARCEL 6 40.31 AC. M/L COMM AT NW COR SEC 32 TH E TO E ROW BURNT STORE RD TH S 1280 FT M/L FOR TH E 102.13 FT FOR POB TH S 718.2 FT E 2496.2 FT N 700 FT W 2497.9 FT TO POB CT3853/595 CT3853/595 4203/630BB 4810/733

Data Last Updated: 11/22/2023- Printed On: 11/22/2023.

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Single-Family Detached Housing
(210)

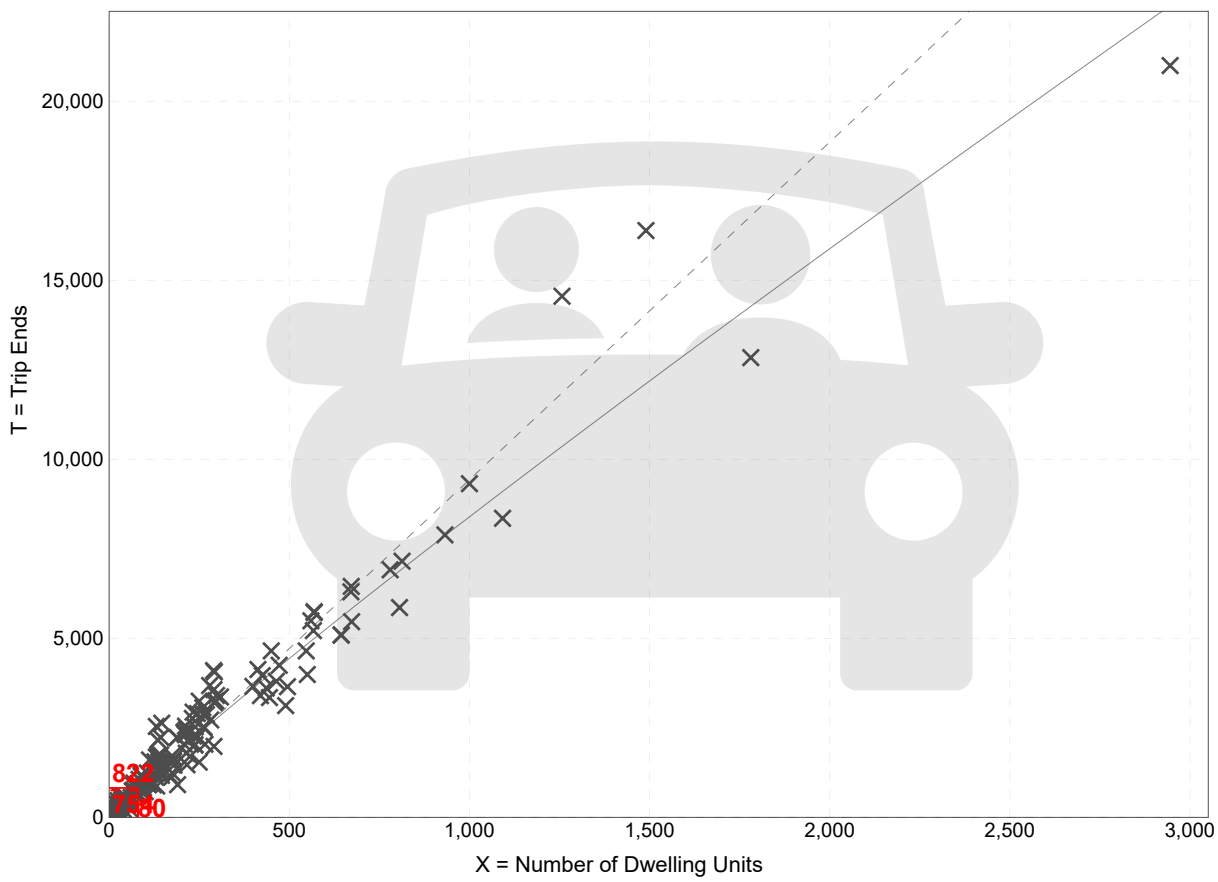
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68 **R^2= 0.95**

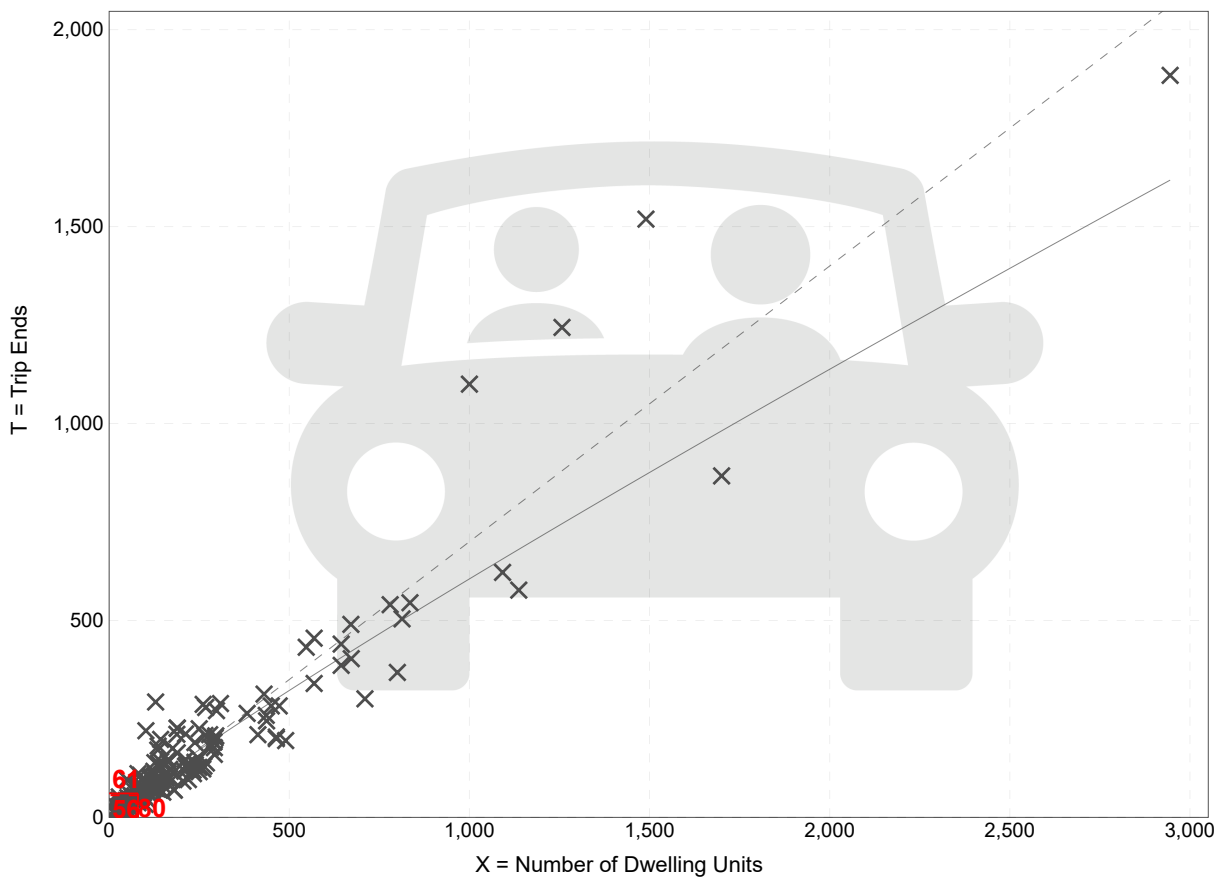
Single-Family Detached Housing
(210)

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:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12 **R^2= 0.90**

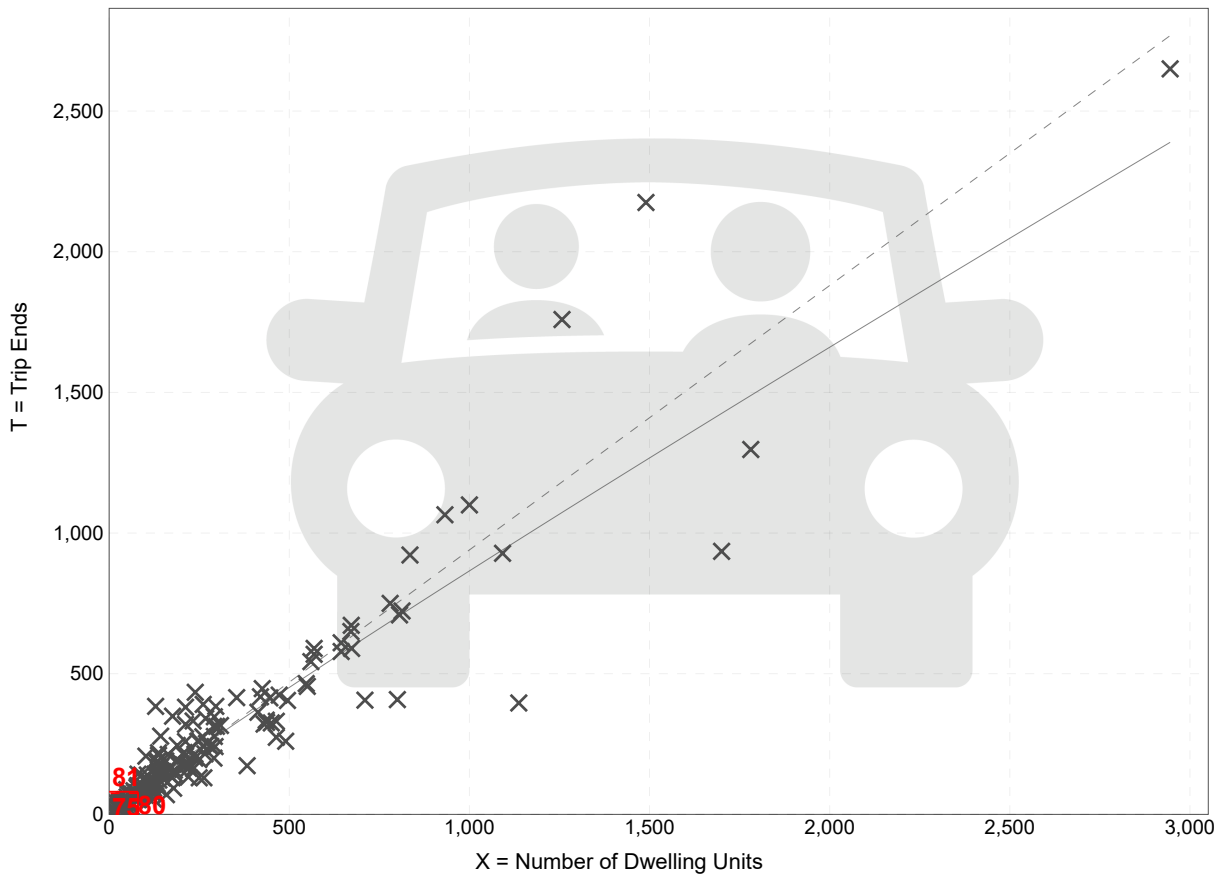
Single-Family Detached Housing
(210)

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:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Shopping Center (>150k)
(820)

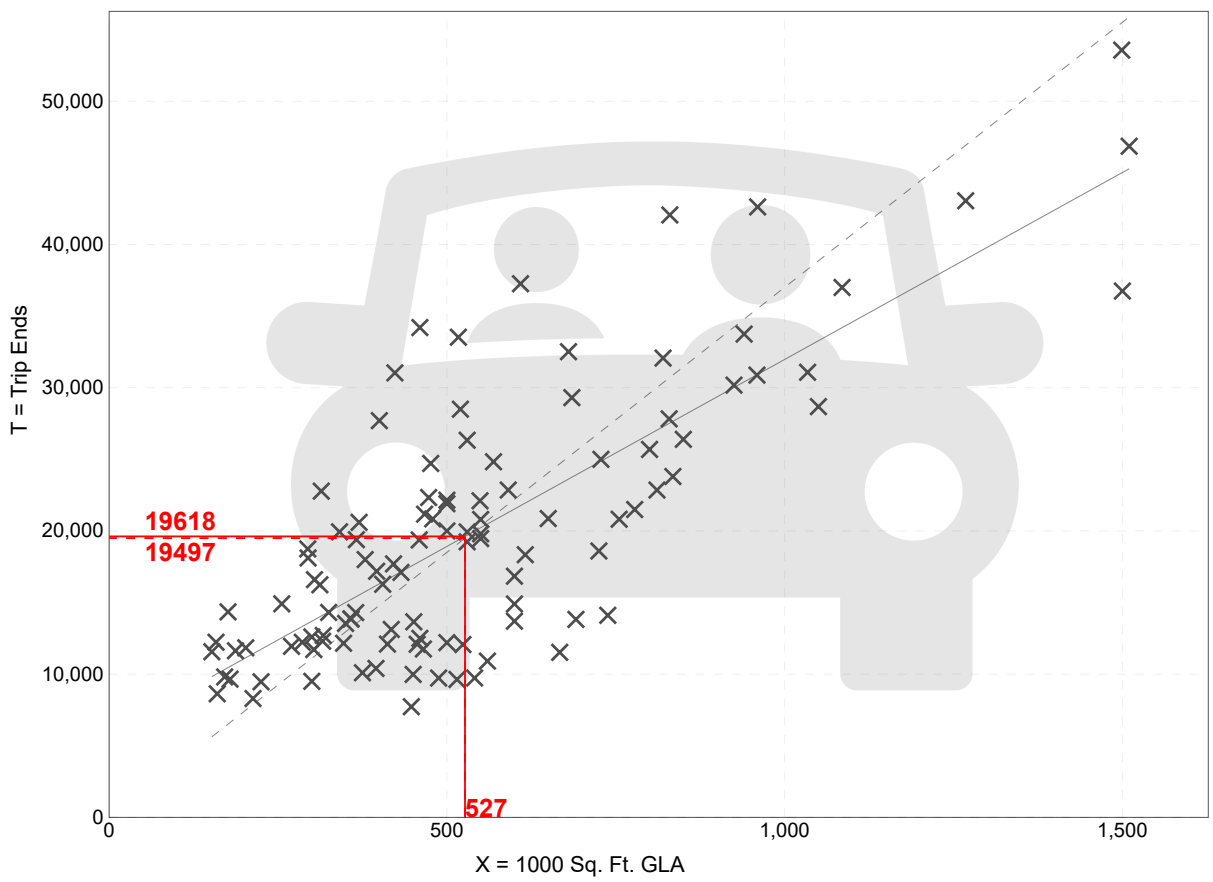
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 26.11(X) + 5863.73 **R^2= 0.60**

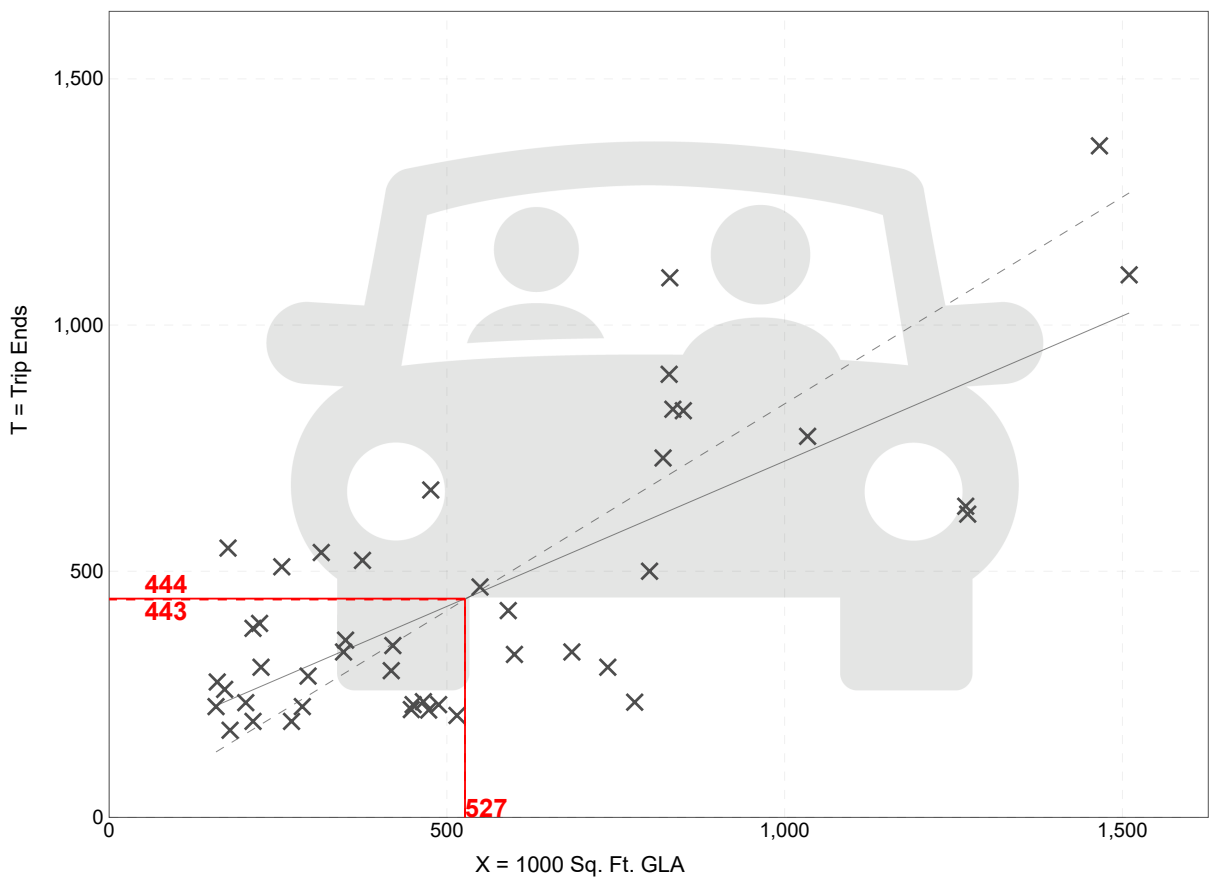
Shopping Center (>150k)
(820)

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:	44
Avg. 1000 Sq. Ft. GLA:	546
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 0.59(X) + 133.55 **R^2= 0.56**

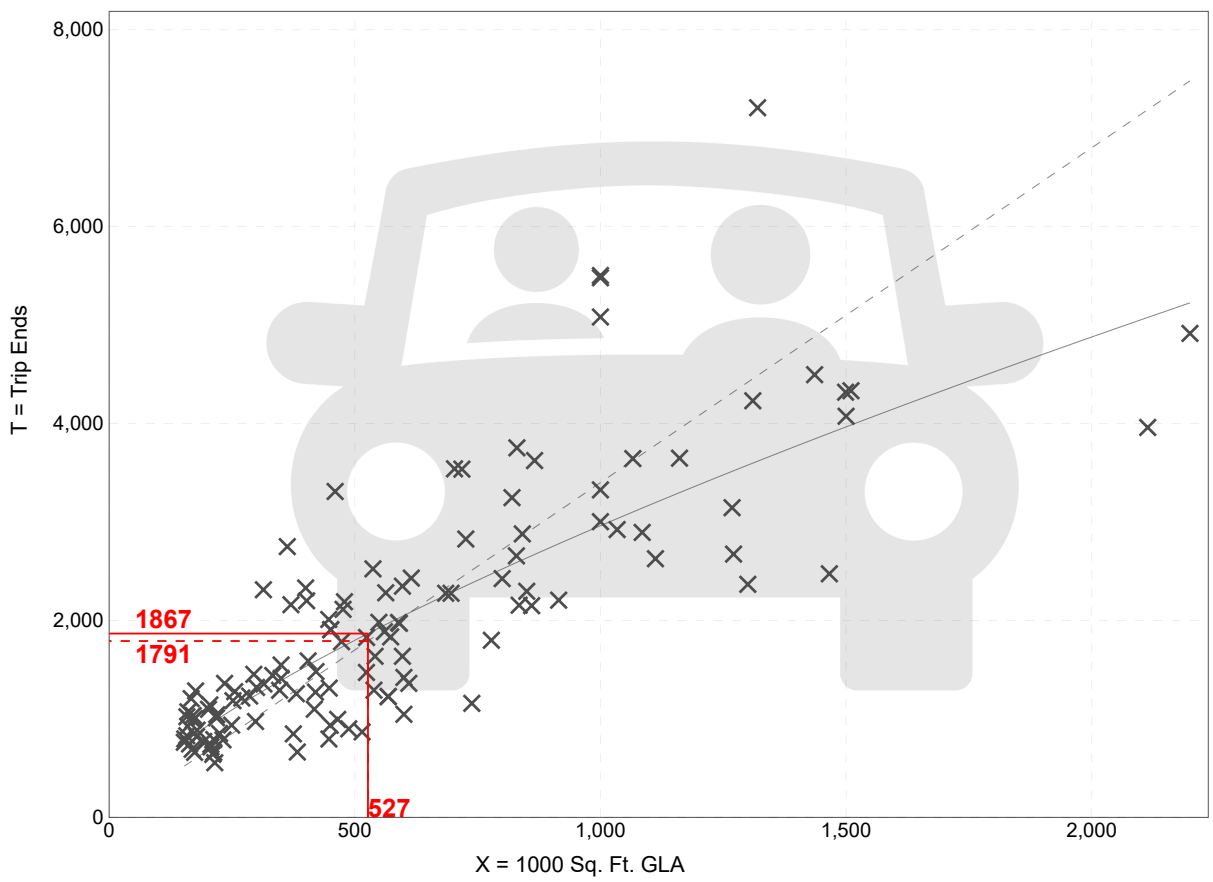
Shopping Center (>150k)
(820)

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:	126
Avg. 1000 Sq. Ft. GLA:	581
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 3.02 **R^2= 0.70**

Shopping Center (>150k)
(820)

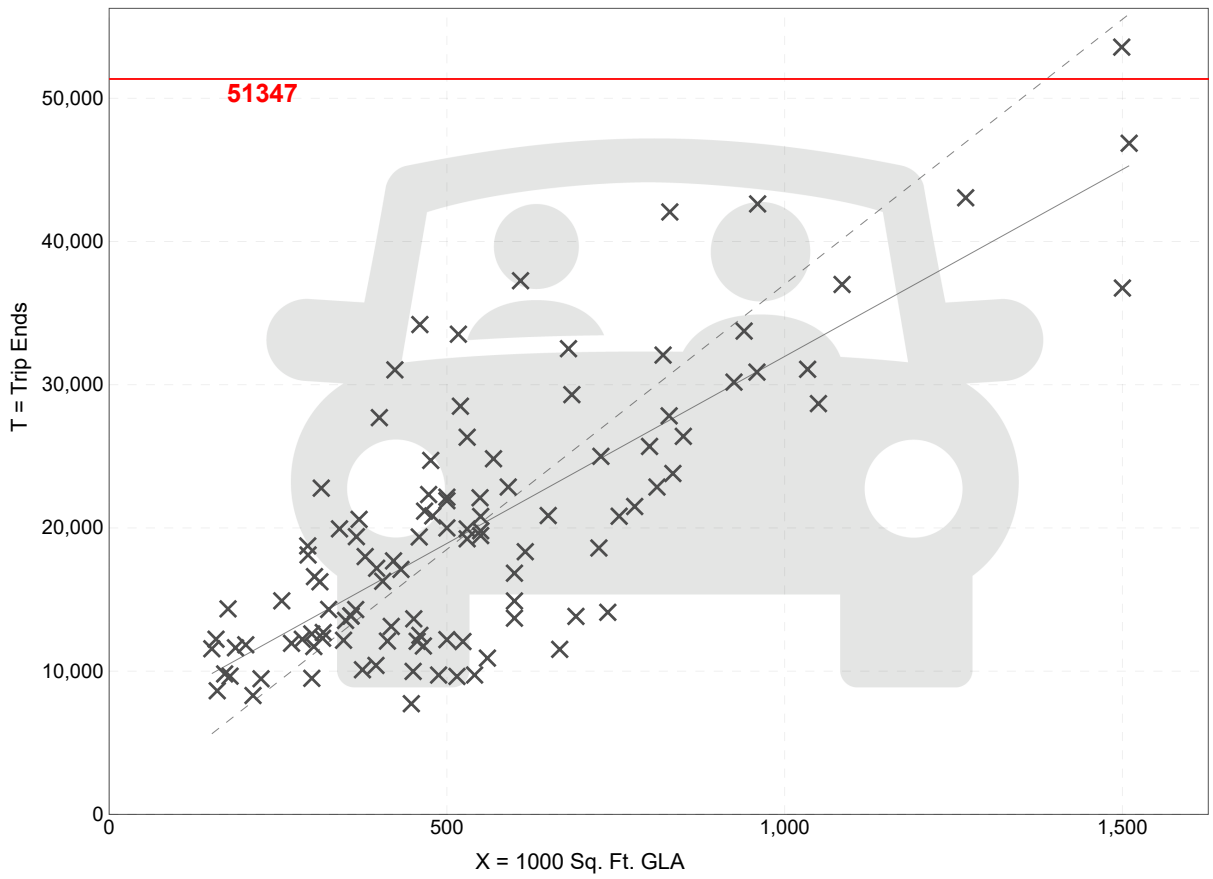
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 26.11(X) + 5863.73 **R^2= 0.60**

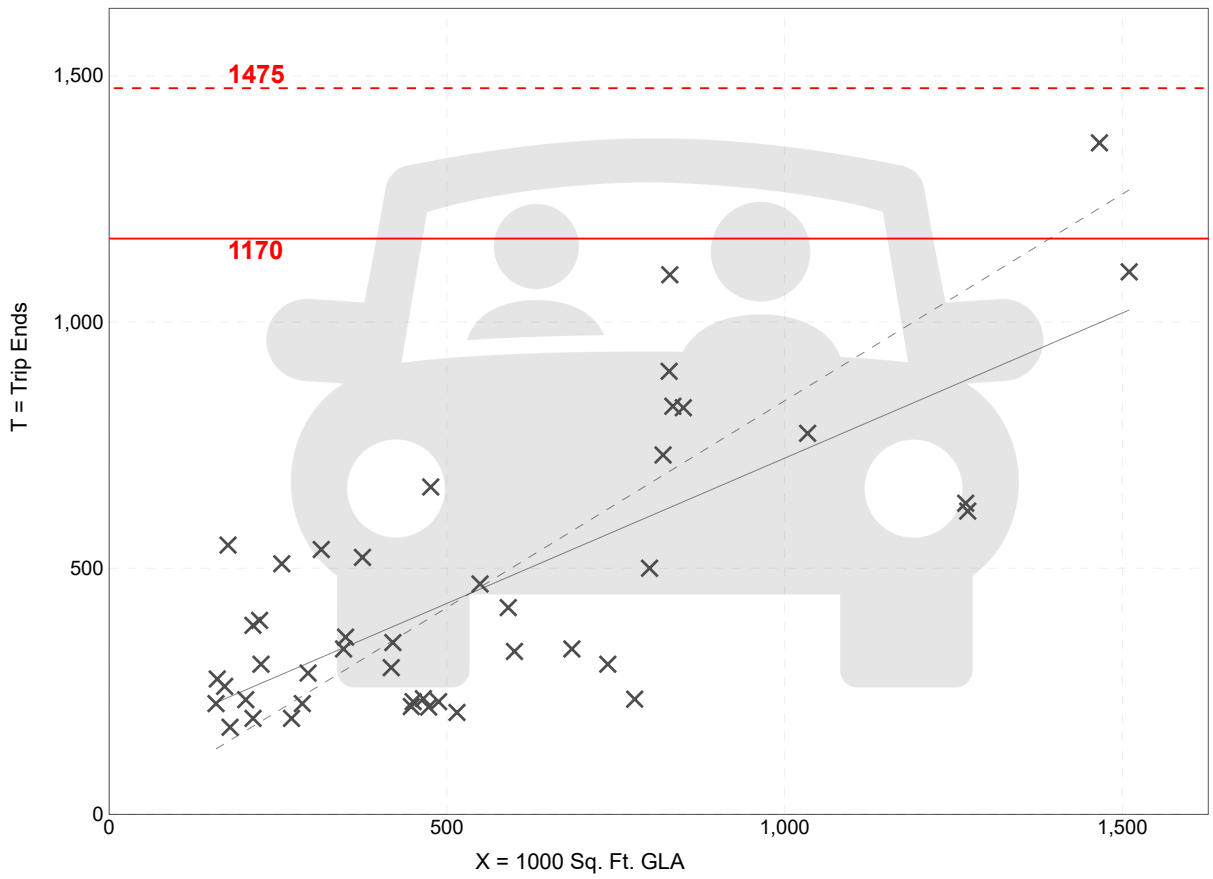
Shopping Center (>150k)
(820)

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:	44
Avg. 1000 Sq. Ft. GLA:	546
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 0.59(X) + 133.55 **R^2= 0.56**

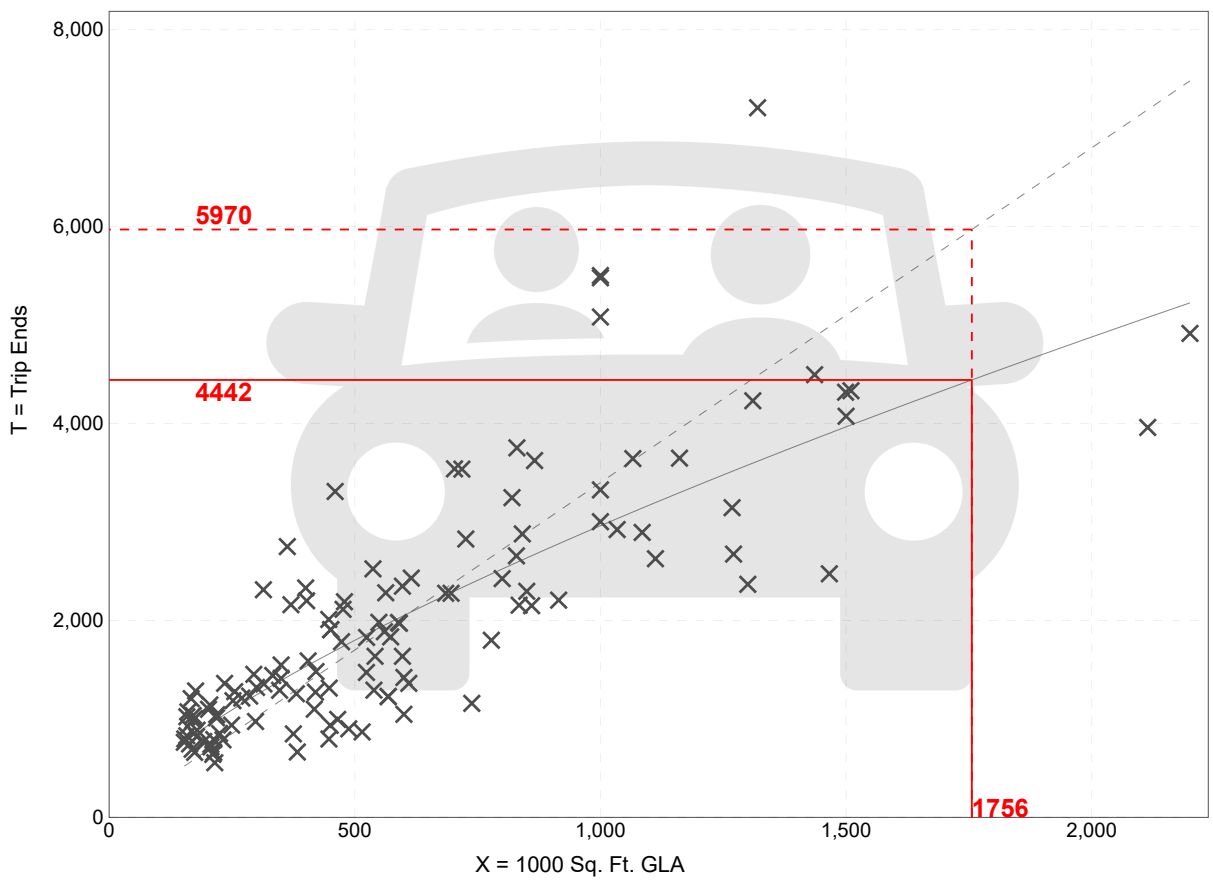
Shopping Center (>150k)
(820)

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:	126
Avg. 1000 Sq. Ft. GLA:	581
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 3.02 **R^2= 0.70**

Vehicle Pass-By Rates by Land Use

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

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
					Non-Pass-By Trips				
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24

667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
1	Acline Road	167	U.S. 41	Taylor Rd.	45	RMC	2U	1,711	5.00%	0.091	156	-	1359	1440	*	D	C	11%
2	Acline Road	191	Burnt Store Rd.	U.S. 41	40	RMC	2U	1,380	5.00%	0.091	126	-	1359	1440	*	D	C	9%
3	Airport Road	249	Cooper St.	Taylor Rd.	45	RMC	2U	4,996	5.00%	0.091	455	-	1359	1440	*	D	C	32%
4	Airport Road	169	Taylor Rd	I-75	45	RMC	2U	5,534	5.00%	0.091	504	-	1359	1440	*	D	C	35%
5	Airport Road	168	I-75	Piper Rd	45	RMC	2U	4,080	5.00%	0.091	371	-	1359	1440	*	D	C	26%
6	Appleton Blvd	211	St Paul Dr	Gasparilla Rd	45	RNC	2U	2,549	5.00%	0.091	232	-	1359	1440	*	D	C	16%
7	Aqui Esta Drive	170	Bal Harbor Blvd.	U.S. 41	30	UC	2U	8,381	5.00%	0.091	763	-	594	1197	1269	D	D	64%
8	Cooper Street	250	U.S. 41	Airport Rd.	35	UC	2U	4,551	4.00%	0.091	414	-	594	1197	1269	D	C	35%
9	Atwater Street	25	Peachland Blvd.	Veterans Blvd.	30	RMC	2U	3,201	4.00%	0.091	291	-	594	1197	1269	D	C	24%
10	Bayshore Road	27	Sibley Bay St.	Edgewater Dr.	30	UC	2U	1,377	5.00%	0.091	125	-	594	1197	1269	D	C	10%
11	Bayshore Road	312	Edgewater Dr.	U.S. 41	30	UC	2U	2,403	2.00%	0.091	219	-	594	1197	1269	D	C	18%
12	Beach Road	118	Gulf Blvd.	S.R. 776	30	UC	2U	12,945	5.00%	0.091	1,178	-	594	1197	1269	D	D	98%
13	Beacon Drive	234	Westchester Blvd.	Elmira Blvd.	35	L	2U	2,549	3.00%	0.091	232	-	594	1197	1269	D	C	19%
14	Beacon Drive	235	Elmira Blvd.	Olean Blvd.	35	L	2U	2,893	3.00%	0.091	263	-	594	1197	1269	D	C	22%
15	Beacon Drive	220	Olean Blvd.	Midway Blvd.	35	L	2U	2,970	5.00%	0.091	270	-	594	1197	1269	D	C	23%
16	Beaver Lane	222	Hancock Ave.	Westchester Blvd.	30	L	2U	4,029	5.00%	0.091	367	-	594	1197	1269	D	C	31%
17	Biscayne Drive	1	Cornelius Blvd.	Chancellor Blvd.	40	UC	2U	2,853	5.00%	0.091	260	-	1359	1440	*	D	C	18%
18	Biscayne Drive	3	SR-776	Cornelius Blvd.	40	UC	2U	1,985	5.00%	0.091	181	-	1359	1440	*	D	C	13%
19	Burnt Store Road	187	Lee County line	Zemel Rd.	55	MA	4D	11,511	7.00%	0.091	1,047	-	3078	3222	*	D	C	33%
20	Burnt Store Road	186	Zemel Rd.	Acline Rd.	55	MA	4D	16,003	7.00%	0.091	1,456	-	3078	3222	*	D	C	45%
21	Burnt Store Road	171	Acline Rd.	U.S. 41	40	MA	4D	16,604	6.00%	0.091	1,511	-	3078	3222	*	D	C	47%
22	Cape Haze Drive	161	Arlington Dr	Placida Rd	35	RMC	2U	3,346	2.00%	0.091	304	-	594	1197	1269	D	C	25%
23	Capricorn Blvd	224	Rampart Blvd.	Sandhill Blvd.	35	L	2U	3,765	2.00%	0.091	343	-	594	1197	1269	D	C	29%
24	Carmalita Street	190	BMX Track	U.S. 41	30	UC	2U	2,860	5.00%	0.091	260	-	594	1197	1269	D	C	22%
25	Carmalita Street	311	Florida St.	BMX Track	45	UC	2U	1,557	3.00%	0.091	142	-	1359	1440	*	D	C	10%
26	Chamberlain Blvd	2	Cornelius Blvd.	US 41	45	RMC	2U	2,094	5.00%	0.091	191	-	1359	1440	*	D	C	13%
27	Chancellor Blvd	123	Campbell St.	Ramblewood St	40	UC	2U	3,974	5.00%	0.091	362	-	1359	1440	*	D	C	25%
28	Chancellor Blvd	124	Ramblewood St	US-41	40	UC	2U	4,856	5.00%	0.091	442	-	1359	1440	*	D	C	31%
29	Cochran Blvd	15	Education Way	Collingswood Blvd.	35	MA	2U	7,946	2.00%	0.091	723	-	594	1197	1269	D	D	60%
30	Cochran Blvd	96	Pellam Blvd.	Education Way	35	MA	2U	10,238	2.00%	0.091	932	-	594	1197	1269	D	D	78%
31	Cochran Blvd	94	Lakeview Blvd.	Pellam Blvd.	35	MA	2U	12,156	2.00%	0.091	1,106	-	594	1197	1269	D	D	92%
32	Cochran Blvd	95	U.S. 41	Lakeview Blvd.	35	MA	4D	12,872	2.00%	0.091	1,171	-	1179	2628	2736	D	C	45%
33	Cochran Blvd	259	U.S. 41	Veteran's Blvd.	40	MA	4D	15,876	2.00%	0.091	1,445	-	3078	3222	*	D	C	45%
34	Collingswood Blvd	4	Toledo Blade Blvd.	S.R. 776	35	UC	2U	3,813	4.00%	0.091	347	-	594	1197	1269	D	C	29%
35	Collingswood Blvd	5	Wintergarden Ave.	Toldeo Blade Blvd.	40	UC	2U	6,557	5.00%	0.091	597	-	1359	1440	*	D	C	41%
36	Collingswood Blvd	31	Edgewater Dr.	Wintergarden Ave.	40	UC	2U	4,014	5.00%	0.091	365	-	1359	1440	*	D	C	25%
37	Collingswood Blvd	32	O'Hara Dr.	Edgewater Dr.	40	UC	2U	3,232	3.00%	0.091	294	-	1359	1440	*	D	C	20%
38	Conway Blvd	33	U.S. 41	Olean Blvd	35	L	2U	4,584	5.00%	0.091	417	-	594	1197	1269	D	C	35%
39	Cooper Street	151	Airport Rd.	Taylor Rd.	30	UC	2U	3,635	3.00%	0.091	331	-	594	1197	1269	D	C	28%
40	Cooper Street	152	Carmalita St.	U.S. 17 N	30	UC	2U	6,310	4.00%	0.091	574	-	594	1197	1269	D	C	48%
41	Cooper Street	251	U.S. 17 N	U.S. 17 S	30	UC	2U	2,957	5.00%	0.091	269	-	594	1197	1269	D	C	22%

Contact: Ravi Kamarajugadda - Ravi.Kamarajugadda@charlottecountyfl.gov or (941) 575-3668

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
42	Cornelius Blvd	6	SR-776	Biscayne Dr.	40	RMC	2U	3,752	5.00%	0.091	341	-	1359	1440	*	D	C	24%
43	Cornelius Blvd	263	Biscayne Dr.	U.S. 41	40	RMC	2U	4,729	5.00%	0.091	430	-	1359	1440	*	D	C	30%
44	CR74/Bermont Road	111	U.S. 17	County Line	55	RMC	2U	8,455	5.00%	0.091	769	1050	1620	2180	2990	D	C	35%
45	CR 771	158	Appleton Blvd	Rotonda Blvd E	50	UC	4D	11,282	5.00%	0.091	1,027	-	3078	3222	*	D	C	32%
46	CR 771	157	Rotonda Blvd E	Ingraham Blvd	50	UC	4D	14,075	5.00%	0.091	1,281	-	3078	3222	*	D	C	40%
47	CR 771	155	Ingraham Blvd	Marathon Blvd	50	UC	4D	21,674	5.00%	0.091	1,972	-	3078	3222	*	D	C	61%
48	CR 771	159	Marathon Blvd	SR 776	50	UC	4D	19,594	5.00%	0.091	1,783	-	3078	3222	*	D	C	55%
49	CR 775	163		E of Boca Grande Causeway	35	RMC	2U	6,874	3.00%	0.091	625	-	594	1197	1269	D	D	52%
50	CR 775	164	Boca Grande Causeway	Gaspar Dr	45	RMC	2U	6,613	3.00%	0.091	602	-	1359	1440	*	D	C	42%
51	CR 775	165	Gaspar Dr.	Cape Haze Dr.	45	RMC	2U	7,749	3.00%	0.091	705	-	1359	1440	*	D	C	49%
52	CR 775	166	Cape Haze Dr.	Esther St.	45	RMC	2U	8,257	3.00%	0.091	751	-	1359	1440	*	D	C	52%
53	CR 775	141	Esther St.	Rotonda Blvd. W	45	RMC	2U	9,458	3.00%	0.091	861	-	1359	1440	*	D	C	60%
54	CR 775	140	Rotonda Blvd. W	Short St.	45	UC	4D	13,443	3.00%	0.091	1,223	-	3078	3222	*	D	C	38%
55	CR 775	128	Short St.	San Casa Dr.	45	UC	4D	12,536	3.00%	0.091	1,141	-	3078	3222	*	D	C	35%
56	CR 775	125	Mississippi Ave.	Pinebay Blvd	45	UC	4D	13,544	3.00%	0.091	1,233	-	3078	3222	*	D	C	38%
57	CR 775	126	Pine Bay Blvd	S.R. 776	45	UC	4D	14,112	3.00%	0.091	1,284	-	3078	3222	*	D	C	40%
58	Cranberry Blvd	217	U.S. 41	Hillsborough Blvd.	40	L	2U	12,954	5.00%	0.091	1,179	-	1359	1440	*	D	C	82%
59	David Blvd	210	Foresman Blvd	Willmington Blvd.	30	UC	2U	2,471	3.00%	0.091	225	-	594	1197	1269	D	C	19%
60	Deep Creek Blvd	225	Rio De Janeiro Ave.	Sandhill Blvd.	35	UC	2U	5,981	3.00%	0.091	544	-	594	1197	1269	D	C	45%
61	Deep Creek Blvd	264	Rio De Janiero Ave.	Seasons Dr.	35	UC	2U	2,459	4.00%	0.091	224	-	594	1197	1269	D	C	19%
62	Easy Street	29	U.S. 41	Olean Blvd.	30	L	2U	2,119	2.00%	0.091	193	-	594	1197	1269	D	C	16%
63	Easy Street	30	Olean Blvd.	Gibralter Dr.	30	L	2U	2,676	4.00%	0.091	244	-	594	1197	1269	D	C	20%
64	Edgewater Drive	7	Flamingo Blvd.	Pellam Blvd.	40	MA	2U	4,805	5.00%	0.091	437	-	1359	1440	*	D	C	30%
65	Edgewater Drive	40	Pellam Blvd.	Midway Blvd.	40	MA	2U	8,831	5.00%	0.091	804	-	1359	1440	*	D	C	56%
66	Edgewater Drive	39	Midway Blvd.	Lakeview Blvd.	35	MA	4D	10,164	5.00%	0.091	925	-	1179	2628	2736	D	C	35%
67	Edgewater Drive	38	Lakeview Blvd.	W Tarpon Blvd.	35	MA	4D	11,858	5.00%	0.091	1,079	-	1179	2628	2736	D	C	41%
68	Edgewater Drive	41	W Tarpon Blvd.	Port Charlotte Blvd.	35	MA	4D	11,040	5.00%	0.091	1,005	-	1179	2628	2736	D	C	38%
69	Edgewater Drive	37	Port Charlotte Blvd	Harbor Blvd.	35	MA	4D	11,954	5.00%	0.091	1,088	-	1179	2628	2736	D	C	41%
70	Edgewater Drive	36	Harbor Blvd	Cousley Dr.	35	MA	4D	13,196	5.00%	0.091	1,201	-	1179	2628	2736	D	D	46%
71	Edgewater Drive	34	Cousley Dr.	Gardner Dr.	35	MA	4D	12,582	5.00%	0.091	1,145	-	1179	2628	2736	D	C	44%
72	Edgewater Drive	35	Gardner Dr.	U.S. 41	35	MA	4D	12,914	5.00%	0.091	1,175	-	1179	2628	2736	D	C	45%
73	Education Way	88	Toledo Blade Blvd.	Murdock Circle	30	L	2U	4,739	5.00%	0.091	431	-	594	1197	1269	D	C	36%
74	Elkcam Blvd	43	U.S. 41	Midway Blvd.	35	L	2U	2,461	3.00%	0.091	224	-	594	1197	1269	D	C	19%
75	Elmira Blvd	90	Conway Blvd.	Beacon Dr.	30	L	2U	3,252	2.00%	0.091	296	-	594	1197	1269	D	C	25%
76	Elmira Blvd	91	Beacon Dr.	Kings Highway	30	L	2U	2,348	2.00%	0.091	214	-	594	1197	1269	D	C	18%
77	Flamingo Blvd	8	Edgewater Dr.	Christopher St	45	MA	2U	4,582	5.00%	0.091	417	-	1359	1440	*	D	C	29%
78	Flamingo Blvd	9	Christopher St	SR-776	45	MA	2U	4,949	5.00%	0.091	450	-	1359	1440	*	D	C	31%
79	Florida Street	172	Carmalita St.	Marion Ave	40	RMC	2U	1,673	5.00%	0.091	152	-	1359	1440	*	D	C	11%
80	Florida Street	153	Airport Rd	Carmalita St	40	RMC	2U	706	4.00%	0.091	64	-	1359	1440	*	D	C	4%
81	Forrest Nelson Blvd	82	U.S. 41	Peachland Blvd.	35	L	2U	5,424	5.00%	0.091	494	-	594	1197	1269	D	C	41%
82	Boca Grande Causeway	162		S of Placida Rd	45	RMC	2U	6,883	3.00%	0.091	626	-	1359	1440	*	D	C	43%
83	Gillot Blvd	10	Bluestone St.	S.R. 776	40	RMC	2U	3,091	3.00%	0.091	281	-	1359	1440	*	D	C	20%
85	Gulf Blvd	121	Terminus	Beach Rd.	25	UC	2U	3,382	3.00%	0.091	308	-	594	1197	1269	D	C	26%

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
86	Gulfstream Blvd	130	Sunnybrook Blvd.	S.R. 776 (E)	45	UC	2U	3,255	5.00%	0.091	296	-	1359	1440	*	D	C	21%
87	Gulfstream Blvd	199	S.R. 776 (W)	Sunnybrook Blvd.	35	RMC	2U	4,291	5.00%	0.091	391	-	594	1197	1269	D	C	33%
88	Harbor Blvd	45	Colleen St.	Edgewater Dr.	35	UC	2U	2,451	2.00%	0.091	223	-	594	1197	1269	D	C	19%
89	Harbor Blvd	44	Edgewater Dr.	U.S. 41	35	UC	2U	3,468	2.00%	0.091	316	-	594	1197	1269	D	C	26%
91	Harbor Blvd	47	Olean Blvd.	Midway Blvd.	35	UC	4D	13,455	3.00%	0.091	1,224	-	1179	2628	2736	D	D	47%
92	Harbor Blvd	46	Midway Blvd.	Burkhart Dr.	35	UC	2U	7,865	3.00%	0.091	716	-	594	1197	1269	D	D	60%
93	Harbor Blvd	51	Burkhart Dr.	Quesada Ave.	35	UC	2U	6,505	5.00%	0.091	592	-	594	1197	1269	D	C	49%
94	Harbor Blvd	50	Quesada Ave.	Peachland Blvd.	35	UC	2U	4,138	5.00%	0.091	377	-	594	1197	1269	D	C	31%
95	Harbor Blvd	49	Peachland Blvd.	Veterans Blvd.	40	UC	2U	2,197	5.00%	0.091	200	-	1359	1440	*	D	C	14%
96	Harborview Road	274	US-41	Kings Highway	45	MA	4D	9,812	2.00%	0.091	893	-	3078	3222	*	D	C	28%
97	Harborview Road	52	Kings Highway	Melbourne St.	45	MA	4D	11,048	2.00%	0.091	1,005	-	3078	3222	*	D	C	31%
98	Harborview Road	53	Melbourne St.	Date St.	45	MA	2U	9,287	3.00%	0.091	845	-	1359	1440	*	D	C	59%
99	Harborview Road	104	Date St.	I-75	45	MA	2U	5,450	5.00%	0.091	496	-	1359	1440	*	D	C	34%
100	Harborview Road	103	I-75	Rio De Janiero Ave.	45	MA	2U	10,975	5.00%	0.091	999	-	1359	1440	*	D	C	69%
101	Harborview Road	102	Rio De Janiero Ave.	Highlands Rd.	45	MA	2U	6,566	5.00%	0.091	597	-	1359	1440	*	D	C	41%
102	Henry Street	254	Golf Course Blvd.	Florida St.	30	UC	2U	1,323	4.00%	0.091	120	-	594	1197	1269	D	C	10%
103	Hillsborough Blvd	11	Veterans Blvd.	Toledo Blade Blvd.	45	RMC	2U	5,622	5.00%	0.091	512	-	1359	1440	*	D	C	36%
104	Hillsborough Blvd	12	Toledo Blade Blvd.	Crandberry Blvd.	45	RMC	2U	6,774	5.00%	0.091	616	-	1359	1440	*	D	C	43%
105	Ingraham Blvd	202	San Cruz Waterway	Gasparilla Rd	45	RNC	2U	4,078	5.00%	0.091	371	-	1359	1440	*	D	C	26%
106	Jacobs Street	218	Eleanor Ave.	Chamberlain Blvd.	45	RMC	2U	2,905	5.00%	0.091	264	-	1359	1440	*	D	C	18%
107	Jacobs Street	219	S.R. 776	Eleanor Ave.	45	RMC	2U	2,580	5.00%	0.091	235	-	1359	1440	*	D	C	16%
108	Kenilworth Blvd	226	Ravenswood Blvd.	Yorkshire St.	30	L	2U	1,440	4.00%	0.091	131	-	594	1197	1269	D	C	11%
109	Kings Highway	275	U.S. 41	Harborview Rd.	40	MA	4D	10,591	5.00%	0.091	964	-	3078	3222	*	D	C	30%
110	Kings Highway	54	Harborview Rd.	Westchester Blvd.	40	MA	4D	15,293	3.00%	0.091	1,392	-	3078	3222	*	D	C	43%
111	Kings Highway	114	Westchester Blvd.	Veterans Blvd.	45	MA	4D	22,277	3.00%	0.091	2,027	-	3078	3222	*	D	C	63%
112	Kings Highway	309	Veterans Blvd.	Sandhill Blvd.	45	MA	4D	34,438	3.00%	0.091	3,134	-	3078	3222	*	D	D	97%
113	Kings Highway	105	Sandhill Blvd.	DeSoto Co. Line	45	MA	2U	18,344	5.00%	0.091	1,669	-	1359	1440	*	D	E	116%
114	Lakeview Blvd	55	Edgewater Dr.	Springview Ave.	35	UC	2U	2,206	5.00%	0.091	201	-	594	1197	1269	D	C	17%
115	Lakeview Blvd	57	Springview Ave.	Midway Blvd.	35	UC	2U	3,221	5.00%	0.091	293	-	594	1197	1269	D	C	24%
116	Lakeview Blvd	56	Midway Blvd.	Chevy Chase St.	35	UC	2U	8,421	5.00%	0.091	766	-	594	1197	1269	D	D	64%
117	Lakeview Blvd	58	Chevy Chase St.	Cochran Blvd	35	UC	2U	8,787	5.00%	0.091	800	-	594	1197	1269	D	D	67%
118	Loveland Blvd	227	Westchester Blvd.	Midway Blvd.	35	UC	2U	1,474	5.00%	0.091	134	-	594	1197	1269	D	C	11%
119	Loveland Blvd	59	Midway Blvd.	Peachland Blvd.	35	UC	2U	7,327	5.00%	0.091	667	-	594	1197	1269	D	D	56%
120	Loveland Blvd	60	Peachland Blvd.	Veterans Blvd.	35	UC	2U	1,389	2.00%	0.091	126	-	594	1197	1269	D	C	11%
121	Marathon Blvd	200	Terminus	Gasparilla Rd	30	RNC	2U	1,162	2.00%	0.091	106	-	594	1197	1269	D	C	9%
122	Marathon Blvd	201	Gulfstream Blvd.	Gasparilla Rd	45	RNC	2U	2,739	5.00%	0.091	249	-	1359	1440	*	D	C	17%
123	Marion Avenue	177	Florida St.	I-75 Overpass	35	L	2U	1,947	2.00%	0.091	177	-	594	1197	1269	D	C	15%
124	Marion Avenue	178	Marlympia Way	Florida St.	35	L	2U	2,284	2.00%	0.091	208	-	594	1197	1269	D	C	17%
125	Melbourne Street	61	Harper Ave.	Harborview Rd.	30	UC	2U	2,281	5.00%	0.091	208	-	594	1197	1269	D	C	17%
126	Midway Blvd	63	O'Hara Dr.	Edgewater Dr.	30	MA	2U	5,055	3.00%	0.091	460	-	594	1197	1269	D	C	38%
127	Midway Blvd	62	Edgewater Dr.	Riviera Ln.	35	MA	2U	4,401	3.00%	0.091	401	-	594	1197	1269	D	C	33%
128	Midway Blvd	69	Riviera Ln.	Lakeview Blvd.	35	MA	2U	5,428	3.00%	0.091	494	-	594	1197	1269	D	C	41%

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
129	Midway Blvd	68	Lakeview Blvd.	U.S. 41	35	MA	4D	10,378	3.00%	0.091	944	-	1179	2628	2736	D	C	36%
130	Midway Blvd	64	U.S. 41	Elkcam Blvd.	40	MA	4D	17,612	5.00%	0.091	1,603	-	3078	3222	*	D	C	50%
131	Midway Blvd	66	Elkcam Blvd.	Harbor Blvd.	40	MA	4D	16,729	5.00%	0.091	1,522	-	3078	3222	*	D	C	47%
132	Midway Blvd	65	Harbor Blvd	Orlando Blvd.	35	MA	4D	18,552	5.00%	0.091	1,688	-	1179	2628	2736	D	D	64%
133	Midway Blvd	67	Orlando Blvd.	Inverness St.	35	MA	4D	16,957	5.00%	0.091	1,543	-	1179	2628	2736	D	D	59%
134	Midway Blvd	70	Invenness St.	Kings Highway	35	MA	4D	16,441	2.00%	0.091	1,496	-	1179	2628	2736	D	D	57%
135	Murdock Circle	83	Education Way	U.S. 41	40	L	4D	11,565	3.00%	0.091	1,052	-	3078	3222	*	D	C	33%
136	Murdock Circle	87	U.S. 41	Veterans Blvd.	40	L	4D	10,330	2.00%	0.091	940	-	3078	3222	*	D	C	29%
137	Jones Loop Road N	272	U.S.41	Burnt Store Rd.	45	MA	4D	16,720	5.00%	0.091	1,522	-	3078	3222	*	D	C	47%
138	Jones Loop Road N	273	Burnt Store Rd.	Taylor Rd.	45	MA	4D	14,406	4.00%	0.091	1,311	-	3078	3222	*	D	C	41%
139	Jones Loop Road N	173	Taylor Rd.	I-75	45	MA	4D	18,120	5.00%	0.091	1,649	-	3078	3222	*	D	C	51%
140	Jones Loop Road N	318	I-75	Piper Rd	45	MA	4D	11,077	5.00%	0.091	1,008	-	3078	3222	*	D	C	31%
141	N Jones Loop Road	174	E of Piper Rd		45	MA	2U	3,152	3.00%	0.091	287	-	1359	1440	*	D	C	20%
142	N. Beach Road	119	Sarasota Co. Line	Gulf Blvd.	45	UC	2U	1,901	3.00%	0.091	173	-	1359	1440	*	D	C	12%
143	O'Hara Drive	243	Collingswood Blvd.	Midway Blvd.	35	L	2U	2,094	2.00%	0.091	191	-	594	1197	1269	D	C	16%
144	Olean Blvd	73	U.S. 41	Easy St.	35	UC	4D	9,419	2.00%	0.091	857	-	1179	2628	2736	D	C	33%
145	Olean Blvd	72	Easy St.	Conway Blvd.	35	UC	2U	6,891	3.00%	0.091	627	-	594	1197	1269	D	D	52%
146	Olean Blvd	71	Conway Blvd.	Beacon Dr.	35	UC	2U	5,946	3.00%	0.091	541	-	594	1197	1269	D	C	45%
147	Olean Blvd	74	Beacon Dr.	Kings Highway	35	UC	2U	4,992	3.00%	0.091	454	-	594	1197	1269	D	C	38%
148	Orlando Blvd	75	Midway Blvd.	Quasar Blvd.	35	UC	2U	2,538	3.00%	0.091	231	-	594	1197	1269	D	C	19%
149	Paulson Drive	229	U.S. 41	Prineville St.	30	L	2U	3,889	3.00%	0.091	354	-	594	1197	1269	D	C	30%
150	Peachland Blvd	265	CochranBlvd	Forrest Nelson Blvd.	35	UC	2U	7,119	5.00%	0.091	648	-	594	1197	1269	D	D	54%
151	Peachland Blvd	77	Forrest Nelson Blvd.	Atwater St.	35	UC	2U	8,776	4.00%	0.091	799	-	594	1197	1269	D	D	67%
152	Peachland Blvd	79	Atwater St.	Harbor Blvd.	35	UC	2U	8,636	5.00%	0.091	786	-	594	1197	1269	D	D	66%
153	Peachland Blvd	78	Harbor Blvd.	Beacon Dr.	35	UC	2U	7,930	5.00%	0.091	722	-	594	1197	1269	D	D	60%
154	Peachland Blvd	80	Beacon Dr.	Loveland Blvd.	35	UC	2U	10,956	5.00%	0.091	997	-	594	1197	1269	D	D	83%
155	Pellam Blvd	240	Wintergarden Ave.	CochranBlvd	35	L	2U	4,325	2.00%	0.091	394	-	594	1197	1269	D	C	33%
156	Pellam Blvd	241	Edgewater Dr.	Wintergarden Ave.	35	L	2U	2,345	5.00%	0.091	213	-	594	1197	1269	D	C	18%
157	Pine Street	131	Sarasota Co. Line	Second St.	45	UC	4D	9,975	3.00%	0.091	908	-	3078	3222	*	D	C	28%
158	Pine Street	132	Second St.	S.R. 776	45	UC	4D	11,978	5.00%	0.091	1,090	-	3078	3222	*	D	C	34%
159	Piper Road	175	Jones Loop Rd.	E Henry St	45	MA	4D	9,358	5.00%	0.091	852	-	3078	3222	*	D	C	26%
160	Port Charlotte Blvd	101	Sunrise Waterway	Edgewater Dr.	35	L	2U	2,429	5.00%	0.091	221	-	594	1197	1269	D	C	18%
161	Prineville Street	230	Paulson Dr.	Hillsborough Blvd.	30	L	2U	4,320	4.00%	0.091	393	-	594	1197	1269	D	C	33%
162	Quesada Avenue	81	Cochran Blvd	Forrest Nelson Blvd.	35	L	2U	7,632	4.00%	0.091	694	-	594	1197	1269	D	D	58%
163	Quesada Avenue	84	Forrest Nelson Blvd.	Hinton St.	35	L	2U	7,048	3.00%	0.091	641	-	594	1197	1269	D	D	54%
164	Quesada Avenue	85	Hinton St.	Harbor Blvd.	35	L	2U	4,371	3.00%	0.091	398	-	594	1197	1269	D	C	33%
165	Rampart Blvd	192	Kings Highway	I-75	35	L	2U	12,984	3.00%	0.091	1,182	-	594	1197	1269	D	D	99%
166	Rio De Janeiro Avenue	106	Harborview Rd.	Rampart Blvd.	35	RMC	2U	7,809	5.00%	0.091	711	-	594	1197	1269	D	D	59%
167	Rio De Janeiro Avenue	107	Rampart Blvd.	Sandhill Blvd.	35	RMC	2U	4,979	2.00%	0.091	453	-	594	1197	1269	D	C	38%
168	Rio Villa Drive	176	Deltona Dr.	U.S. 41	30	L	2U	3,382	5.00%	0.091	308	-	594	1197	1269	D	C	26%
169	Rotonda Blvd E	154	Boundary Blvd.	C.R. 771	35	UC	2U	3,989	5.00%	0.091	363	-	594	1197	1269	D	C	30%

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
170	Rotonda Blvd N	122	Parade Cir.	Rotonda Cir.	35	RMC	2U	2,112	5.00%	0.091	192	-	594	1197	1269	D	C	16%
171	Rotonda Blvd W	135	Normandy Way	Boundary Blvd.	35	RMC	2U	5,545	5.00%	0.091	505	-	594	1197	1269	D	C	42%
172	Rotonda Blvd W	136	Boundary Blvd.	Parade Cir.	35	RMC	2U	2,524	5.00%	0.091	230	-	594	1197	1269	D	C	19%
173	Jones Loop Road S	193	Taylor Rd.	I-75	45	RMC	2U	2,399	5.00%	0.091	218	-	1359	1440	*	D	C	15%
174	San Casa Drive	138	Worth Ave.	C.R. 775	45	RMC	2U	5,117	2.00%	0.091	466	-	1359	1440	*	D	C	32%
175	San Casa Drive	139	S.R. 776	Worth Ave.	45	RMC	2U	6,240	5.00%	0.091	568	-	1359	1440	*	D	C	39%
176	Sandhill Blvd	109	Kings Highway	Deep Creek Blvd.	45	UC	2U	15,951	3.00%	0.091	1,452	-	1359	1440	*	D	E	101%
177	Sandhill Blvd	110	Deep Creek Blvd.	Rio De Janeiro Ave.	45	UC	2U	5,402	3.00%	0.091	492	-	1359	1440	*	D	C	34%
178	Sheehan Blvd	231	Midway Blvd.	Alton Rd.	30	L	2U	2,139	5.00%	0.091	195	-	594	1197	1269	D	C	16%
179	Shreve Street	150	Henry St.	Pompano Ter.	30	L	2U	4,723	2.00%	0.091	430	-	594	1197	1269	D	C	36%
180	Spinnaker Blvd	215	Cougar Way	Gulfstream Blvd.	30	RMC	2U	2,262	4.00%	0.091	206	-	594	1197	1269	D	C	17%
181	Spinnaker Blvd	214	Gulfstream Blvd.	S.R. 776	30	RMC	2U	1,997	2.00%	0.091	182	-	594	1197	1269	D	C	15%
182	Spinnaker Blvd	149	S.R. 776	Willmington Blvd.	40	RMC	2U	1,210	3.00%	0.091	110	-	1359	1440	*	D	C	8%
183	SR 776	306	Murdock Cir./Enterprise Dr.	U.S. 41	55	MA	4D	23,115	2.00%	0.091	2,104	-	3078	3222	*	D	C	65%
184	SR 776	86	Biscayne Dr.	Murdock Cir/Enterprise Dr.	55	MA	4D	28,285	2.00%	0.091	2,574	-	3078	3222	*	D	C	80%
185	SR 776	14	El Jobean Bridge	Biscayne Dr.	55	MA	4D	31,710	2.00%	0.091	2,886	-	3078	3222	*	D	C	90%
186	SR 776	13	C.R. 771	El Jobean Bridge	55	MA	4D	35,205	2.00%	0.091	3,204	-	3078	3222	*	D	D	99%
187	SR 776	160	Coliseum Blvd.	C.R. 771	55	MA	4D	25,219	2.00%	0.091	2,295	-	3078	3222	*	D	C	71%
188	SR 776	194	Oceanspray Blvd.	Coliseum Blvd.	55	MA	4D	23,717	2.00%	0.091	2,158	-	3078	3222	*	D	C	67%
189	SR 776	145	Sunnybrook Blvd.	Oceanspray Blvd.	55	MA	4D	24,372	2.00%	0.091	2,218	-	3078	3222	*	D	C	69%
190	SR 776	146	Spinnaker Blvd.	Sunnybrook Blvd.	55	MA	4D	17,948	2.00%	0.091	1,633	-	3078	3222	*	D	C	51%
191	SR 776	143	Gulfstream Blvd.	Spinnaker Blvd.	55	MA	4D	30,658	2.00%	0.091	2,790	-	3078	3222	*	D	C	87%
192	SR 776	144	Oriole Blvd.	Gulfstream Blvd.	45	MA	4D	31,345	2.00%	0.091	2,852	-	3078	3222	*	D	C	89%
193	SR 776	142	Pine St.	Oriole Blvd.	45	MA	4D	31,115	2.00%	0.091	2,832	-	3078	3222	*	D	C	88%
194	SR 776	120	Beach Rd.	Pine St.	45	MA	4D	24,959	2.00%	0.091	2,271	-	3078	3222	*	D	C	70%
195	Sunnybrook Blvd	134	Boundary Blvd.	Rotonda Blvd. North	35	RMC	2U	6,767	5.00%	0.091	616	-	594	1197	1269	D	D	51%
196	Sunnybrook Blvd	133	Gulfstream Blvd.	Boundary Blvd.	40	RMC	2U	9,002	5.00%	0.091	819	-	1359	1440	*	D	C	57%
197	Sunnybrook Blvd	148	S.R. 776	Oceanspray Blvd.	35	RMC	2U	6,053	5.00%	0.091	551	-	594	1197	1269	D	C	46%
198	Sunnybrook Blvd	147	Waterford Ave.	S.R. 776	35	RMC	2U	2,365	2.00%	0.091	215	-	594	1197	1269	D	C	18%
199	Sunnybrook Road	233	Highlands Rd.	Broadpoint Dr.	35	L	2U	5,567	3.00%	0.091	507	-	594	1197	1269	D	C	42%
200	Taylor Road	179	U.S. 41 N	Burnt Store Rd.	45	UC	2U	7,267	5.00%	0.091	661	-	1359	1440	*	D	C	46%
201	Taylor Road	180	Burnt Store Rd.	Airport Rd.	45	RMC	2U	8,841	3.00%	0.091	805	-	1359	1440	*	D	C	56%
202	Taylor Road	181	Airport Rd.	Cooper St.	45	RMC	2U	7,424	5.00%	0.091	676	-	1359	1440	*	D	C	47%
203	Toledo Blade Blvd	93	Collingswood Blvd.	S.R. 776	35	MA	2U	6,905	5.00%	0.091	628	-	594	1197	1269	D	D	52%
204	Toledo Blade Blvd	196	S.R. 776	U.S. 41 N	45	MA	2U	7,979	5.00%	0.091	726	-	1359	1440	*	D	C	50%
205	Toledo Blade Blvd	16	U.S. 41 N	Sarasota Co Line	45	UC	4D	14,135	5.00%	0.091	1,286	-	3078	3222	*	D	C	40%
206	Tucker's Grade	188	U.S. 41	I-75	45	MA	4D	12,480	5.00%	0.091	1,136	-	3078	3222	*	D	C	35%
207	US Highway 17	286	E of Nesbit					11,203		0.091		-						
208	US Highway 17	182	I-75	Marlympia Way	45	PA	6D	21,707	2.00%	0.091	1,975	-	5250	5390	*	D	C	37%
209	US Highway 17	183	Constitution Avenue	I-75	45	PA	6D	31,277	2.00%	0.091	2,846	-	5250	5390	*	D	C	53%

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CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
210	US Highway 17	284	Washington Loop Rd. S	Constitutional Ave.	45	PA	6D	22,850	2.00%	0.091	2,079	-	5250	5390	*	D	C	39%
211	US Highway 17	112	Peace River Shores Blvd.	Washington Loop Rd. S	45	PA	4D	15,509	2.00%	0.091	1,411	-	3078	3222	*	D	C	44%
212	US Highway 17	115	DeSoto Co Line	Peace River Shores Blvd.	55	PA	4D	11,650	2.00%	0.091	1,060	-	3078	3222	*	D	C	33%
213	US Highway 41	189	Lee County Line	Tuckers Grade	50	PA	4D	35,161	2.00%	0.091	3,200	-	3078	3222	*	D	D	99%
214	US Highway 41	328	Tuckers Grade	Taylor Rd.	45	PA	4D	38,339	2.00%	0.091	3,489	-	3420	3580	-	D	C	97%
215	US Highway 41	185	Taylor Rd	Burnt Store Rd.	45	PA	4D	17,735	2.00%	0.091	1,614	-	3078	3222	*	D	C	50%
216	US Highway 41	288	Burnt Store Rd.	Aqui Esta Dr.	45	PA	4D	30,969	2.00%	0.091	2,818	-	3078	3222	*	D	C	87%
217	US Highway 41	184	N of Aqui Esta		45	PA	4D	27,462	2.00%	0.091	2,499	-	3078	3222	*	D	C	78%
218	US Highway 41	290	at Gilcrest Bridge		45	PA	4D	25,690	2.00%	0.091	2,338	-	3078	3222	*	D	C	73%
219	US Highway 41	277	Harborview Rd.	Kings Highway	45	PA	6D	42,402	2.00%	0.091	3,859	-	5250	5390	*	D	C	72%
220	US Highway 41	278	Hancock Ave. (Beaver Ln.)	Harborview Rd./Edgewater Dr.	45	PA	6D	38,316	2.00%	0.091	3,487	-	5250	5390	*	D	C	65%
221	US Highway 41	285	Harbor Blvd.	Easy St.	45	PA	6D	41,392	2.00%	0.091	3,767	-	5250	5390	*	D	C	70%
222	US Highway 41	287	Olean Blvd.	Harbor Blvd.	45	PA	6D	39,178	2.00%	0.091	3,565	-	5250	5390	*	D	C	66%
223	US Highway 41	295	Forrest Nelson Blvd.	Midway Blvd.	45	PA	6D	50,786	2.00%	0.091	4,622	-	5250	5390	*	D	D	86%
224	US Highway 41	297	Carrousel Mall	Forrest Nelson Blvd.	45	PA	6D	47,299	2.00%	0.091	4,304	-	5250	5390	*	D	D	80%
225	US Highway 41	97	Murdock Circle	Cochran Blvd	45	PA	6D	44,283	2.00%	0.091	4,030	-	5250	5390	*	D	C	75%
226	US Highway 41	20	S.R. 776	Murdock Circle	45	PA	6D	32,679	2.00%	0.091	2,974	-	5250	5390	*	D	C	55%
227	US Highway 41	21	Enterprise Dr.	S.R. 776	45	PA	6D	32,378	2.00%	0.091	2,946	-	5250	5390	*	D	C	55%
228	US Highway 41	23	Toledo Blade Blvd.(N) (CR 39)	Enterprise Dr.	45	PA	6D	36,855	2.00%	0.091	3,354	-	5250	5390	*	D	C	62%
229	US Highway 41	22	Flamingo Blvd.	Toledo Blade Blvd. (N)	45	PA	6D	33,105	2.00%	0.091	3,013	-	5250	5390	*	D	C	56%
230	US Highway 41	17	Chamberlain Blvd.	Flamingo Blvd.	45	PA	6D	31,892	2.00%	0.091	2,902	-	5250	5390	*	D	C	54%
231	Veterans Blvd	89	US-41	Murdock Circle	45	MA	4D	25,829	5.00%	0.091	2,350	-	3078	3222	*	D	C	73%
232	Veterans Blvd	280	Murdock Circle	Cochran Blvd	45	MA	4D	26,623	5.00%	0.091	2,423	-	3078	3222	*	D	C	75%
233	Veterans Blvd	282	Cochran Blvd	Harbor Blvd.	55	MA	4D	24,763	5.00%	0.091	2,253	-	3078	3222	*	D	C	70%
234	Veterans Blvd	26	Harbor Blvd.	Loveland Blvd.	55	MA	4D	24,317	5.00%	0.091	2,213	-	3078	3222	*	D	C	69%
235	Veterans Blvd	258	Loveland Blvd.	Kings Highway	45	MA	4D	23,895	5.00%	0.091	2,174	-	3078	3222	*	D	C	67%
236	Veterans Blvd	308	Kings Highway	Peachland Blvd.	40	MA	4D	22,221	5.00%	0.091	2,022	-	3078	3222	*	D	C	63%
237	Westchester Blvd	99	Gardner Dr.	Beacon Dr.	30	L	2U	4,526	2.00%	0.091	412	-	594	1197	1269	D	C	34%
238	Westchester Blvd	98	Beacon Dr.	Kings Highway	30	L	2U	4,697	2.00%	0.091	427	-	594	1197	1269	D	C	36%
239	Wilmington Blvd	216	Coliseum Blvd.	Gondelier Waterway	40	RMC	2U	967	5.00%	0.091	88	-	1359	1440	*	D	C	6%
240	Wilmington Blvd	42	Gondelier Waterway	S.R. 776	40	RMC	2U	2,455	5.00%	0.091	223	-	1359	1440	*	D	C	16%
241	Winchester Blvd	310	S.R. 776	Sarasota Co Line	50	RMC	4D	8,560	5.00%	0.091	779	-	3078	3222	*	D	C	24%
242	Winchester Blvd	314	S.R.776	Apple Valley Ave	45	RMC	4D	7,388	5.00%	0.091	672	-	3078	3222	*	D	C	21%
243	Zemel Road	307	Burnt Store Rd.	County Landfill	45	L	2U	2,322	5.00%	0.091	211	-	1359	1440	*	D	C	15%
244	Zemel Road	257	County Landfill	U.S. 41	45	L	2U	2,905	5.00%	0.091	264	-	1359	1440	*	D	C	18%

Notes and Assumptions for the LOS Computations:

1. LOS Calculations are based on 2020 FDOT Generalized LOS Tables (TABLE 4)

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas

January 2020

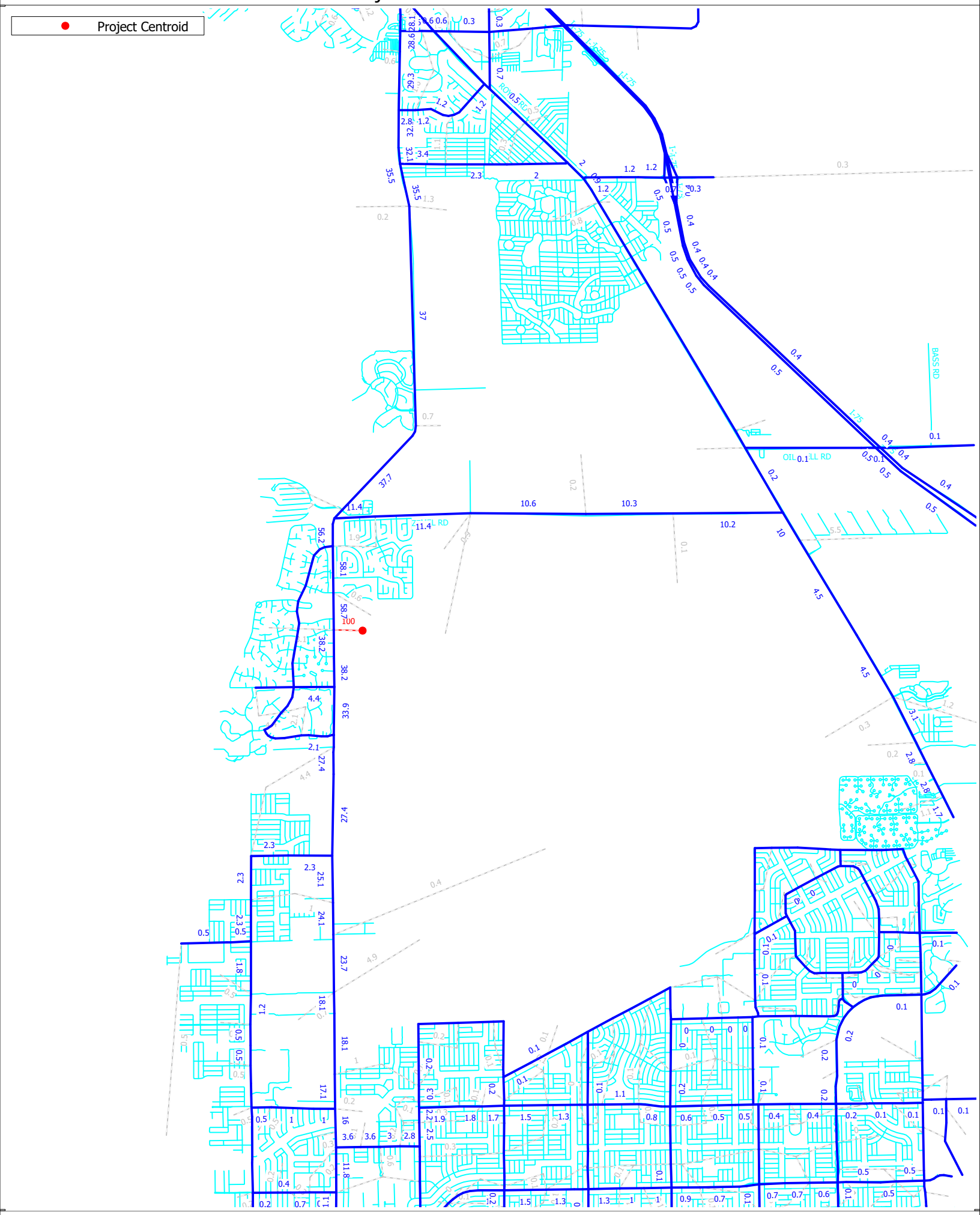
INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

D1RPMv2.1 2045 Cost Feasible Model - Project Traffic Percent Distribution



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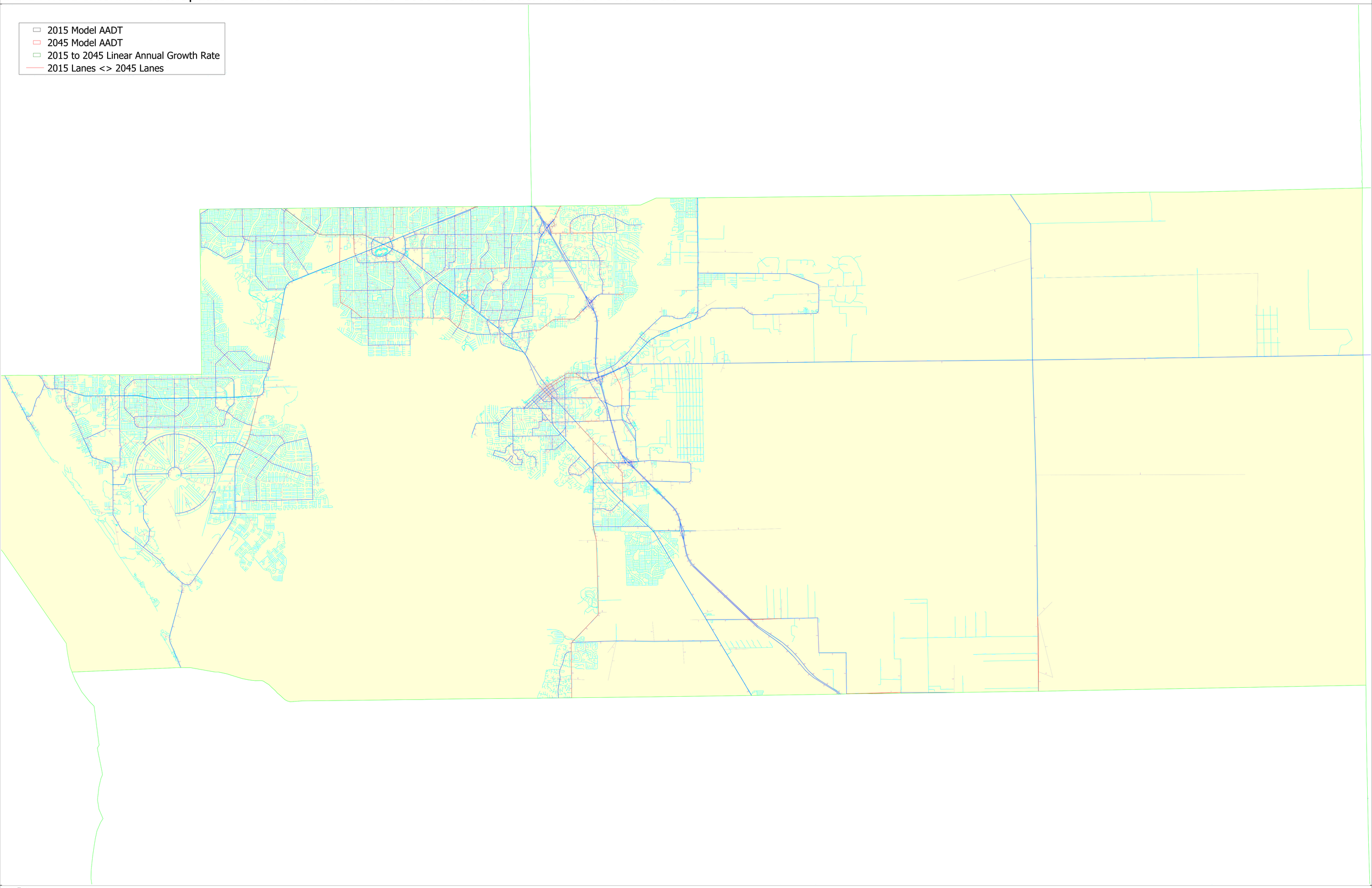
D1RPMv2.1 Interim Model Update - 2015 Base Year to 2045 Cost Feasible Model Annual Growth Rates



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D1RPMv2.1 Interim Model Update - 2015 Base Year to 2045 Cost Feasible Model Annual Growth Rates

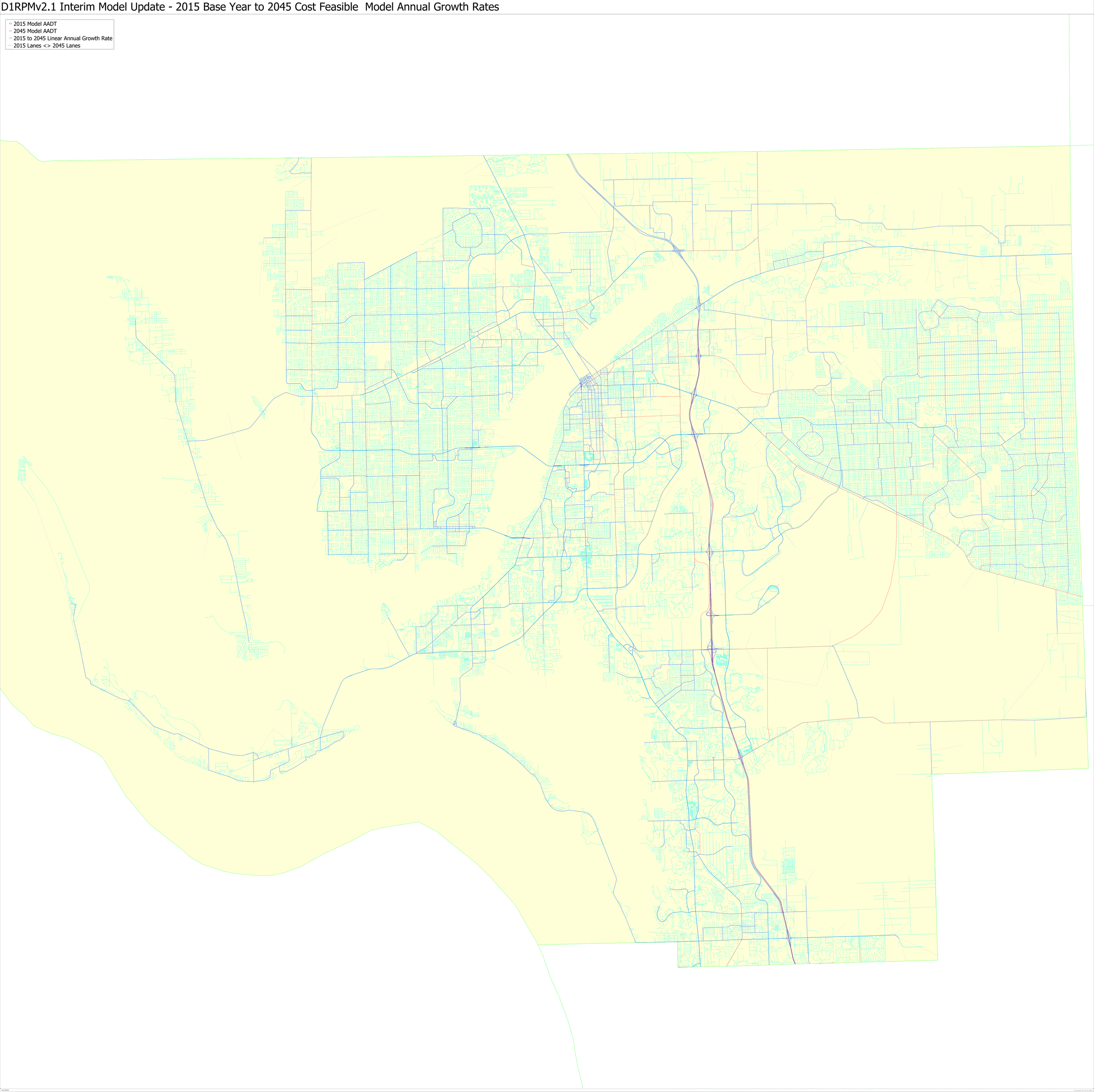

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Table 3(a)
Capital Improvement Program Detail Report FY22/23-FY26/27

Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
Community Development							**5,004,630**	**502,313**					**502,313**		**5,506,943**
	Wild Turkey Strand						5,004,630	401,728					401,728		5,406,358
Community Development	Wild Turkey Strand	20500948730	48730	E			2,502,315	200,864					200,864		2,703,179
Community Development	Wild Turkey Strand	20500930700	30700	GT			2,502,315	200,864					200,864		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					**339,924,793**	**25,000**	**248,250**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**125,000**		**340,298,043**
County Lands	Conservation 2020	20880030103	30103	CONS	339,924,793	25,000	248,250	25,000	25,000	25,000	25,000	25,000	125,000		340,298,043
Library					**324,377**	**4,979,674**	**8,529,085**	**10,453,903**	**57,500**				**10,511,403**		**19,364,865**
Library	Exterior Shade Structure	20073634800	34800	L		884,000	1,000,000	100,000	57,500				157,500		1,157,500
Library	Library Admin Relocation	20071234800	34800	L	141,261	717,470	2,621,787								2,763,048
Library	Riverdale Library Renovations	20070634800	34800	L	183,033	2,703,204	3,907,298								4,090,331
Library	South Cty Regional Renovations	20070734800	34800	L	83	675,000	1,000,000	10,353,903					10,353,903		11,353,986
Natural Resources					**3,744,590**	**8,829,823**	**19,661,775**	**5,835,266**	**10,422,270**	**4,491,500**	**15,862,790**	**14,831,640**	**51,443,466**	**7,900,000**	**82,749,831**
Natural Resources	Alico Rd. Drainage Imp	20072830100	30100	GF-CIP			115,970			1,000,000			1,000,000		1,115,970
Natural Resources	Bob Janes Restoration Project	20859930100	30100	GF-CIP	228,423	300,000	1,071,577		1,090,270				1,090,270		2,390,270
Natural Resources	Brantley-Dover Canal Impr	20073730100	30100	GF-CIP		150,000	150,000	212,000					212,000		362,000
Natural Resources	Caloosahatchee TMDL Compl	20858830100	30100	GF-CIP	2,164,732		720,000	400,000	400,000	400,000	400,000	400,000	2,000,000		4,884,732
Natural Resources	Canal H-7 Drainage Improvement	20071330100	30100	GF-CIP	145,731		47,998	130,000					130,000		323,729
Natural Resources	**Crew Flint Pen Hydrologic Restoration**	**20077230100**	**30100**	**GF-CIP**				**500,000**	**1,400,000**				**1,900,000**		**1,900,000**
Natural Resources	Deep Lagoon Hydro Presv Rest	20851730100	30100	GF-CIP	177,341	1,000,000	1,549,075		1,600,000				1,600,000		3,326,416
Natural Resources	EMWCD-Infrastructure Rep Grant	21072730100	30100	G		1,779,823	7,119,293								7,119,293
Natural Resources	Flood Remediation	20064830100	30100	GF-CIP	529,571	2,500,000	3,314,459							100,000	3,944,030
Natural Resources	Industrial Park Berm Improv	20071430100	30100	GF-CIP	82,039		80,494		180,000				180,000		342,533
Natural Resources	Kiker Preserve Berm	20073830100	30100	GF-CIP,G		700,000	700,000		1,500,000		6,000,000	6,000,000	13,500,000	7,800,000	22,000,000
	Lakes Park Phase III				77,520		776,480	1,800,000					1,800,000		2,654,000
Natural Resources	Lakes Park Phase III	20070930100	30100	GF-CIP	77,520		776,480	1,325,000					1,325,000		2,179,000
Natural Resources	Lakes Park Phase III	22070930100	30100	G				475,000					475,000		475,000
Natural Resources	Palm Creek Filter Marsh	20076130100	30100	GF-CIP	21,427		284,233		750,000	750,000			1,500,000		1,805,660
	Powell Creek/Old Bridge Park				199,344	100,000	1,250,656								1,450,000
Natural Resources	Powell Creek/Old Bridge Park	20860130100	30100	GF-CIP	199,344	70,000	476,656								676,000
Natural Resources	Powell Creek/Old Bridge Park	22860130100	30100	G		30,000	774,000								774,000
Natural Resources	Six Mile Cypress Slough South	20073930100	30100	GF-CIP		300,000	300,000	500,000	1,400,000				1,900,000		2,200,000
	Sunniland/9 Mile Run Drainage				118,462	1,000,000	1,181,540								1,300,002
Natural Resources	Sunniland/9 Mile Run Drainage	20855730100	30100	CIP	118,462	700,000	881,540								1,000,002
Natural Resources	Sunniland/9 Mile Run Drainage	22855730100	30100	G		300,000	300,000								300,000
Natural Resources	Ten Mile Canal South	20075530100	30100	GF-CIP		1,000,000	1,000,000	2,293,266	2,102,000	2,341,500	9,462,790	8,431,640	24,631,196		25,631,196
Parks and Recreation					**2,293,942**	**11,472,657**	**26,594,630**	**10,602,150**	**18,389,800**	**7,350,000**		**500,000**	**36,841,950**		**63,696,522**
	Able Canal Pathway				153,342		973,584		7,362,650				7,362,650		8,489,576
Parks and Recreation	Able Canal Pathway	20215438700	38700	I	76,348		423,652		3,000,000				3,000,000		3,500,000
Parks and Recreation	Able Canal Pathway	21215430100	30100	G	76,994		549,932		4,362,650				4,362,650		4,989,576
	Boca Grande Dog Park				60,260	101,000	1,040,740								1,502,000
Parks and Recreation	Boca Grande Dog Park	20071838651	38651	I	60,260	101,000	690,740								751,000
Parks and Recreation	Boca Grande Dog Park	20071830100	30100	GF-CIP			350,000								751,000
Parks and Recreation	**Boca Grande Tennis and Pickleball Courts**	**20077830100**	**30100**	**GF-CIP**				**85,000**	**850,000**				**935,000**		

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Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
	Larry Kiker Preserve				83		6,499,917		6,000,000				6,000,000		12,500,000
Parks and Recreation	Larry Kiker Preserve	20071930105	30105	GF,I,T,G	83		499,917								500,000
Parks and Recreation	Larry Kiker Preserve	20071930102	30102	T		6,000,000	6,000,000		6,000,000				6,000,000		12,000,000
Parks and Recreation	**Lavender's Landing Improvements**	**20073030100**	**30100**	**GF-CIP**				**200,000**	**1,300,000**				**1,500,000**		
	Lehigh Community Park Expansion				1,914,520	6,289,507	11,327,518	4,200,000					4,200,000		17,442,038
Parks and Recreation	Lehigh Community Park Expansion	20065138652	38652	I	1,914,520	1,929,694	5,567,705	3,000,000					3,000,000		10,482,225
Parks and Recreation	Lehigh Community Park Expansion	20065138700	38700	I		4,359,813	5,759,813	1,200,000					1,200,000		6,959,813
Parks and Recreation	NFM Shuffleboard Shade	20076430100	30100	GF-CIP		650,000	650,000	950,000					950,000		1,600,000
Parks and Recreation	Pine Island Dog Park		38651	I								500,000	500,000		500,000
Parks and Recreation	Player Development Complex	20926030102	30102	T			2,863,631	1,350,000					1,350,000		4,213,631
	Playground&Splashpad Shade Enhancements					360,000	360,000								360,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238651	38651	I		45,000	45,000								45,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238652	38652	I		90,000	90,000								90,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238653	38653	I		45,000	45,000								45,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238700	38700	I		180,000	180,000								180,000
Parks and Recreation	Rutenburg Park Improvements	20073338653	38653	I		245,000	245,000	1,790,000					1,790,000		2,035,000
Parks and Recreation	Schandler Hall Skate Park	20073438652	38652	I		275,000	275,000								275,000
Parks and Recreation	Shade Structures Parks & Playgrounds	20076330100	30100	GF-CIP		1,827,150	1,827,150	1,827,150	1,827,150				3,654,300		5,481,450
Parks and Recreation	Six Mile Slough Preserve Impr	20072038700	38700	I	64,310	290,000	497,090								561,400
Parks and Recreation	Telegraph Creek Kayak Launch	20067038700	38700	I	101,427	35,000	35,000	200,000					200,000		336,427
Parks and Recreation	Trail System Expansion	200735		T		1,400,000			1,050,000	7,350,000			8,400,000		8,400,000
Public Safety					**4,824,536**	**6,443,762**	**48,468,086**	**3,311,801**	**4,439,696**	**4,035,696**			**11,787,193**		**65,079,815**
Public Safety	**East Station**	**20077530100**	**30100**	**GF-CIP**				**96,000**	**1,500,000**				**1,596,000**		**1,596,000**
Public Safety	EOC Expansion	20066430100	30100	GF-CIP,G	1,312,554		35,861,338								37,173,892
Public Safety	**Fire Station Alerting**	**20077330100**	**30100**	**GF-CIP**				**315,000**	**250,000**	**250,000**			**815,000**		**815,000**
	HMGP - Generators				505,681	4,882,146	8,280,284								8,785,965
Public Safety	HMGP - Generators	21071618200	18200	H		4,882,146	4,616,748								4,616,748
Public Safety	HMGP - Generators	20071630100	30100	GF-CIP			2,248,352								2,248,352
Public Safety	HMGP - Generators	20071618200	18200	H	505,681		1,415,184								1,920,865
Public Safety	Hurricane Mitigation	20074018200	18200	H		500,000	500,000								500,000
Public Safety	Next Generation E911	20074115200	15200	E-911	1,445,804	871,920	1,460,596	423,105					423,105		3,329,505
Public Safety	**North Station**	**20077730100**	**30100**	**GF-CIP**				**96,000**		**3,096,000**			**3,192,000**		**3,192,000**
Public Safety	PS/LCSO CAD Hardware	20074330100	30100	GF-CIP		189,696	189,696	189,696	189,696	189,696			569,088		758,784
Public Safety	PS/LCSO CAD System	20074230100	30100	GF-CIP	1,560,497		2,176,172								3,736,669
Public Safety	**South Central Station**	**20077430100**	**30100**	**GF-CIP**				**96,000**	**1,500,000**				**1,596,000**		**1,596,000**
Public Safety	**Southeast Station**	**20077630100**	**30100**	**GF-CIP**				**2,096,000**	**1,000,000**	**500,000**			**3,596,000**		**3,596,000**
Solid Waste					**904,621**	**8,223,300**	**15,609,227**	**18,888,840**	**23,180,400**	**46,789,850**	**8,533,600**	**40,800**	**97,433,490**		**113,947,338**
Solid Waste	Buckingham Resource Area	20075140132	40132	E				330,000	570,000				900,000		900,000
Solid Waste	Buckingham Scale Improvements	20068040132	40132	E			658,921								658,921
Solid Waste	Compost Facility & Well Imprvmnt	20065740132	40132	E	61,881		689,514								751,395
Solid Waste	Hendry Cnty Transfer Station	20062440132	40132	E	109,492	2,040,000	3,215,508	700,000					700,000		4,025,000
Solid Waste	Landfill Class I Update	20095640132	40132	E	520,690	2,500,000	4,643,483	6,000,000	4,230,000				10,230,000		15,394,173
Solid Waste	Landfill Class III Update	20071540132	40132	E				400,000	2,400,000	1,000,000			3,800,000		3,800,000
Solid Waste	Landfill Gas Collection System	20093640132	40132	E	5,479		100,000	1,300,000	8,000,000	400,000			9,700,000		9,805,479
Solid Waste	Lee County Compost Facility	20075240132	40132	E		800,000	800,000	1,400,000	2,200,000				3,600,000		4,400,000
Solid Waste	Lee Hendry Landfill Connectivity	20075340132	40132	E		476,000	476,000								476,000
Solid Waste	LHLF Ash Monofill Leachate Imp	20071040132	40132	E	16,179		1,041,900								1,058,079
Solid Waste	Material Recovery Facility	20075440132	40132	E		1,500,000	1,500,000	7,620,000	1,620,000	37,414,000	8,500,000		55,154,000		56,654,000
Solid Waste	Parts and Equipment Storage	20095540132	40132	E			837,000								837,000

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Solid Waste	**Recycling Facilities**	**20076840132**	**40132**	**E**				**904,000**	**3,800,000**	**7,796,000**			**12,500,000**		**12,500,000**
Solid Waste	Umbrella-Buckingham Upgrades	20068140132	40132	E	15,551	150,000	245,450		190,800				190,800		451,801
Solid Waste	Umbrella-Equip for MRF Agrmt	20068240132	40132	E		577,000	781,000								781,000
Solid Waste	Umbrella-Generators-mult sites	20068340132	40132	E	30,457		345,543								376,000
Solid Waste	Umbrella-Mechanical Systems	20068440132	40132	E	144,892	58,300	152,908	30,900	31,800	32,700	33,600	40,800	169,800		467,600
Solid Waste	Umbrella-Scales	20068540132	40132	E		122,000	122,000	203,940	137,800	147,150			488,890		610,890
Transit					**3,483,148**	**1,700,000**	**15,602,679**	**3,260,182**					**3,260,182**		**22,346,009**
	ADA & Passenger Amenities				2,793,097		600,000								3,393,097
Transit	ADA & Passenger Amenities	20886430100	30100	GF-CIP	913,042										913,042
Transit	ADA & Passenger Amenities	20886448640	48640	G	1,597,347		30,000								1,627,347
Transit	ADA & Passenger Amenities	21886448640	48640	G	71,104		570,000								641,104
Transit	ADA & Passenger Amenities	22886448640	48640	G	211,604										211,604
Transit	Lehigh Acres Park & Ride	21072448640	48640	G			3,280,164	2,860,182					2,860,182		6,140,346
Transit	**NFM Super Stop**	**21077048640**	**48640**	**G**				**400,000**					**400,000**		**400,000**
Transit	Rosa Pks Intermodel Expansion	22060448640	48640	G	357,700	1,700,000	4,144,257								4,501,957
	South Park&Ride Trsf Stations				332,351		7,578,258								7,910,609
Transit	South Park&Ride Trsf Stations	20889448640	48640	G	209,530		1,240,305								1,449,835
Transit	South Park&Ride Trsf Stations	21889448640	48640	G	122,821		6,337,953								6,460,774
Transportation					**67,953,936**	**111,928,657**	**194,099,284**	**119,124,107**	**116,065,520**	**42,673,369**	**278,661,289**	**2,390,864**	**558,915,149**	**390,067,700**	**1,211,036,069**
	Alico Road Connector				6,687,358		12,481,113	10,759,314	33,350,000		108,100,000		152,209,314		171,377,785
Transportation	Alico Road Connector	20924530700	30700	GT	6,687,358		7,887,898	6,759,314	33,350,000		5,100,000		45,209,314		59,784,570
Transportation	Alico Road Connector	20924538825	38825	I			4,593,215	4,000,000			11,000,000		15,000,000		19,593,215
Transportation	Alico Road Connector	20924538823	38823	I							52,000,000		52,000,000		52,000,000
Transportation	Alico Road Connector	20924530720	30720	ST							40,000,000		40,000,000		40,000,000
	Bicycle/Pedestrian Facilities				18,039,316	5,784,748	8,169,816	2,003,160	7,907,172	9,231,278	4,902,250	1,490,864	25,534,724		51,743,856
Transportation	Bicycle/Pedestrian Facilities	20600238822	38822	I		1,123,368	2,084,344	495,000	271,073	546,250	1,549,506		2,861,829		4,946,173
Transportation	Bicycle/Pedestrian Facilities	20600238823	38823	I		2,167,027	2,779,958		245,575		1,412,056		1,657,631		4,437,589
Transportation	Bicycle/Pedestrian Facilities	20600238824	38824	I			188,303	138,793	337,511	259,280	1,940,688	1,490,864	4,167,136		4,355,439
Transportation	Bicycle/Pedestrian Facilities	20600238825	38825	I		1,139,782	1,379,107		1,227,048	1,578,915			2,805,963		4,185,070
Transportation	Bicycle/Pedestrian Facilities	20600230700	30700	GT	18,039,316	1,354,571	1,738,104	1,369,367	5,825,965	6,846,833			14,042,165		33,819,585
	Big Carlos Pass Bridge Replace				5,214,942	47,810,820	51,617,094								56,832,036
Transportation	Big Carlos Pass Bridge Replace	20572430720	30720	ST	5,214,942	22,810,820	26,617,094								31,832,036
Transportation	Big Carlos Pass Bridge Replace	20572431203	31203	D		25,000,000	25,000,000								25,000,000
	Burnt Store N/Charlotte Line								**23,000,000**				**23,000,000**	**140,647,723**	**163,647,723**
	Burnt Store N/Charlotte Line			**G**					**2,000,000**				**2,000,000**		**2,000,000**
	Burnt Store N/Charlotte Line		**30721**	**ST**					**21,000,000**				**21,000,000**	**140,647,723**	**161,647,723**
Transportation	Cape Coral Bdg WP Span Repl	20924830721	30721	ST		13,148,702	16,348,702	3,119,516			164,759,039		167,878,555		184,227,257
Transportation	**Colonial/Summerlin Flyover-MidPoint Bridge 6l**	**20076930721**	**30721**	**D,ST**				**15,473,314**					**15,473,314**	**177,943,112**	**193,416,426**
	Corkscrew Road				8,578,845	1,000,000	20,525,383	26,180,139					26,180,139		55,284,367
Transportation	Corkscrew Road	20066930700	30700	GT,CONT	8,578,845		14,329,328								22,908,173
Transportation	Corkscrew Road	20066931203	31203	D			2,000,000	26,180,139					26,180,139		28,180,139
Transportation	Corkscrew Road	24066930700	30700	GIF			3,117,230								3,117,230
Transportation	Corkscrew Road	20066938825	38825	I		1,000,000	1,078,825								1,078,825
Transportation	Gateway/Griffin Roundabout	20067138823	38823	I		3,220,000	3,220,000								3,220,000
Transportation	Hickory Bridge Replacement	20508330720	30720	ST				8,188,912					8,188,912	71,476,865	79,665,777
Transportation	Lee Blvd Traffic Signals	20063730700	30700	GT	745,130	690,000	690,000								1,435,130
	Ortiz 4L/Colonial-MLK				1,492,002	16,597,768	19,872,296								21,364,298
Transportation	Ortiz 4L/Colonial - MLK	20061338823	38823	I	1,492,002	16,597,768	8,309,914								9,801,916
Transportation	Ortiz 4L/Colonial - MLK	20061331203	31203	D			11,562,382								11,562,382

Table 3(a)
Capital Improvement Program Detail Report FY22/23-FY26/27

Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
	Ortiz Ave MLK to Luckett				9,250,987		554,695	4,242,273		32,542,091			36,784,364		46,590,046
Transportation	Ortiz Ave MLK to Luckett	20407230700	30700	GT				4,242,273		32,542,091			36,784,364		36,784,364
Transportation	Ortiz Ave MLK to Luckett	20407238823	38823	I	9,250,987		554,695								9,805,682
Transportation	Signal System ATMS Upgrade	20675930700	30700	GT	5,426,932	750,000	1,713,880	750,000	750,000	750,000	750,000	750,000	3,750,000		10,890,812
	Three Oaks Extension North				12,016,342	22,776,619	58,288,113	35,257,479	50,908,348				86,165,827		156,470,282
Transportation	Three Oaks Extension North	20405330700	30700	GT	12,016,342	6,776,619	24,843,911		11,908,348				11,908,348		48,768,601
Transportation	Three Oaks Extension North	20405331203	31203	D				35,257,479					35,257,479		35,257,479
Transportation	Three Oaks Extension North	24405330700	30700	GIF		5,000,000	22,444,202								22,444,202
Transportation	Three Oaks Extension North	20405338823	38823	I		1,000,000	1,000,000		25,000,000				25,000,000		26,000,000
Transportation	Three Oaks Extension North	20405338824	38824	I		10,000,000	10,000,000		14,000,000				14,000,000		24,000,000
	Toll Interoperability				502,082	150,000	368,192	150,000	150,000	150,000	150,000	150,000	750,000		1,620,274
Transportation	Toll Interoperability	20581842133	42133	ST		30,000	90,263	30,000	30,000	30,000	30,000	30,000	150,000		240,263
Transportation	Toll Interoperability	20581842135	42135	ST	502,082	120,000	277,929	120,000	120,000	120,000	120,000	120,000	600,000		1,380,011
	Toll System Replacement						250,000	13,000,000					13,000,000		13,250,000
Transportation	Toll System Replacement	20061542133	42133	ST			50,000	2,600,000					2,600,000		2,650,000
Transportation	Toll System Replacement	20061542135	42135	ST			200,000	10,400,000					10,400,000		10,600,000
Utilities					**68,351,082**	**75,252,103**	**148,884,892**	**81,985,440**	**75,262,000**	**97,060,000**	**108,155,000**	**75,105,000**	**437,567,440**	**71,745,000**	**726,548,414**
Utilities	**Alico Road Connector - LCDOT**		**48730**	**E**					**4,000,000**				**4,000,000**		4,000,000
Utilities	Ben Hill Griffin FM Improve S	20733448713	48713	E	148,394	300,000	801,606	3,136,440	4,112,000				7,248,440		8,198,440
Utilities	Big Carlos Pass	20074448730	48730	E				1,500,000					1,500,000		1,500,000
Utilities	CFM Flow Diversion	20074648713	48713	E		700,000	700,000		3,335,000	2,850,000			6,185,000		6,885,000
Utilities	Corkscrew Production Well Panel Replacement	20762248720	48720	E	322,939		6,829,260	500,000	500,000				1,000,000		8,152,199
Utilities	Corkscrew Road Widening	20067548730	48730	E	1,776,524	2,403,000	6,449,558	3,400,000	5,570,000	7,000,000			15,970,000		24,196,082
Utilities	**Corkscrew Wellfield Expansion**	**20077948730**	**48730**	**E**				**500,000**					**500,000**		**500,000**
Utilities	**Cybersecurity Risk Assessment & Hardware S**	**20078048730**	**48730**	**E,G**				**750,000**	**1,350,000**				**2,100,000**		**2,100,000**
Utilities	**Daniels/I-75 Diverging Diamond WM Relocation - FDOT**		**48730**	**E**						**3,000,000**			**3,000,000**		**3,000,000**
Utilities	DOT Proj Utility Relocations	20741648730	48730	E	4,079,255	500,000	2,209,120	500,000	500,000	500,000	500,000	500,000	2,500,000	2,500,000	11,288,375
Utilities	Electrical Equip Upgrd&Repl	20742948730	48730	E	5,716,905	735,000	1,035,000	210,000	210,000	210,000	235,000	135,000	1,000,000	775,000	8,526,905
Utilities	FGCU Sewer	20730448730	48730	E	3,059,415		119,622		50,000	250,000			300,000		3,479,037
Utilities	FGCU Water	20719748730	48730	E	1,745,505		81,612		50,000	255,000			305,000		2,132,117
Utilities	Fiesta Village Swr Coll Sys Im	20729348713	48713	E	192,817	2,300,600	2,510,294								2,703,111
Utilities	Flesta Village WWTP Deep Well	20925148730	48730	E,D	564,985	10,000,000	13,558,110	7,800,000					7,800,000		21,923,095
	Fiesta Village WWTP Rm Upgrd			E	815,675	3,520,000	8,027,648	3,020,000	500,000				3,520,000		12,363,323
Utilities	Fiesta Village WWTP Rm Upgrd	20061648730	48730	E	815,675	3,520,000	5,727,648	3,020,000	500,000				3,520,000		10,063,323
Utilities	Fiesta Village WWTP Rm Upgrd	22061648730	48730	E			2,300,000								2,300,000
Utilities	FMB Belt Press Replacement	20067648730	48730	E,G	73,426		334,516	3,000,000	2,000,000				5,000,000		5,407,942
Utilities	FMB Deep Injection Well #2	20061748730	48730	E	474,311	8,000,000	11,274,784								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	33,325	25,000	491,675	2,500,000	4,625,000				7,125,000		7,650,000
	FMB WRF Capacity Restoration Project				163,991		536,009	2,000,000	3,000,000	15,000,000	21,000,000	21,000,000	62,000,000	16,000,000	78,700,000
Utilities	FMB WRF Capacity Restoration Project	20061948713	48713	E				2,000,000	3,000,000	15,000,000	5,000,000		25,000,000		25,000,000
Utilities	FMB WRF Capacity Restoration Project	20061948730	48730	E	163,991		536,009				16,000,000	21,000,000	37,000,000	16,000,000	53,700,000
Utilities	GM Floridian Wells 10F,11F,12F,13F	20074948712	48712	E				800,000		3,500,000	3,500,000		7,800,000		7,800,000
Utilities	Green Meadows 2nd Deep Inj	20746148730	48730	E				500,000	200,000	7,000,000	7,500,000	7,000,000	22,200,000		22,200,000
Utilities	**Green Meadows WTP Upgrades**	**20078148712**	**48712**	**E**				**500,000**	**1,000,000**				**1,500,000**	**21,500,000**	**23,000,000**
Utilities	Lazy Days Water Main Replaceme	20065548720	48720	E	844,521	240,000	345,478	319,000	200,000				519,000		1,708,999
Utilities	LCU Generator Replace/Improve	20744448730	48730	E	2,018,618	275,000	1,121,908	660,000	50,000	50,000	200,000	50,000	1,010,000	250,000	4,400,526
Utilities	Littleton Road Widening - LCDOT	20078248730	48730	E				**500,000**	**500,000**				**1,000,000**		**1,000,000**

Table 3(a)
Capital Improvement Program Detail Report FY22/23-FY26/27

Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
Utilities	Master Pump Station 6600 Upgrd	20063848730	48730	E	132,011		412,989	800,000					800,000		1,345,000
Utilities	**Metro Pkwy - FDOT**	**20078348730**	**48730**	**E**				**500,000**		**500,000**	**6,500,000**		**7,500,000**		**7,500,000**
	NLC WTP Expansion to 15 MGD			E	2,979,888	13,536,000	14,820,112	18,500,000	7,500,000	6,500,000			32,500,000		50,300,000
Utilities	NLC WTP Expansion to 15 MGD	20063348712	48712	E,D	2,979,888	13,536,000	14,820,112	10,000,000					10,000,000		27,800,000
Utilities	NLC WTP Expansion to 15 MGD	20063348730	48730	E,D				8,500,000	7,500,000	6,500,000			22,500,000		22,500,000
Utilities	**NLC WTP RO Pump Upgrades**		**48730**	**E**										**9,000,000**	**9,000,000**
	NLC WTP Wellfield Expansion to			E	4,640,409	12,800,000	26,330,529		9,725,000	9,725,000			19,450,000		50,420,938
Utilities	NLC WTP Wellfield Expansion to	20761948712	48712	E	2,768,042	12,300,000	24,991,118		3,725,000	2,500,000			6,225,000		33,984,160
Utilities	NLC WTP Wellfield Expansion to	20761948730	48730	E	1,409,015				6,000,000	7,225,000			13,225,000		14,634,015
Utilities	NLC WTP Wellfield Expansion to	20761948735	48735	E	463,352	500,000	1,339,411								1,802,763
Utilities	North-South WM-SR 80	20062848730	48730	E	400,868	2,000,000	3,599,132								4,000,000
Utilities	Operations Building Replacement	20745448730	48730	E	2,434,444		499,810								2,934,254
Utilities	Ortiz Av FM-SR 82 to Colonial	20065648720	48720	E	88,009		2,468,724		1,250,000				1,250,000		3,806,733
Utilities	Ortiz Utility Relocation MLK-SR80	20075048730	48730	E		500,000	500,000			2,000,000	4,000,000		6,000,000		6,500,000
Utilities	Pine Island WWTP Deep Bed Sand Filters	20746548730	48730	E				470,000		1,600,000			2,070,000		2,070,000
Utilities	**Pinewoods Wellfield - 3 Well Expansion**	**20078448730**	**48730**	**E**				**250,000**	**500,000**		**7,000,000**		**7,750,000**		**7,750,000**
Utilities	Remote Telemetry Replacement	20762348730	48730	E	1,885,803		5,725,710						-		7,611,513
Utilities	RSW Trans Line-Ben Hill/Treeln	20719348712	48712	E	3,805,080		2,041,724	4,400,000	3,000,000				7,400,000		13,246,804
Utilities	SE Force Mains	20067348730	48730	E				500,000		6,500,000	12,000,000	10,000,000	29,000,000	1,000,000	30,000,000
Utilities	Secondary Containments for Chemical Tanks	20745648730	48730	E	361,570		150,000	270,000	1,320,000				1,590,000		2,101,570
	SEWRF-SE Water Reclaim Fac				2,054,425	200,000	1,658,027	1,750,000	4,500,000	15,000,000	35,000,000	35,000,000	91,250,000	15,000,000	109,962,452
Utilities	SEWRF-SE Water Reclaim Fac	20746748713	48713	E	2,054,425	200,000	1,658,027	1,750,000	4,500,000				6,250,000		9,962,452
Utilities	SEWRF-SE Water Reclaim Fac	20746748730	48730	E						15,000,000	35,000,000	35,000,000	85,000,000	15,000,000	100,000,000
Utilities	Summerlin Rd 20" FM Replacemen	20065348730	48730	E	627,433	4,205,003	10,911,569								11,539,002
Utilities	**Three Oaks Second DIW**	**20078548730**	**48730**	**E**				**500,000**	**200,000**	**7,500,000**	**7,500,000**		**15,700,000**		**15,700,000**
Utilities	Three Oaks WRF Expansion	20072348713	48713	E,D	815,527	10,200,000	14,384,473	16,700,000	9,300,000	3,000,000			29,000,000		44,200,000
Utilities	Tice Area WM Replacement	20063948730	48730	E	992,442	350,000	1,680,824	650,000	300,000	300,000			1,250,000		3,923,266
Utilities	US 41 WM Replacements	20067848730	48730	E	39,628		485,373		3,015,000				3,015,000		3,540,001
Utilities	**US41 S WM Replacement (Isl Pk Rd. to Jonath**	**20078648720**	**48720**	**E**				**250,000**		**800,000**			**1,050,000**		**1,050,000**
Utilities	Wastewater System Improvements	20722948730	48730	E	4,447,165	350,000	740,294	350,000	700,000	700,000	700,000	350,000	2,800,000	1,400,000	9,387,459
Utilities	Wastewater Treatment Plant Improvements	20713848730	48730	E	641,171	395,000	895,000	195,000	145,000	445,000	645,000	195,000	1,625,000	725,000	3,886,171
Utilities	Water System Improvements	20709448730	48730	E	8,479,998	700,000	1,681,914	1,750,000	650,000	650,000	650,000	650,000	4,350,000	2,600,000	17,111,912
Utilities	Water Treatment Plt Improv	20726848730	48730	E	6,607,857	587,500	1,628,268	95,000	125,000	95,000	95,000	95,000	505,000	475,000	9,216,125
Utilities	Well Redevelop/Upgrd&Rebuild	20714948720	48720	E	4,440,831	130,000	173,476	130,000	130,000	130,000	130,000	130,000	650,000	520,000	5,784,307
Utilities	Wells D25&S25 Relocation/Repla	20065248730	48730	E	400,000		600,000	1,250,000	1,150,000				2,400,000		3,400,000
Utilities	Wtr/Swr Line Reloc-3 Oaks	20742648730	48730	E	45,916	300,000	1,070,744			2,000,000	1,000,000		3,000,000		4,116,660
Grand Total					**491,805,025**	**228,854,976**	**482,702,538**	**253,989,002**	**247,842,186**	**202,425,415**	**411,237,679**	**92,893,304**	**1,208,387,586**	**469,712,700**	**2,650,573,849**

TDC project(s) reported on MM	1,200,000
Grant Funded	(3,750,000)
E-1	251,439,002

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

Prepared by: Planning Analytics, LLC

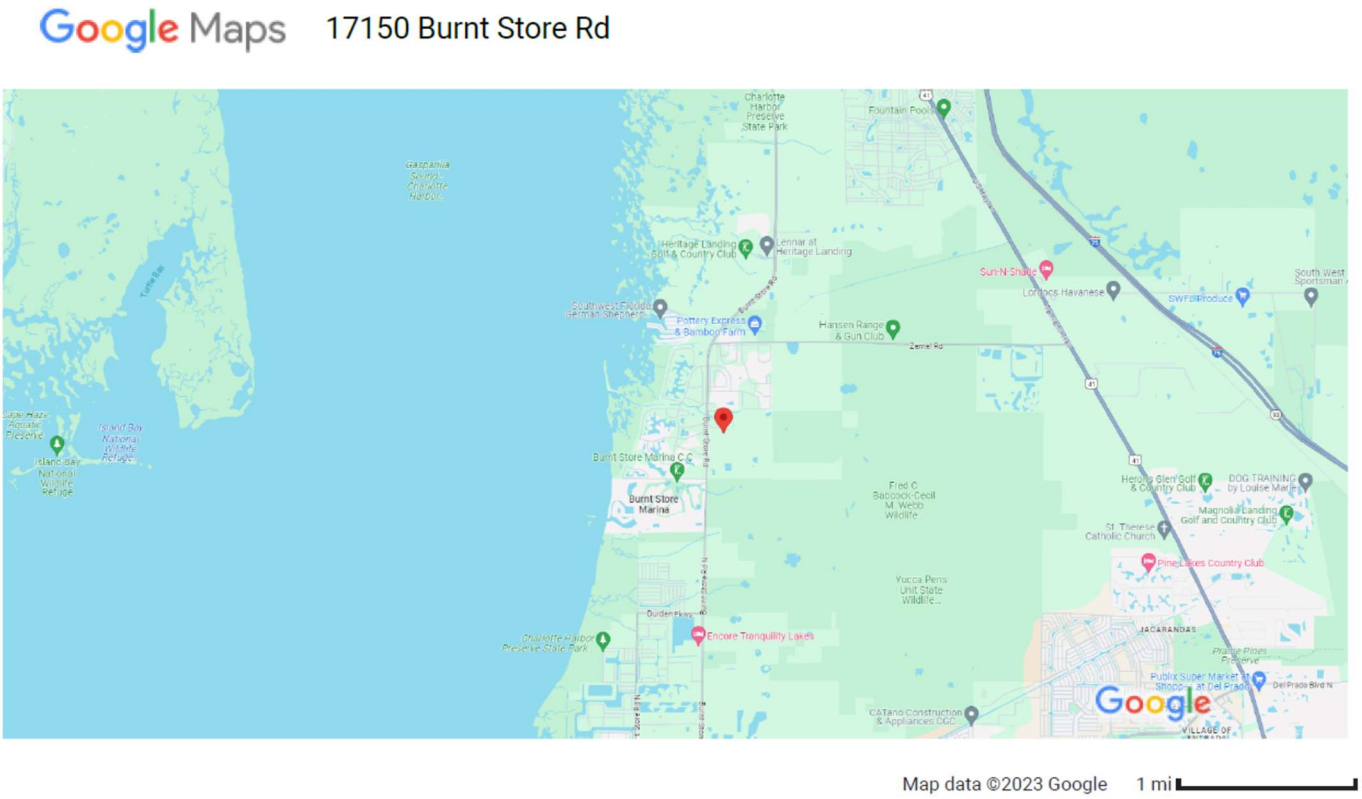
Jaxon Fischer LLC CPA

TRAFFIC IMPACT STATEMENT
Submitted December 12, 2023
Resubmitted February 8, 2023
Record Number: PLN23xx-00xx / Project Number: PA-23-xx

Narrative

The Applicant is proposing a large-scale Comprehensive Plan Amendment to change the existing Future Land Use Map Designation from Burnt Store Limited Development to Commercial for one parcel of land with the following parcel ID number: 422332100013. Based upon a review of the Charlotte County Property Appraiser's website, parcel ID number 422332100013 consists of 41.31 acres of land and has a street address of 17150 Burnt Store Road, Punta Gorda, FL 33955. The parcel is located east of Burnt Store Road approximately two-thirds of a mile north of the Charlotte/Lee County line in unincorporated Charlotte County as shown in Figure 1 below. The parcel has historically been vacant.

Figure 1. Project Location



The Applicant has filed a Comprehensive Plan Amendment to change the underlying Future Land Use Classification from Burnt Store Limited Development to Commercial. Based upon Future Land Use Appendix I – Land Use Guide located in the Charlotte 2050 Comprehensive Plan, the maximum potential density/intensity of development that could be constructed on land with a Burnt Store Limited Development Future land use is two dwelling units per acre if the site is greater than 20 acres in size and the maximum potential intensity of development that could be constructed on land with a Commercial Future land use is a Floor Area Ratio of 1.0.

A worst-case scenario approach is used to evaluate the potential traffic impacts in this report. The maximum potential development associated with the existing future land use category would be 82 single family homes (41.31 acres * 2 dwelling units/acre) = 82.62 dwelling units (round down to 82). The maximum potential development associated with the proposed future land use category would be 1,755,904 square feet (41.31 acres * 43,560 = 1,799,464 * 1.0 FAR = 1,799,464 square feet. For this analysis, ITE Land Use code (210) 11th Edition was selected to evaluate the worst-case potential trip generation associated with the existing future land use category and ITE Land Use code (820) 11th Edition

was selected to evaluate the worst-case potential trip generation associated with the proposed future land use category. The reason ITE Land Use code 820 was chosen is due to the size of the maximum potential development of the parcel. A Shopping Center (>150k) is a theoretical possibility for this parcel. As a comparison, a Fast-Food Restaurant with Drive-Through Window has an average size of 3,000 square feet based upon the ITE Land Use Code 934. Applying the trip generation potential of a Fast-Food Restaurant with Drive-Through Window over the entire parcel size is not reasonable.

Trip Generation

The tables that follow indicate the estimated project traffic using ITE Trip Generation 11th Edition.

Table 1 - Daily Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
									2-Way	In	Out	2-Way	In	Out
Existing Land Use														
Single-Family Detached Housing	210	Dwelling Units	9.43	82	773	387	387	0	0	0	0	773	387	387
Proposed Land Use														
Shopping Center (>150k)	820	1,000 Square Feet	37.01	1,799	66,581	33,290	33,290	0	0	0	0	66,581	33,290	33,290
Potential Change in Trips					65,808	32,904	32,904		0	0	0	65,808	32,904	32,904
Total Net New Trip Potential of Proposed Land Use					66,581	33,290	33,290					66,581	33,290	33,290

Table 2 - AM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
									2-Way	In	Out	2-Way	In	Out
Existing Land Use														
Single-Family Detached Housing	210	Dwelling Units	0.7	82	57	14	43	0	0	0	0	57	14	43
Proposed Land Use														
Shopping Center (>150k)	820	1,000 Square Feet	0.84	1,799	1,511	937	574	0	0	0	0	1,511	937	574
Potential Change in Trips					1,454	923	531		0	0	0	1,454	923	531
Total Net New Trip Potential of Proposed Land Use					**1,511**	**937**	**574**					**1,511**	**937**	**574**

Table 3 - PM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
									2-Way	In	Out	2-Way	In	Out
Existing Land Use														
Single-Family Detached Housing	210	Dwelling Units	0.94	82	77	49	29	0	0	0	0	77	49	29
Proposed Land Use														
Shopping Center (>150k)	820	1,000 Square Feet	3.4	1,799	6,117	2,936	3,181	19%	1,162	558	604	4,954	2,378	2,576
Potential Change in Trips					6,040	2,887	3,152		1,162	558	604	4,877	2,330	2,548
Total Net New Trip Potential of Proposed Land Use					**6,117**	**2,936**	**3,181**					**4,954**	**2,378**	**2,576**

At the request of Charlotte County staff, the total net-new trip potential of the proposed future land use was evaluated for potential impacts on facilities located within a five-mile radius.

Analysis Period

Based upon the trip generation rates in the tables provided in the section above, this land use code is estimated to generate more trips in the PM Peak-Hour than in the AM Peak-Hour. Thus, the analysis period selected for the potential use is the PM Peak-Hour.

Internal Capture/Pass-by Capture/Diverted Trips

Consideration will be given to Pass-by Capture. No consideration will be given to either Internal Capture or Diverted Trips as a part of the analysis for this project.

Trip Distribution/Assignment

All project trips were assigned as presented in Table 4 below.

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

Roadway	Segment	Lanes (Type)	Adopted LOS	Project Trip Distribution	Project Trips (Two-Way)
First-Impacted Thoroughfare					
Burnt Store Rd	Lee County Line to Project	4(D)	D	38.2%	1,893
Burnt Store Rd	Project to Zemel Rd	4(D)	D	58.7%	2,908
Second-Impacted Thoroughfare Facilities Downstream					
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	D	37.0%	1,076
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	D	10.6%	308
Burnt Store Rd	Lee County Line to Van Buren Pkwy	2(U)	E	27.4%	519
Third-Impacted Thoroughfare Facilities Downstream					
Burnt Store Rd	Acline Rd to US 41	4(D)	D	28.6%	832
Acline Rd	Burnt Store Rd to US 41	2(U)	D	0.6%	17
Zemel Rd	County Landfill to US 41	2(U)	D	10.2%	297
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	E	8.0%	151

*The trip distribution/assignment was based upon a FDOT D1RPM model run completed in December of 2023 (see support documentation).

The trip distribution illustrated above was based upon the total potential trip generation at the buildout year. Both the short-term analysis and long-term analysis will use the same trip distribution/assignment percentages based upon the FDOT D1RPM model run.

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Study Area / Area of Impact

Per Charlotte County Transportation Engineering staff, the area of impact is a 5-mile radius from the proposed project. Please see the graphic provided below.

The impact area includes thoroughfares within the 5-mile radius. Table 5 on the next page indicates the impacted roadway links and the project traffic impacts on the impacted links and the capacity of those facilities based upon the 2021 Charlotte County Roadway Concurrency Report for roadway segments located in Charlotte County. The capacity of facilities located within Lee County is based upon the Lee County concurrency report.

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

Roadway	Segment	Lanes (Type)	Maximum Two-way Service Volume Capacity at LOS D	Project Trip Distribution	Project Trips (Two-way)	Project Traffic % of LOS D Srv Vol Capacity	Located Within 5-Mile Radius of the Project
First-Impacted Thoroughfare							
Burnt Store Rd	Lee County Line to Project	4(D)	3,222	38.2%	1,893	58.7%	yes
Burnt Store Rd	Project to Zemel Rd	4(D)	3,222	58.7%	2,908	90.3%	yes
Second-Impacted Thoroughfare Facilities Downstream							
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	3,222	3,222	1,456	45.2%	yes
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	1,440	1,440	211	14.7%	yes
Burnt Store Rd	Lee County Line to Van Buren Pkwy	2(U)	2,280	2,280	783	34.3%	yes
Third-Impacted Thoroughfare Facilities Downstream							
Burnt Store Rd	Acline Rd to US 41	4(D)	3,222	3,222	1,511	46.9%	no
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	1,440	126	8.8%	no
Zemel Rd	County Landfill to US 41	2(U)	1,440	1,440	264	18.3%	yes
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	5,900	5,900	1,485	25.2%	no

As shown in Table 5 above, a 5-mile radius of the development includes the following thoroughfare roadway segments:

Study Segments	Project Impact
• Burnt Store Rd from Lee County Line to Project	58.7%
• Burnt Store Rd from Project to Zemel Rd	90.3%
• Burnt Store Rd from Zemel Rd to Acline Rd	45.2%
• Zemel Rd from Burnt Store Rd to County Landfill	14.7%
• Burnt Store Rd from Lee County Line to Van Buren Pkwy	34.3%
• Zemel Rd from County Landfill to US 41	18.3%

The project impact presented above is for the total horizon year buildout assuming a buildout of the site at 1.0 FAR.

Budgeted Improvements

Based upon a review of the Lee County Capital Improvement Program Detail Report, Lee County plans to widen the remaining two-lane segments of Burnt Store Road to four-lane segments. This is anticipated over the course of the next 10 years. As such, this improvement was not considered for the short-term analysis. However, it will be considered for the long-term analysis.

Short-Term Analysis

Background Traffic

Based upon guidance from Charlotte County Staff, the Charlotte County 2021 Roadway Concurrency Report was referenced for existing trips (peak-hour base volume). An annual growth rate of two percent was added to the existing trips. Vested trips provided by Charlotte County were added to the growth rate inflated trips in order to determine the short-term horizon (2026) traffic volumes.

Project Traffic

The maximum potential development is anticipated to occur over a 10-year period. This report will include a short-term (3-year) analysis and a long-term (2045 horizon year) analysis.

Short-Term Roadway Link Analysis

A short-term (2026) analysis was undertaken to determine the potential impacts to be generated by the proposed future land use category scenario. The results of this analysis are identified in Table 6. The short-term analysis evaluated traffic conditions for the study area roadway segments identified above. This analysis was based upon the use of peak-hour base traffic volumes from the 2021 Charlotte County Roadway Concurrency Report, peak-hour base traffic volumes from Lee County Link-Level Service Volume and LOS Table (Table 21 b), a two percent annual growth rate over three years and a list of vested project trips by link provided by Charlotte County staff (Table 3B – Vested Trips). This estimated traffic volume was applied to the existing geometry plus any committed improvements that are funding for construction within the Charlotte County CIP, Lee County CIP and/or the Florida Department of Transportation (FDOT) District 1 Work Program. Developer committed improvements were also evaluated. Based upon the review, there are no committed improvements that will be constructed in the study area within the short-term (3-year) analysis period.

Thirty percent of the total project trips that could potentially be generated by the proposed Future Land Use map amendment were assigned to the study area links. This was calculated based upon the 3-year window representing 30 percent of the 10-year proposed project buildout. The short-term analysis was conducted by adding the potential project trips to the total background volumes at the short-term horizon year (2026) to determine the future total P.M. Peak-Hour traffic volumes. Those P.M. Peak-Hour traffic volumes were divided by the Peak-Hour Service Volumes to obtain a volume to capacity (v/c) ratio for the study area roadway segments. The v/c ratios detailed in Table 6 indicate that only one study area roadway segment is expected to operate below an acceptable level of service.

Table 6 below contains the roadway data used to evaluate the roadway level of service at the short-term horizon year (2026).

Table 6 - Future Short-Term (2026) Segment Analysis (P.M. Peak-Hour)

Roadway	Segment	Existing + Committed Lanes (Type)	Peak-Hour Srv Volume Capacity	Existing V/C Ratio	Background Conditions				Estimated Total Project Conditions at Year			Future Total Traffic		
					Annual Growth Rate	Short-Term Analysis Horizon (Years)	Reserved Trips from Projects Approved But Not Built	Total Future Background Traffic at Horizon Year	P.M. Peak-Hour Total Project Trips (at year 3)	Project Traffic Assignment	Project Volume	Future Total P.M. Peak-Hour Volume	Volume to Capacity Ratio	Level of Service Exceedence (Yes/No)
First-Impacted Thoroughfare Facilities														
Burnt Store Rd	Lee County Line to Project	4(D)	3,222	0.32	2%	3	792	1,903	568	38.2%	568	2,471	0.77	No
Burnt Store Rd	Project to Zemel Rd	4(D)	3,222	0.32	2%	3	792	1,903	872	58.7%	872	2,776	0.86	No
Second-Impacted Thoroughfare Facilities Downstream														
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	3,222	0.45	2%	3	1,354	2,899	323	37.0%	323	3,222	1.00	Yes
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	1,440	0.15	2%	3	204	224	92	10.6%	92	316	0.22	No
Burnt Store Rd	Lee County Line to Van Buren Pkwy	2(U)	2,280	0.34	2%	3	792	1,623	156	27.4%	156	1,778	0.78	No
Third-Impacted Thoroughfare Facilities Downstream														
Burnt Store Rd	Acline Rd to US 41	4(D)	3,222	0.47	2%	3	1,203	2,806	250	28.6%	250	3,056	0.95	No
Zemel Rd	County Landfill to US 41	2(U)	1,440	0.18	2%	3	204	280	5	0.6%	5	285	0.20	No
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	0.09	2%	3	118	134	89	10.2%	89	223	0.15	No
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	5,900	0.25	2%	3	792	2,368	45	8.0%	45	2,413	0.41	No

Long-Term Analysis

Long-Term Roadway Analysis (2045)

A long-term (2045) analysis was conducted for the proposed land use and potential intensity. The results of this analysis are detailed in Table 7. This analysis was undertaken to evaluate the potential traffic impacts associated with the proposed Future Land Use map amendment scenario for the project site as described in Tables 1, 2 and 3. For this analysis, the FDOT D1RPM (horizon year 2045) was used.

For the roadway segment analysis, the 2045 Annual Average Daily Traffic (AADT) was multiplied by a standard K factor of nine (9) percent in order to determine the PM Peak-Hour traffic volumes. The calculated 2045 horizon year PM Peak-Hour traffic volumes were added to the reserved trips from projects approved but not built (Table 3B – Vested Trips).

Then, estimated project trips were added to the 2045 horizon year calculated trips + the reserved trips to determine the future total traffic conditions. The Existing + Committed lanes are anticipated to change between now and the 2045 horizon year. Lee County has proposed to widen the remaining two-lane segments of Burnt Store Road to four-lanes. Please see the Lee County Capital Improvement Program Detail Report FY22/23-FY26/27 in the Support Documentation section of this report. As these improvements are planned for construction prior to the 2045 horizon year, they will be included as Existing + Committed improvements in the Long-Term Roadway Analysis.
As shown below, when considering the future total traffic conditions under the long-term scenario traffic volumes on certain segments within the study area may exceed the adopted level of service.

Table 7 - Future Long-Term (2045) Segment Analysis (P.M. Peak-Hour)

Roadway	Segment	Existing + Committed Lanes (Type)	Peak-Hour Srv Volume Capacity (Two-way)	D1RPM 2045 AADT	K Factor	2045 Future Peak-Hour Volume without Project Traffic	Reserved Trips from Projects Approved But Not Built	Remaining P.M. Peak Hour Capacity in 2045	Project Traffic			Future Total Traffic		
									P.M. Peak-Hour Total Project Trips	Project Traffic Assignment	Project Volume	Future Total P.M. Peak-Hour Volume	Volume to Capacity Ratio	Level of Service Exceedence (Yes/No)
First-Impacted Thoroughfare														
Burnt Store Rd	Lee County Line to Project	4(D)	3,222	23,297	9.00%	2,097	792	333	1,893	38.2%	1,893	4,781	1.48	Yes
Burnt Store Rd	Project to Zemel Rd	4(D)	3,222	22,817	9.00%	2,054	792	376	2,908	58.7%	2,908	5,754	1.79	Yes
Second-Impacted Thoroughfare Facilities Downstream														
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	3,222	18,556	9.00%	1,670	1,354	198	1,076	37.0%	1,076	4,100	1.27	Yes
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	1,440	6,695	9.00%	603	204	633	308	10.6%	308	1,115	0.77	No
Burnt Store Rd	Lee County Line to Van Buren Pkwy	2(U)	2,280	35,714	9.00%	3,214	792	-1,726	519	27.4%	519	4,525	1.98	Yes
Third-Impacted Thoroughfare Facilities Downstream														
Burnt Store Rd	Acline Rd to US 41	4(D)	3,222	17,205	9.00%	1,548	1,203	471	832	28.6%	832	3,583	1.11	Yes
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	1,160	9.00%	104	204	1,132	17	0.6%	17	326	0.23	No
Zemel Rd	County Landfill to US 41	2(U)	1,440	6,854	9.00%	617	118	705	297	10.2%	297	1,032	0.72	No
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	5,960	36,057	9.00%	3,245	792	1,923	151	8.0%	151	4,189	0.70	No

It is important to remember this traffic study represents a worst-case scenario assuming a buildout of a 1.0 Floor Area Ratio. Most developments in Charlotte County build out at a maximum of a 0.23 to 0.4 Floor Area Ratio. The purpose of this report is to identify potential deficiencies that may occur and assist with the prioritization of transportation infrastructure funding through both the development of the Charlotte County Capital Improvement Program and Charlotte County's involvement with the Charlotte County-Punta Gorda MPO. Future development occurring on the parcel analyzed will be required to submit a traffic study that will reflect more accurate trip estimates based upon proposed land uses and proposed intensities (typically building square footages). This traffic study does not vest trips or grant concurrency to future development. This is a theoretical analysis considering a maximum-of-maximums type of development.

Conclusion

A traffic analysis was prepared to support the Comprehensive Plan Amendment application submitted by the Applicant. The potential change in traffic impacts resulting from the proposed change from the existing underlying Future Land Use designation of Burnt Store Limited Development to the proposed underlying Future Land Use designation of Commercial was evaluated for thoroughfare segments located within the study area.

The analysis was conducted for both a short-term (2026) scenario and a long-term scenario (2045). The short-term analysis shows potential future total traffic volumes may exceed the adopted Level of Service on one segment analyzed in the study area. The long-term analysis shows that potential future total traffic volumes may exceed the adopted Level of Service on five segments analyzed in the study area.

The analysis performed was a worst-case scenario that considered the potential total buildout of the site with a Floor Area Ratio of 1.0. However, this intensity of development is highly unlikely considering stormwater, parking, landscaping requirements and prevailing development patterns in the general area.

Future site development will be required to submit a traffic study that will reflect more accurate trip generation estimates based upon proposed land uses, proposed intensities (typically building square footages) and potential pass-

by capture. This proposed Future Land Use amendment provides an opportunity for future non-residential development of the site. Commercial land uses constructed on the site would allow south county residents the opportunity to make shorter trips as there are few commercial parcels located in south county. These shorter trips could potentially reduce future trips and congestion on the northern extent of Burnt Store Road. Likewise, these shorter trips could potentially reduce the loss of sales tax revenue to Lee County.

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Support Documentation

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

1. Site Location Within Network
2. Site Location Access Scale
3. Charlotte County Property Record Card for PID # 422332100013
4. ITE Daily Trip Generation for LUC 210 – Short & Long Term
5. ITE AM Peak-Hour Trip Generation for LUC 210 – Short & Long Term
6. ITE PM Peak-Hour Trip Generation for LUC 210 – Short & Long Term
7. ITE Daily Trip Generation for LUC 820 – Short Term
8. ITE AM Peak-Hour Trip Generation for LUC 820 - Short-Term
9. ITE PM Peak-Hour Trip Generation for LUC 820 - Short-Term
10. ITE Daily Trip Generation for LUC 820 – Long-Term
11. ITE AM Peak-Hour Trip Generation for LUC 820 - Long-Term
12. ITE PM Peak-Hour Trip Generation for LUC 820 - Long-Term
13. ITE Pass-by Capture Rate for LUC 820
14. 2021 Charlotte County Roadway Concurrency Report
15. Table 3B – Vested Trips (Charlotte County)
16. 2020 FDOT QLOS Handbook Table 4
17. FDOT D1RPM Model Run to Determine Trip Distribution
18. Charlotte County 2045 D1RPM Model output
19. Lee County 2045 D1RPM Model output
20. Lee County Capital Improvement Program Detail Report FY22/23-FY26/27

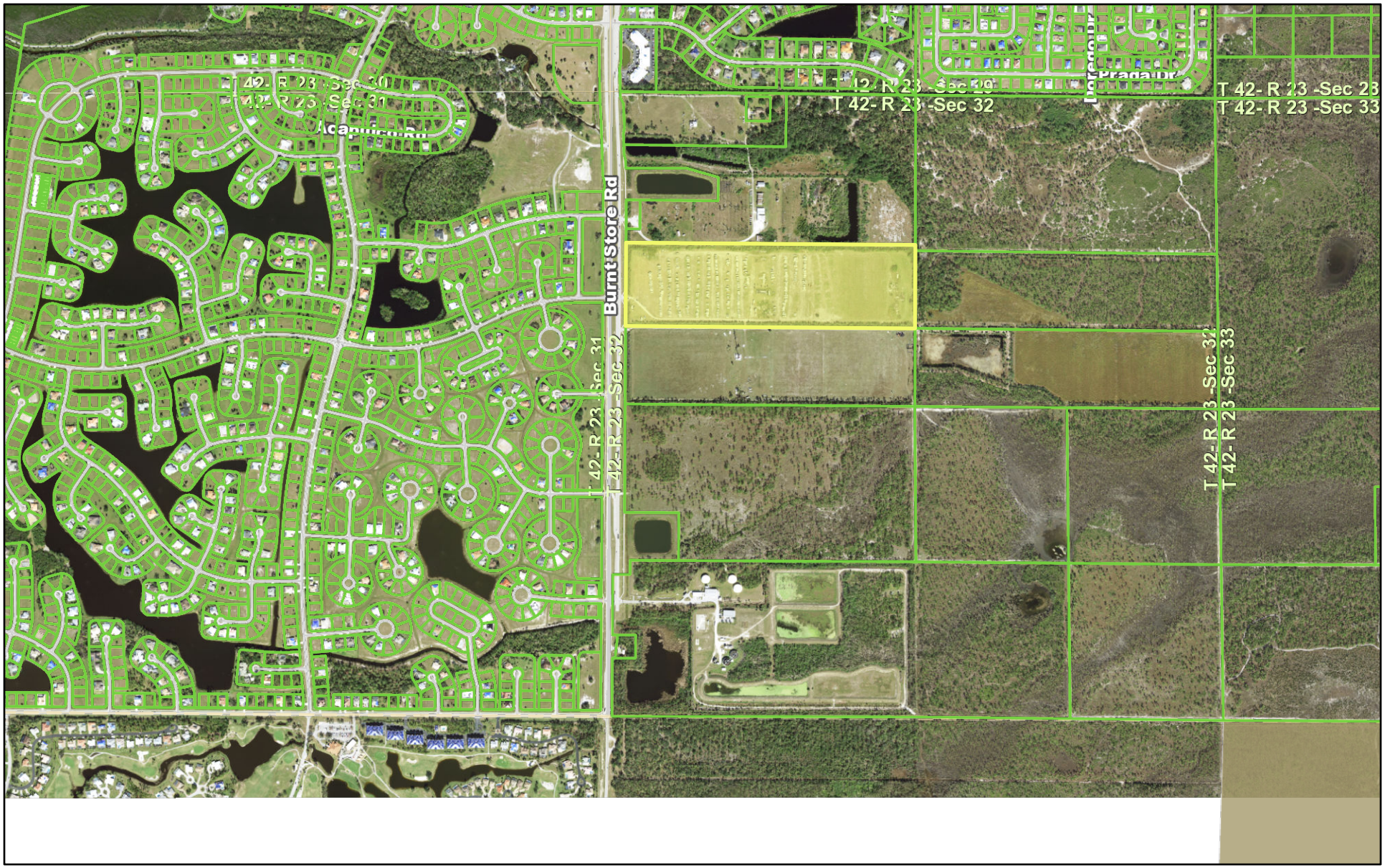
Signature Sheet and Disclaimer

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 Charlotte County's Concurrency Report dated 2021 which utilizes generalized service volumes established by the Florida Department of Transportation. Every effort has been taken to produce this report consistent with best practices used to evaluate traffic impacts on Florida roadways. Intersection and possible site related design features are not considered in this analysis. This analysis is limited to a generalized level of service analysis for roadway links impacted within a 5-mile radius of the property subject to the proposed future land use amendment.

Respectfully submitted by,

Jason Utley, AICP
Project Manager
Planning Analytics, LLC
planning.analytics@yahoo.com
941.258.5061

Location Within Network



November 22, 2023

Override 1

Property Ownership

City of Punta Gorda Boundary

1:16,000

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Charlotte County, Charlotte County GIS

Charlotte County GIS

Access Scale

November 22, 2023

Override 1

Block Number

Lots

Property Ownership

City of Punta Gorda Boundary

1:4,000

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

Charlotte County, Charlotte County GIS

Charlotte County GIS

CHARLOTTE COUNTY PROPERTY APPRAISER
PAUL L. POLK, CFA, AAS, RES

"

Real Property Information for 422332100013 for the 2024 Tax Roll

The Charlotte County Property Appraiser makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation.
If a discrepancy is discovered in your property's records, or those of another, please bring it to our attention immediately.

Report Hurricane Ian Damage

Owner:

JAXON FISCHER LLC
25020 HARBORSIDE BLVD
PUNTA GORDA, FL 33955

Ownership current through: 11/6/2023

Property Location:

Property Address: 17150 BURNT STORE RD
Property City & Zip: PUNTA GORDA 33955
Business Name:

General Parcel Information

Taxing District:	104
In City of Punta Gorda:	NO
Current Use:	ACREAGE NOT CLASSIFIED AS AGRICULTURAL
Future Land Use (Comp. Plan):	Burnt Store Limited Development
Zoning Code:	RE1
Market Area / Neighborhood / Subneighborhood:	03/11/00
Map Number:	5C32X
Section/Township/Range:	32-42-23
SOH Base Year:	
Waterfront:	NO

Sales Information

Date	Book/Page	Instrument Number	Selling Price	Sales code
7/16/2021	4810/733	2975760	$1,000,000	IMPROVED
5/23/2017	4203/630	2526870	$350,000	IMPROVED
2/14/2014	3853/595	2254538	$5,100	VACANT

Click on the book/page or the instrument number to view transaction document images on the Clerk of the Circuit Court's web site.
Click on Qualification/Disqualification Code for a description of the code. Codes are not available prior to 2003.

FEMA Flood Zone (Effective 12/15/2022)

Firm Panel	Floodway	SFHA	Flood Zone	FIPS	COBRA	Community	Base Flood Elevation (ft.)	Letter of Map Revision (LOMR)
0416G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0417G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0418G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0419F	OUT	OUT	D	12015C	Outside of CBRA	120061	See FIS	

					Zone			

***If parcel has more than 1 flood zone, refer to the flood maps available on the GIS web site by clicking on View Map below. Flood term definitions.**

For more information, please contact Building Construction Services at 941-743-1201.

2023 Certified Tax Roll Values, as of January 1, 2023

Approach	County	City	School	Other
Certified Just Value (Just Value reflects 193.011 adjustment.):	$583,248	$583,248	$583,248	$583,248
Certified Assessed Value:	$566,101	$566,101	$583,248	$566,101
Certified Taxable Value:	$566,101	$566,101	$583,248	$566,101

Land Information

Line	Description	Land Use	Zoning	Unit Type	Units	Acreage	Land Value*
1	ZZZ 324223 P6	9900	RE1	ACRE	40.31	40.31	$685,270

***Land Value does not include 193.011 adjustment.**

Land Value may be adjusted due to scrub jay habitat. You can access the Board of County Commissioner's website to determine if this parcel is within scrub jay habitat. For more information on scrub jay habitat within Charlotte County, see the County's Natural Resources web site.

Land Improvement Information

Code	Description	Size	Year Built	Year Condition
1011	CONCRETE PAVING	1817	1965	1965
1230	Wall - 8 Block, No Stucco (sf)	120	1986	1986
1320	Paving - Concrete (sf)	264	1986	1986

View Building Sketch

Legal Description:

Short Legal:	Long Legal:
ZZZ 324223 P6	32 42 23 PARCEL 6 40.31 AC. M/L COMM AT NW COR SEC 32 TH E TO E ROW BURNT STORE RD TH S 1280 FT M/L FOR TH E 102.13 FT FOR POB TH S 718.2 FT E 2496.2 FT N 700 FT W 2497.9 FT TO POB CT3853/595 CT3853/595 4203/630BB 4810/733

Data Last Updated: 11/22/2023- Printed On: 11/22/2023.

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Single-Family Detached Housing
(210)

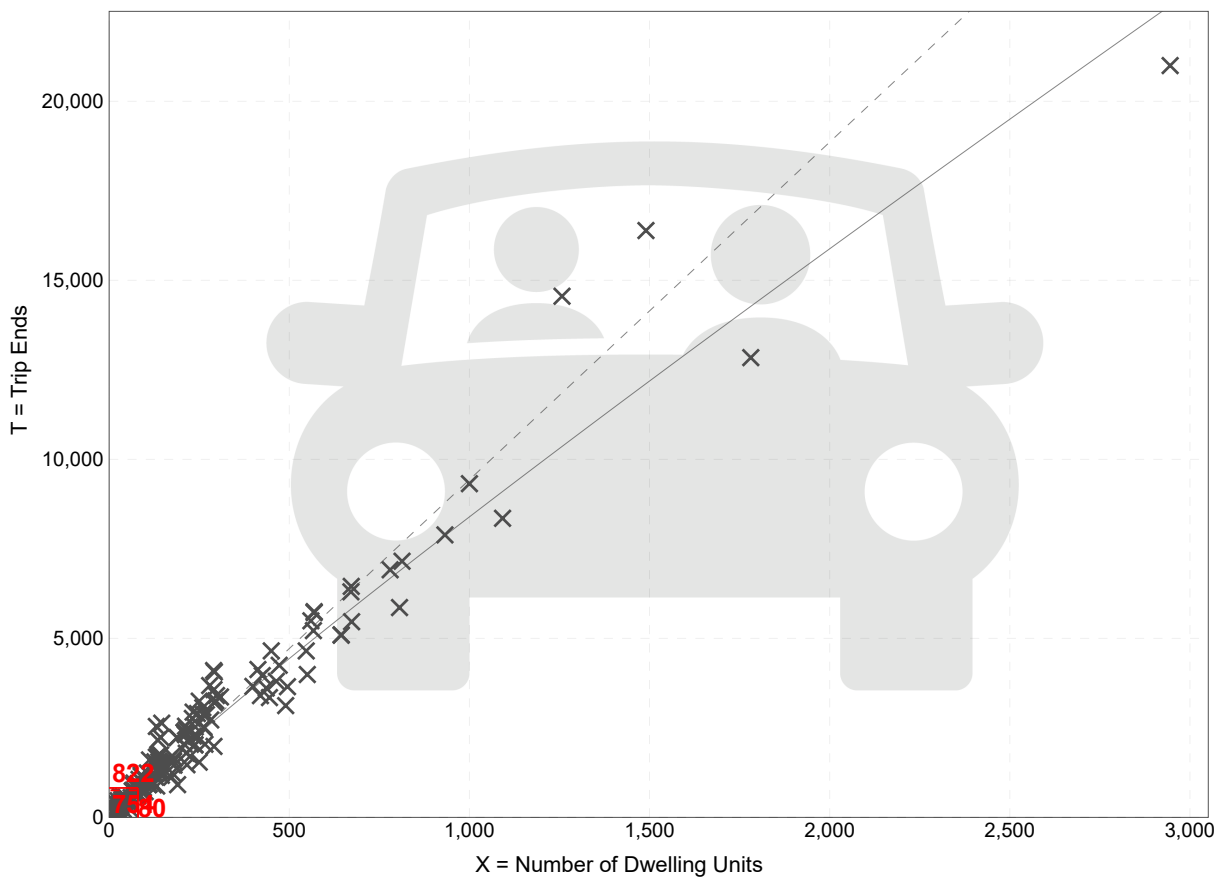
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68 **R^2= 0.95**

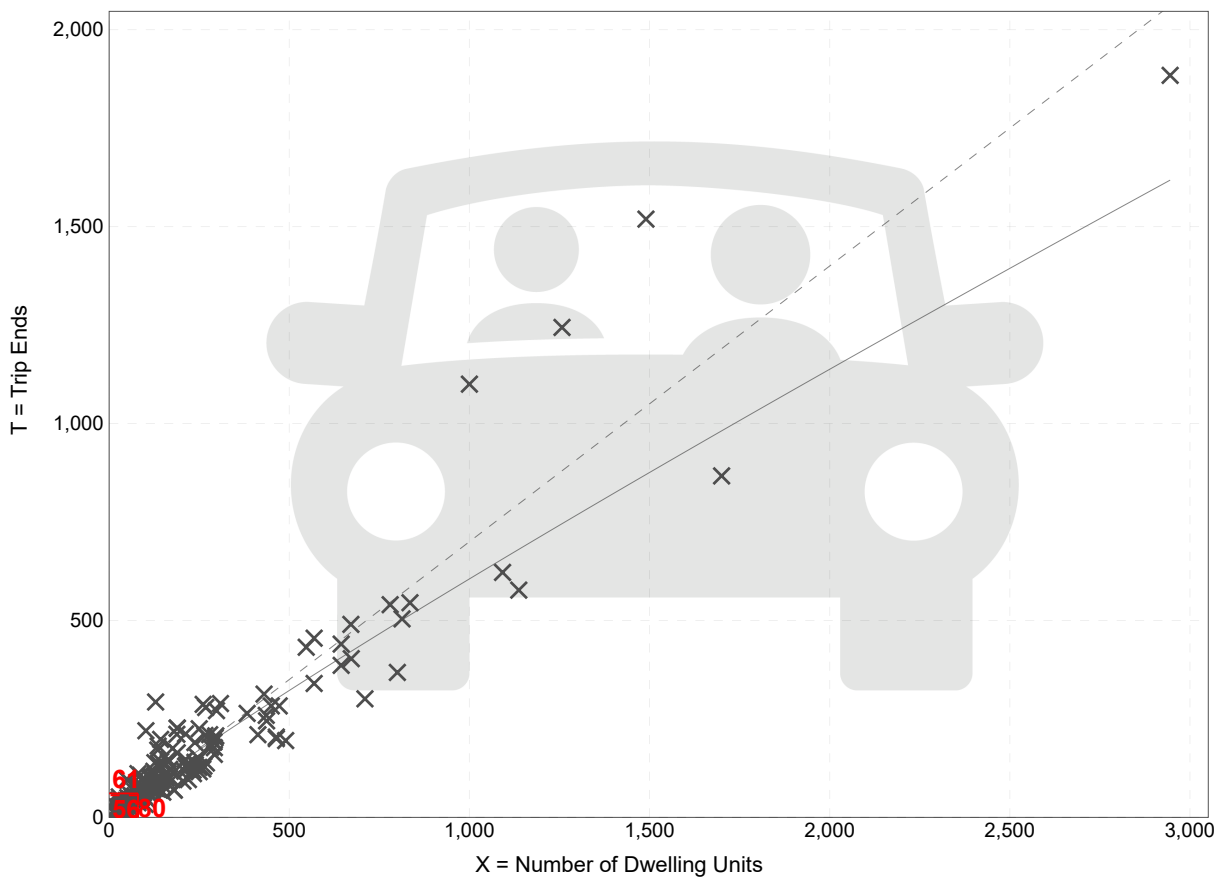
Single-Family Detached Housing
(210)

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:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12 **R^2= 0.90**

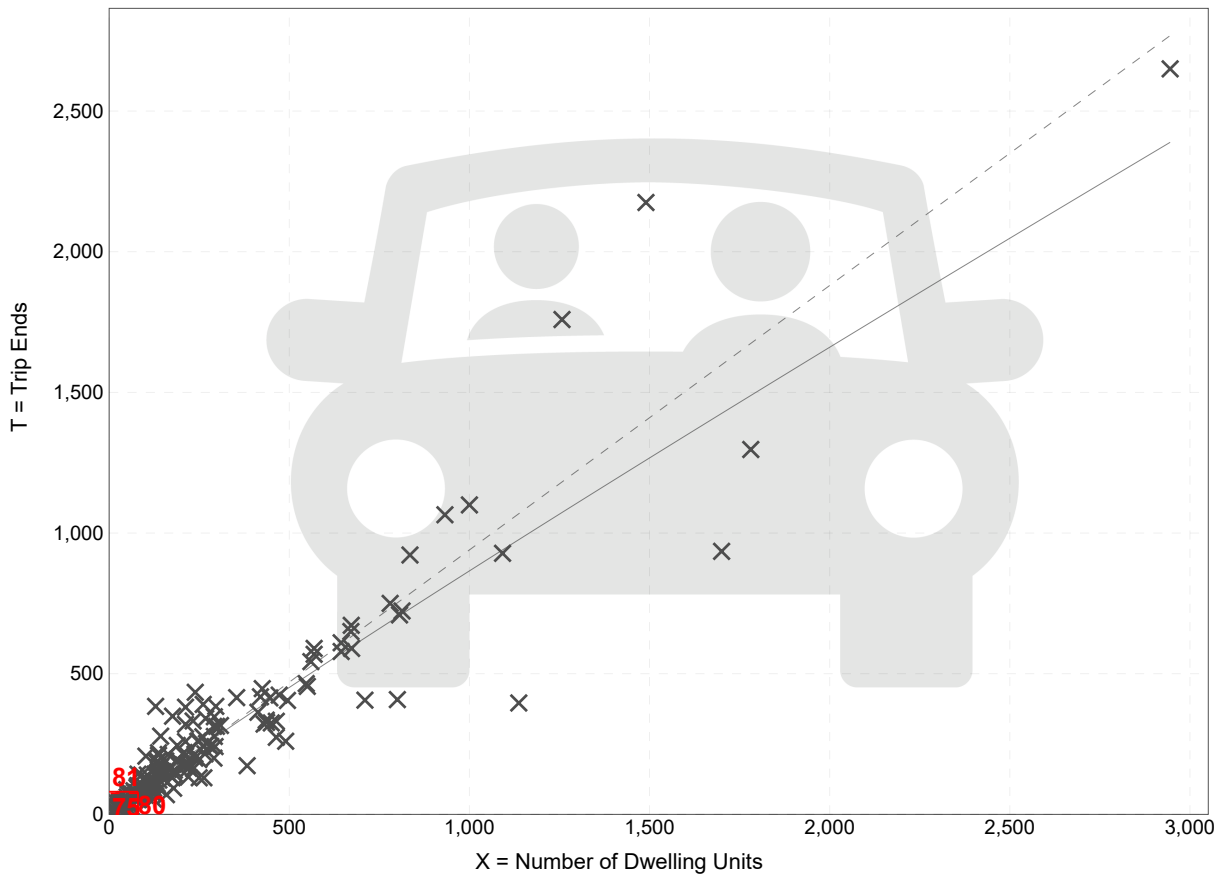
Single-Family Detached Housing
(210)

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:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Shopping Center (>150k)
(820)

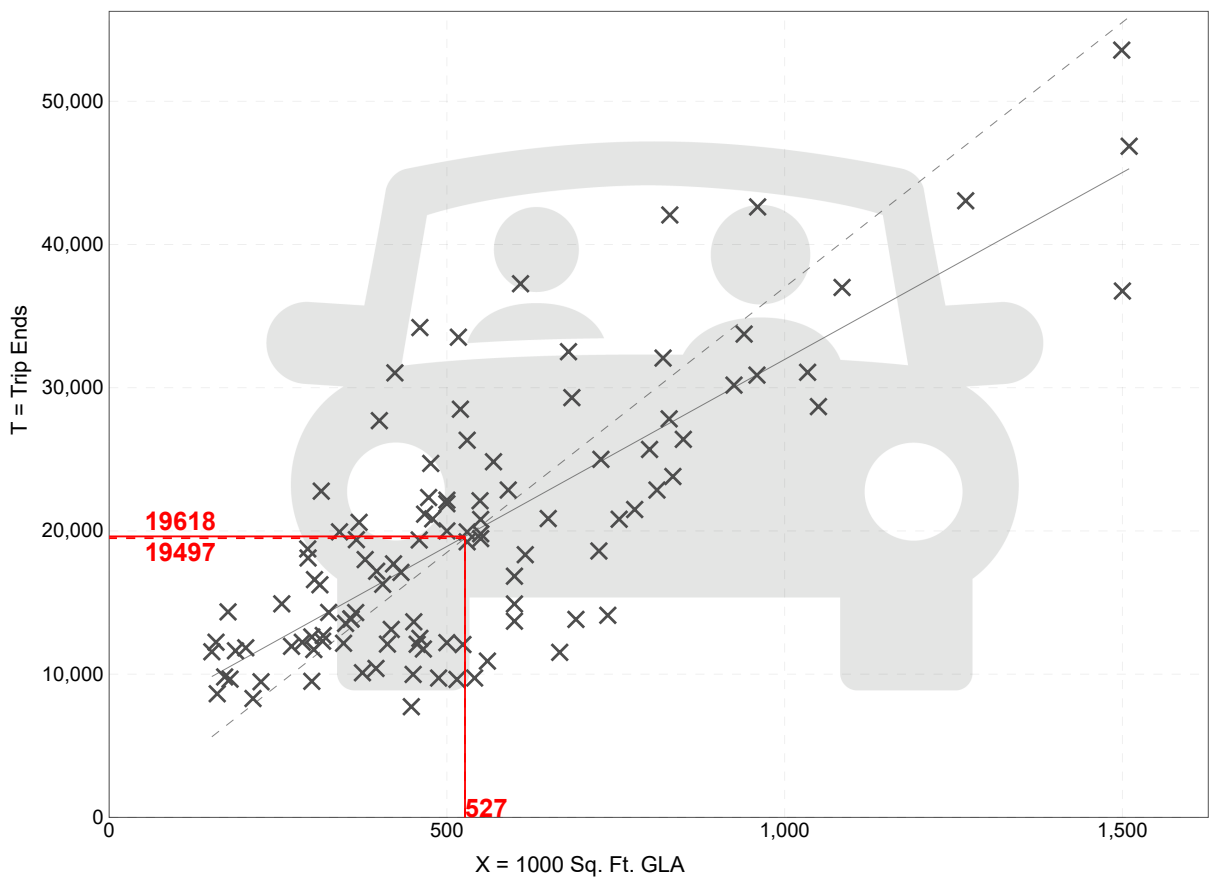
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 26.11(X) + 5863.73 **R^2= 0.60**

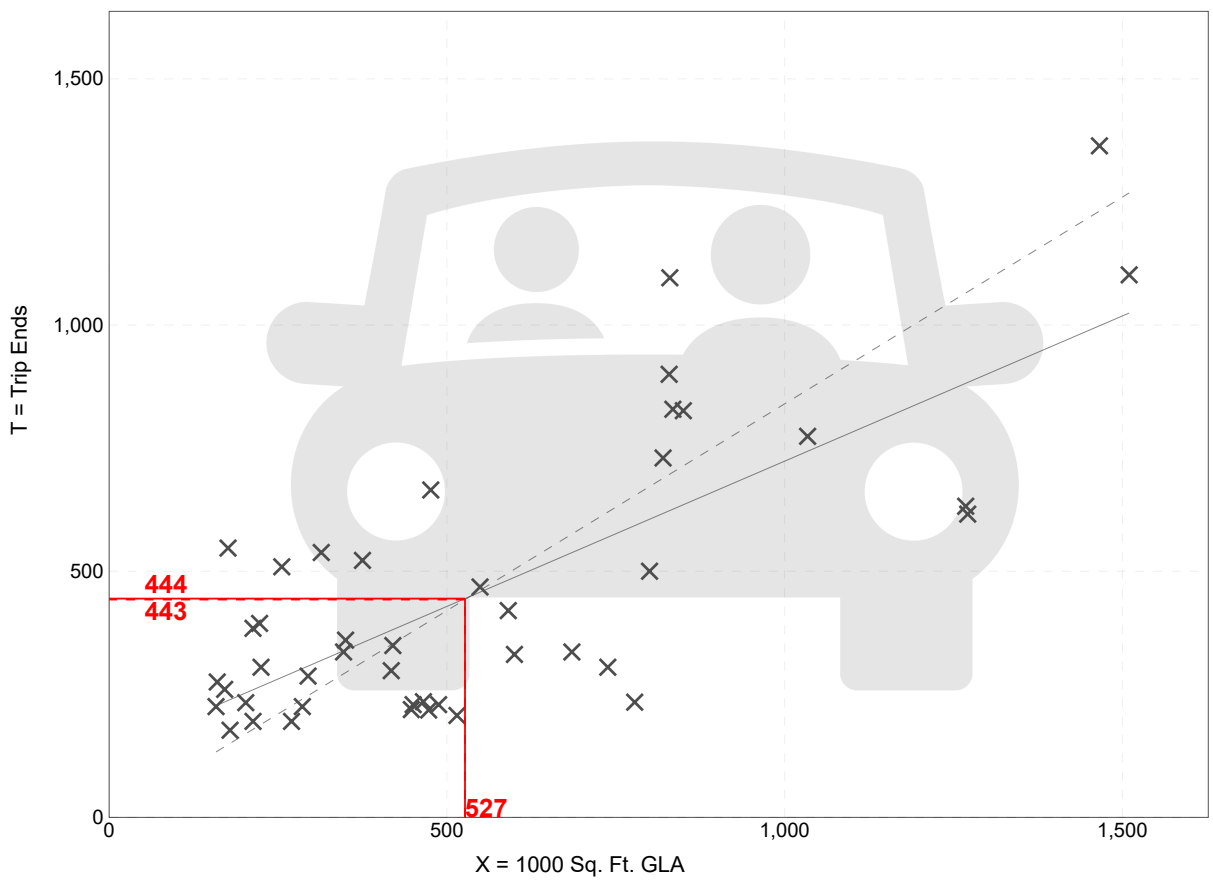
Shopping Center (>150k)
(820)

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:	44
Avg. 1000 Sq. Ft. GLA:	546
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 0.59(X) + 133.55 **R^2= 0.56**

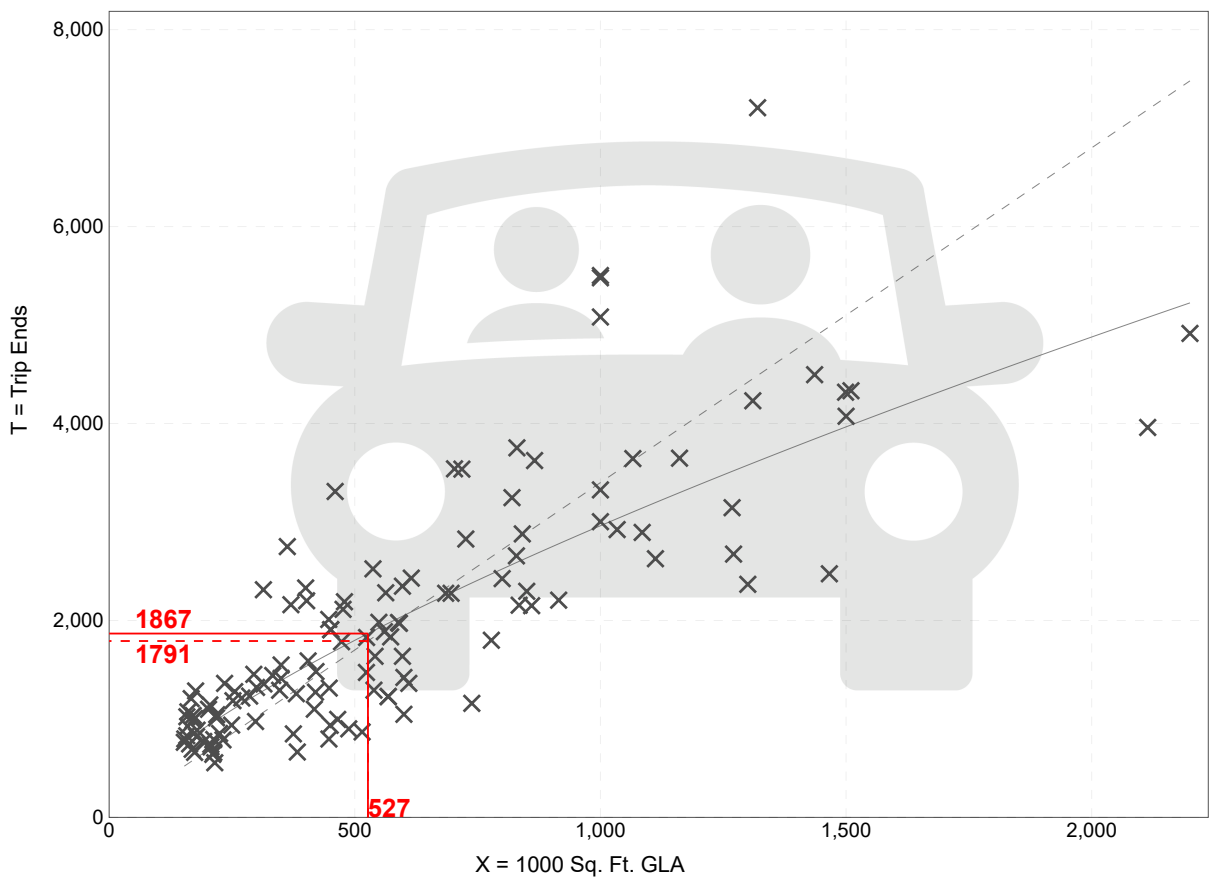
Shopping Center (>150k)
(820)

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:	126
Avg. 1000 Sq. Ft. GLA:	581
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 3.02 **R^2= 0.70**

Shopping Center (>150k)
(820)

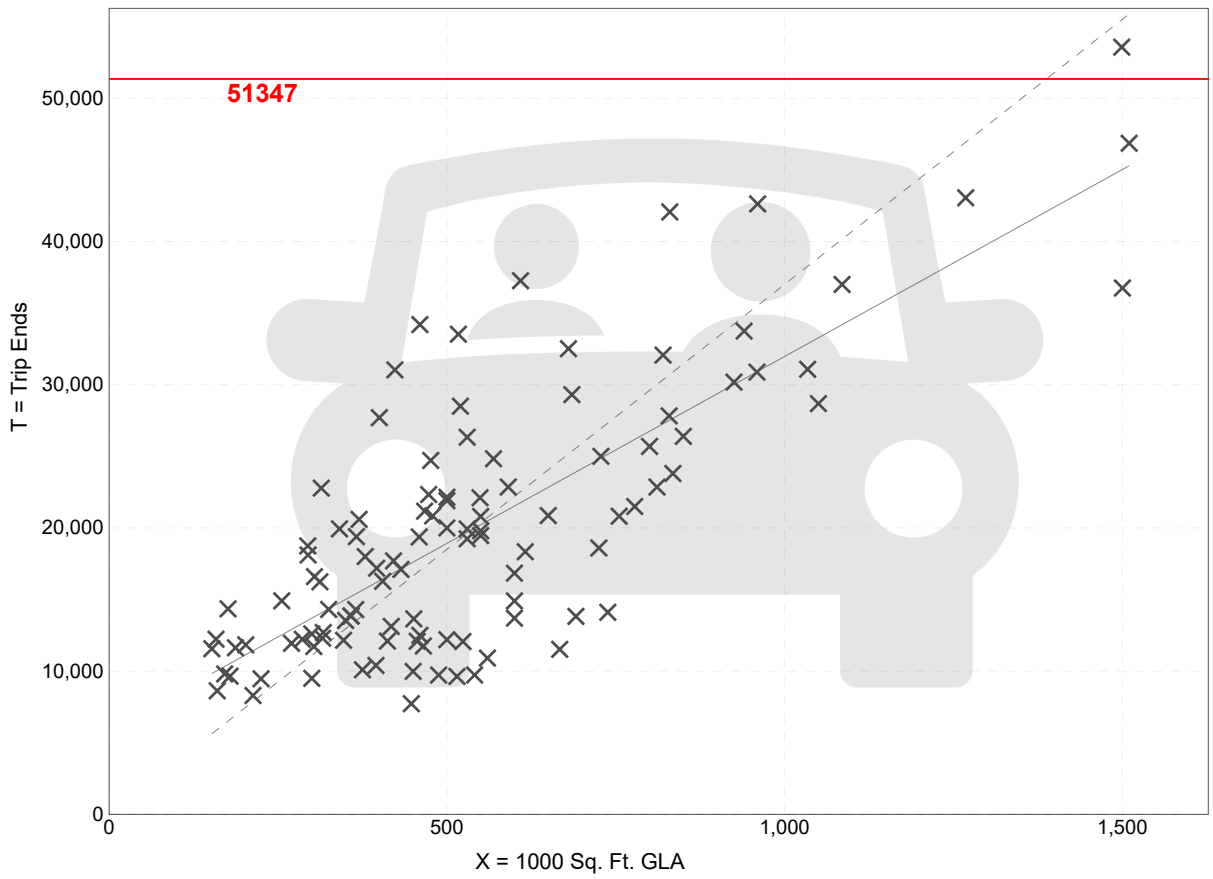
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 26.11(X) + 5863.73 **R^2= 0.60**

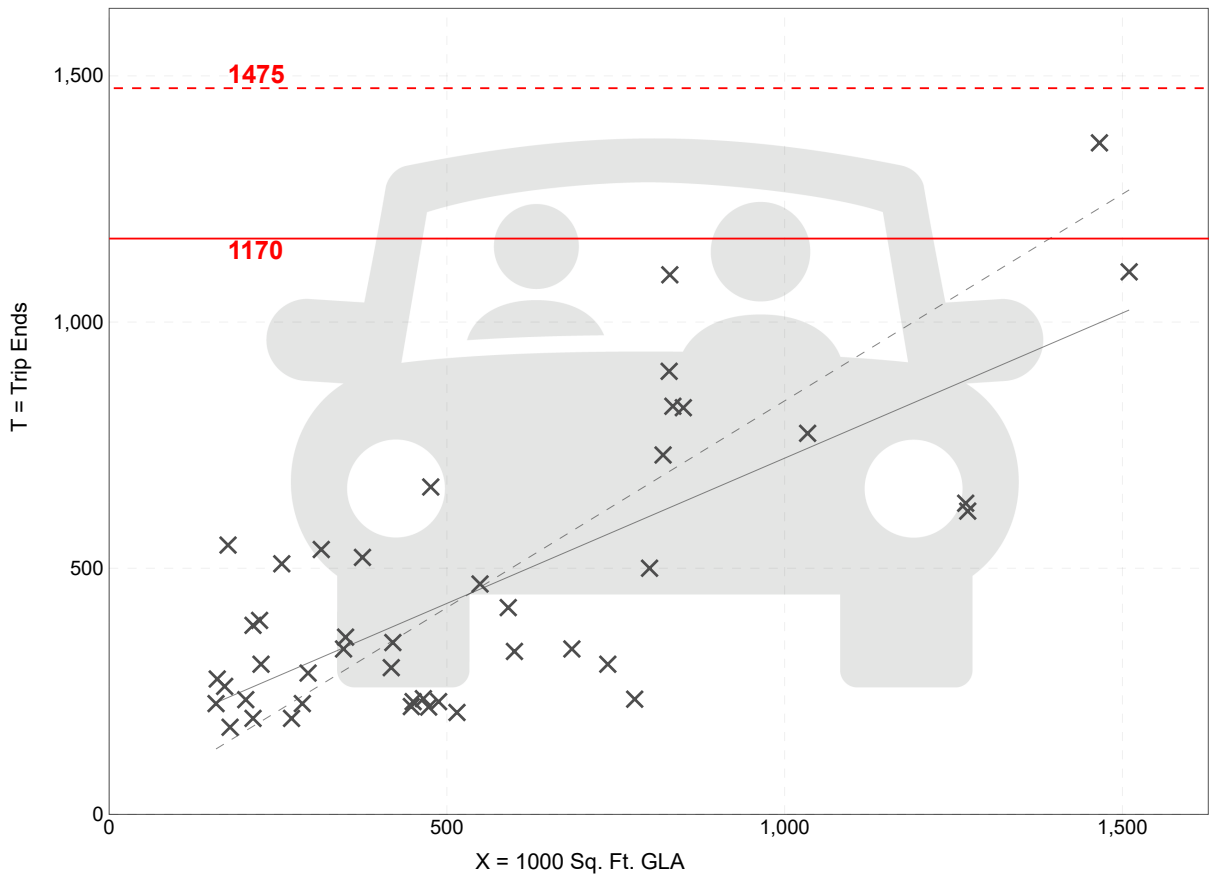
Shopping Center (>150k)
(820)

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:	44
Avg. 1000 Sq. Ft. GLA:	546
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 0.59(X) + 133.55 **R^2= 0.56**

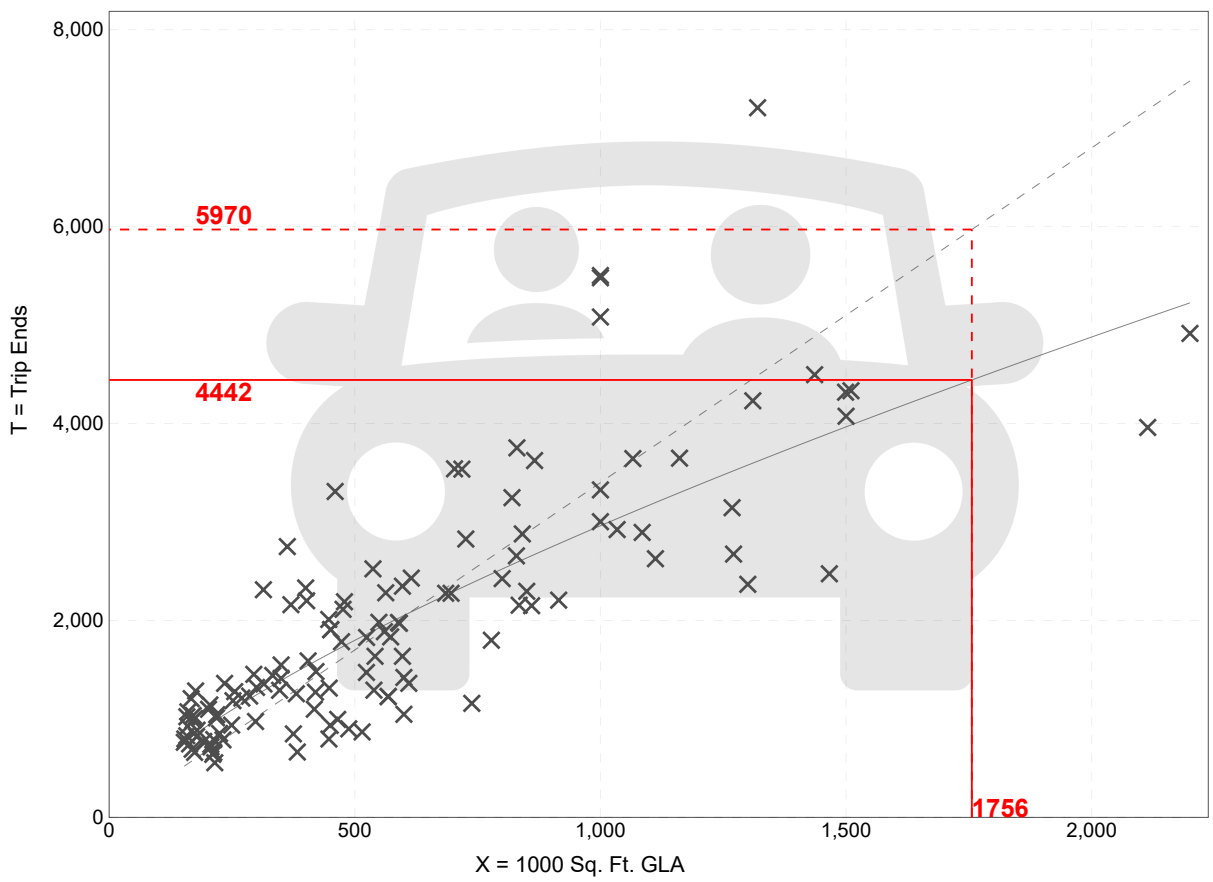
Shopping Center (>150k)
(820)

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:	126
Avg. 1000 Sq. Ft. GLA:	581
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 3.02 **R^2= 0.70**

Vehicle Pass-By Rates by Land Use

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

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
					Non-Pass-By Trips				
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24

667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
1	Acline Road	167	U.S. 41	Taylor Rd.	45	RMC	2U	1,711	5.00%	0.091	156	-	1359	1440	*	D	C	11%
2	Acline Road	191	Burnt Store Rd.	U.S. 41	40	RMC	2U	1,380	5.00%	0.091	126	-	1359	1440	*	D	C	9%
3	Airport Road	249	Cooper St.	Taylor Rd.	45	RMC	2U	4,996	5.00%	0.091	455	-	1359	1440	*	D	C	32%
4	Airport Road	169	Taylor Rd	I-75	45	RMC	2U	5,534	5.00%	0.091	504	-	1359	1440	*	D	C	35%
5	Airport Road	168	I-75	Piper Rd	45	RMC	2U	4,080	5.00%	0.091	371	-	1359	1440	*	D	C	26%
6	Appleton Blvd	211	St Paul Dr	Gasparilla Rd	45	RNC	2U	2,549	5.00%	0.091	232	-	1359	1440	*	D	C	16%
7	Aqui Esta Drive	170	Bal Harbor Blvd.	U.S. 41	30	UC	2U	8,381	5.00%	0.091	763	-	594	1197	1269	D	D	64%
8	Cooper Street	250	U.S. 41	Airport Rd.	35	UC	2U	4,551	4.00%	0.091	414	-	594	1197	1269	D	C	35%
9	Atwater Street	25	Peachland Blvd.	Veterans Blvd.	30	RMC	2U	3,201	4.00%	0.091	291	-	594	1197	1269	D	C	24%
10	Bayshore Road	27	Sibley Bay St.	Edgewater Dr.	30	UC	2U	1,377	5.00%	0.091	125	-	594	1197	1269	D	C	10%
11	Bayshore Road	312	Edgewater Dr.	U.S. 41	30	UC	2U	2,403	2.00%	0.091	219	-	594	1197	1269	D	C	18%
12	Beach Road	118	Gulf Blvd.	S.R. 776	30	UC	2U	12,945	5.00%	0.091	1,178	-	594	1197	1269	D	D	98%
13	Beacon Drive	234	Westchester Blvd.	Elmira Blvd.	35	L	2U	2,549	3.00%	0.091	232	-	594	1197	1269	D	C	19%
14	Beacon Drive	235	Elmira Blvd.	Olean Blvd.	35	L	2U	2,893	3.00%	0.091	263	-	594	1197	1269	D	C	22%
15	Beacon Drive	220	Olean Blvd.	Midway Blvd.	35	L	2U	2,970	5.00%	0.091	270	-	594	1197	1269	D	C	23%
16	Beaver Lane	222	Hancock Ave.	Westchester Blvd.	30	L	2U	4,029	5.00%	0.091	367	-	594	1197	1269	D	C	31%
17	Biscayne Drive	1	Cornelius Blvd.	Chancellor Blvd.	40	UC	2U	2,853	5.00%	0.091	260	-	1359	1440	*	D	C	18%
18	Biscayne Drive	3	SR-776	Cornelius Blvd.	40	UC	2U	1,985	5.00%	0.091	181	-	1359	1440	*	D	C	13%
19	Burnt Store Road	187	Lee County line	Zemel Rd.	55	MA	4D	11,511	7.00%	0.091	1,047	-	3078	3222	*	D	C	33%
20	Burnt Store Road	186	Zemel Rd.	Acline Rd.	55	MA	4D	16,003	7.00%	0.091	1,456	-	3078	3222	*	D	C	45%
21	Burnt Store Road	171	Acline Rd.	U.S. 41	40	MA	4D	16,604	6.00%	0.091	1,511	-	3078	3222	*	D	C	47%
22	Cape Haze Drive	161	Arlington Dr	Placida Rd	35	RMC	2U	3,346	2.00%	0.091	304	-	594	1197	1269	D	C	25%
23	Capricorn Blvd	224	Rampart Blvd.	Sandhill Blvd.	35	L	2U	3,765	2.00%	0.091	343	-	594	1197	1269	D	C	29%
24	Carmalita Street	190	BMX Track	U.S. 41	30	UC	2U	2,860	5.00%	0.091	260	-	594	1197	1269	D	C	22%
25	Carmalita Street	311	Florida St.	BMX Track	45	UC	2U	1,557	3.00%	0.091	142	-	1359	1440	*	D	C	10%
26	Chamberlain Blvd	2	Cornelius Blvd.	US 41	45	RMC	2U	2,094	5.00%	0.091	191	-	1359	1440	*	D	C	13%
27	Chancellor Blvd	123	Campbell St.	Ramblewood St	40	UC	2U	3,974	5.00%	0.091	362	-	1359	1440	*	D	C	25%
28	Chancellor Blvd	124	Ramblewood St	US-41	40	UC	2U	4,856	5.00%	0.091	442	-	1359	1440	*	D	C	31%
29	Cochran Blvd	15	Education Way	Collingswood Blvd.	35	MA	2U	7,946	2.00%	0.091	723	-	594	1197	1269	D	D	60%
30	Cochran Blvd	96	Pellam Blvd.	Education Way	35	MA	2U	10,238	2.00%	0.091	932	-	594	1197	1269	D	D	78%
31	Cochran Blvd	94	Lakeview Blvd.	Pellam Blvd.	35	MA	2U	12,156	2.00%	0.091	1,106	-	594	1197	1269	D	D	92%
32	Cochran Blvd	95	U.S. 41	Lakeview Blvd.	35	MA	4D	12,872	2.00%	0.091	1,171	-	1179	2628	2736	D	C	45%
33	Cochran Blvd	259	U.S. 41	Veteran's Blvd.	40	MA	4D	15,876	2.00%	0.091	1,445	-	3078	3222	*	D	C	45%
34	Collingswood Blvd	4	Toledo Blade Blvd.	S.R. 776	35	UC	2U	3,813	4.00%	0.091	347	-	594	1197	1269	D	C	29%
35	Collingswood Blvd	5	Wintergarden Ave.	Toldeo Blade Blvd.	40	UC	2U	6,557	5.00%	0.091	597	-	1359	1440	*	D	C	41%
36	Collingswood Blvd	31	Edgewater Dr.	Wintergarden Ave.	40	UC	2U	4,014	5.00%	0.091	365	-	1359	1440	*	D	C	25%
37	Collingswood Blvd	32	O'Hara Dr.	Edgewater Dr.	40	UC	2U	3,232	3.00%	0.091	294	-	1359	1440	*	D	C	20%
38	Conway Blvd	33	U.S. 41	Olean Blvd	35	L	2U	4,584	5.00%	0.091	417	-	594	1197	1269	D	C	35%
39	Cooper Street	151	Airport Rd.	Taylor Rd.	30	UC	2U	3,635	3.00%	0.091	331	-	594	1197	1269	D	C	28%
40	Cooper Street	152	Carmalita St.	U.S. 17 N	30	UC	2U	6,310	4.00%	0.091	574	-	594	1197	1269	D	C	48%
41	Cooper Street	251	U.S. 17 N	U.S. 17 S	30	UC	2U	2,957	5.00%	0.091	269	-	594	1197	1269	D	C	22%

Contact: Ravi Kamarajugadda - Ravi.Kamarajugadda@charlottecountyfl.gov or (941) 575-3668

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
42	Cornelius Blvd	6	SR-776	Biscayne Dr.	40	RMC	2U	3,752	5.00%	0.091	341	-	1359	1440	*	D	C	24%
43	Cornelius Blvd	263	Biscayne Dr.	U.S. 41	40	RMC	2U	4,729	5.00%	0.091	430	-	1359	1440	*	D	C	30%
44	CR74/Bermont Road	111	U.S. 17	County Line	55	RMC	2U	8,455	5.00%	0.091	769	1050	1620	2180	2990	D	C	35%
45	CR 771	158	Appleton Blvd	Rotonda Blvd E	50	UC	4D	11,282	5.00%	0.091	1,027	-	3078	3222	*	D	C	32%
46	CR 771	157	Rotonda Blvd E	Ingraham Blvd	50	UC	4D	14,075	5.00%	0.091	1,281	-	3078	3222	*	D	C	40%
47	CR 771	155	Ingraham Blvd	Marathon Blvd	50	UC	4D	21,674	5.00%	0.091	1,972	-	3078	3222	*	D	C	61%
48	CR 771	159	Marathon Blvd	SR 776	50	UC	4D	19,594	5.00%	0.091	1,783	-	3078	3222	*	D	C	55%
49	CR 775	163		E of Boca Grande Causeway	35	RMC	2U	6,874	3.00%	0.091	625	-	594	1197	1269	D	D	52%
50	CR 775	164	Boca Grande Causeway	Gaspar Dr	45	RMC	2U	6,613	3.00%	0.091	602	-	1359	1440	*	D	C	42%
51	CR 775	165	Gaspar Dr.	Cape Haze Dr.	45	RMC	2U	7,749	3.00%	0.091	705	-	1359	1440	*	D	C	49%
52	CR 775	166	Cape Haze Dr.	Esther St.	45	RMC	2U	8,257	3.00%	0.091	751	-	1359	1440	*	D	C	52%
53	CR 775	141	Esther St.	Rotonda Blvd. W	45	RMC	2U	9,458	3.00%	0.091	861	-	1359	1440	*	D	C	60%
54	CR 775	140	Rotonda Blvd. W	Short St.	45	UC	4D	13,443	3.00%	0.091	1,223	-	3078	3222	*	D	C	38%
55	CR 775	128	Short St.	San Casa Dr.	45	UC	4D	12,536	3.00%	0.091	1,141	-	3078	3222	*	D	C	35%
56	CR 775	125	Mississippi Ave.	Pinebay Blvd	45	UC	4D	13,544	3.00%	0.091	1,233	-	3078	3222	*	D	C	38%
57	CR 775	126	Pine Bay Blvd	S.R. 776	45	UC	4D	14,112	3.00%	0.091	1,284	-	3078	3222	*	D	C	40%
58	Cranberry Blvd	217	U.S. 41	Hillsborough Blvd.	40	L	2U	12,954	5.00%	0.091	1,179	-	1359	1440	*	D	C	82%
59	David Blvd	210	Foresman Blvd	Willmington Blvd.	30	UC	2U	2,471	3.00%	0.091	225	-	594	1197	1269	D	C	19%
60	Deep Creek Blvd	225	Rio De Janeiro Ave.	Sandhill Blvd.	35	UC	2U	5,981	3.00%	0.091	544	-	594	1197	1269	D	C	45%
61	Deep Creek Blvd	264	Rio De Janiero Ave.	Seasons Dr.	35	UC	2U	2,459	4.00%	0.091	224	-	594	1197	1269	D	C	19%
62	Easy Street	29	U.S. 41	Olean Blvd.	30	L	2U	2,119	2.00%	0.091	193	-	594	1197	1269	D	C	16%
63	Easy Street	30	Olean Blvd.	Gibralter Dr.	30	L	2U	2,676	4.00%	0.091	244	-	594	1197	1269	D	C	20%
64	Edgewater Drive	7	Flamingo Blvd.	Pellam Blvd.	40	MA	2U	4,805	5.00%	0.091	437	-	1359	1440	*	D	C	30%
65	Edgewater Drive	40	Pellam Blvd.	Midway Blvd.	40	MA	2U	8,831	5.00%	0.091	804	-	1359	1440	*	D	C	56%
66	Edgewater Drive	39	Midway Blvd.	Lakeview Blvd.	35	MA	4D	10,164	5.00%	0.091	925	-	1179	2628	2736	D	C	35%
67	Edgewater Drive	38	Lakeview Blvd.	W Tarpon Blvd.	35	MA	4D	11,858	5.00%	0.091	1,079	-	1179	2628	2736	D	C	41%
68	Edgewater Drive	41	W Tarpon Blvd.	Port Charlotte Blvd.	35	MA	4D	11,040	5.00%	0.091	1,005	-	1179	2628	2736	D	C	38%
69	Edgewater Drive	37	Port Charlotte Blvd	Harbor Blvd.	35	MA	4D	11,954	5.00%	0.091	1,088	-	1179	2628	2736	D	C	41%
70	Edgewater Drive	36	Harbor Blvd	Cousley Dr.	35	MA	4D	13,196	5.00%	0.091	1,201	-	1179	2628	2736	D	D	46%
71	Edgewater Drive	34	Cousley Dr.	Gardner Dr.	35	MA	4D	12,582	5.00%	0.091	1,145	-	1179	2628	2736	D	C	44%
72	Edgewater Drive	35	Gardner Dr.	U.S. 41	35	MA	4D	12,914	5.00%	0.091	1,175	-	1179	2628	2736	D	C	45%
73	Education Way	88	Toledo Blade Blvd.	Murdock Circle	30	L	2U	4,739	5.00%	0.091	431	-	594	1197	1269	D	C	36%
74	Elkcam Blvd	43	U.S. 41	Midway Blvd.	35	L	2U	2,461	3.00%	0.091	224	-	594	1197	1269	D	C	19%
75	Elmira Blvd	90	Conway Blvd.	Beacon Dr.	30	L	2U	3,252	2.00%	0.091	296	-	594	1197	1269	D	C	25%
76	Elmira Blvd	91	Beacon Dr.	Kings Highway	30	L	2U	2,348	2.00%	0.091	214	-	594	1197	1269	D	C	18%
77	Flamingo Blvd	8	Edgewater Dr.	Christopher St	45	MA	2U	4,582	5.00%	0.091	417	-	1359	1440	*	D	C	29%
78	Flamingo Blvd	9	Christopher St	SR-776	45	MA	2U	4,949	5.00%	0.091	450	-	1359	1440	*	D	C	31%
79	Florida Street	172	Carmalita St.	Marion Ave	40	RMC	2U	1,673	5.00%	0.091	152	-	1359	1440	*	D	C	11%
80	Florida Street	153	Airport Rd	Carmalita St	40	RMC	2U	706	4.00%	0.091	64	-	1359	1440	*	D	C	4%
81	Forrest Nelson Blvd	82	U.S. 41	Peachland Blvd.	35	L	2U	5,424	5.00%	0.091	494	-	594	1197	1269	D	C	41%
82	Boca Grande Causeway	162		S of Placida Rd	45	RMC	2U	6,883	3.00%	0.091	626	-	1359	1440	*	D	C	43%
83	Gillot Blvd	10	Bluestone St.	S.R. 776	40	RMC	2U	3,091	3.00%	0.091	281	-	1359	1440	*	D	C	20%
85	Gulf Blvd	121	Terminus	Beach Rd.	25	UC	2U	3,382	3.00%	0.091	308	-	594	1197	1269	D	C	26%

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										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
86	Gulfstream Blvd	130	Sunnybrook Blvd.	S.R. 776 (E)	45	UC	2U	3,255	5.00%	0.091	296	-	1359	1440	*	D	C	21%
87	Gulfstream Blvd	199	S.R. 776 (W)	Sunnybrook Blvd.	35	RMC	2U	4,291	5.00%	0.091	391	-	594	1197	1269	D	C	33%
88	Harbor Blvd	45	Colleen St.	Edgewater Dr.	35	UC	2U	2,451	2.00%	0.091	223	-	594	1197	1269	D	C	19%
89	Harbor Blvd	44	Edgewater Dr.	U.S. 41	35	UC	2U	3,468	2.00%	0.091	316	-	594	1197	1269	D	C	26%
91	Harbor Blvd	47	Olean Blvd.	Midway Blvd.	35	UC	4D	13,455	3.00%	0.091	1,224	-	1179	2628	2736	D	D	47%
92	Harbor Blvd	46	Midway Blvd.	Burkhart Dr.	35	UC	2U	7,865	3.00%	0.091	716	-	594	1197	1269	D	D	60%
93	Harbor Blvd	51	Burkhart Dr.	Quesada Ave.	35	UC	2U	6,505	5.00%	0.091	592	-	594	1197	1269	D	C	49%
94	Harbor Blvd	50	Quesada Ave.	Peachland Blvd.	35	UC	2U	4,138	5.00%	0.091	377	-	594	1197	1269	D	C	31%
95	Harbor Blvd	49	Peachland Blvd.	Veterans Blvd.	40	UC	2U	2,197	5.00%	0.091	200	-	1359	1440	*	D	C	14%
96	Harborview Road	274	US-41	Kings Highway	45	MA	4D	9,812	2.00%	0.091	893	-	3078	3222	*	D	C	28%
97	Harborview Road	52	Kings Highway	Melbourne St.	45	MA	4D	11,048	2.00%	0.091	1,005	-	3078	3222	*	D	C	31%
98	Harborview Road	53	Melbourne St.	Date St.	45	MA	2U	9,287	3.00%	0.091	845	-	1359	1440	*	D	C	59%
99	Harborview Road	104	Date St.	I-75	45	MA	2U	5,450	5.00%	0.091	496	-	1359	1440	*	D	C	34%
100	Harborview Road	103	I-75	Rio De Janiero Ave.	45	MA	2U	10,975	5.00%	0.091	999	-	1359	1440	*	D	C	69%
101	Harborview Road	102	Rio De Janiero Ave.	Highlands Rd.	45	MA	2U	6,566	5.00%	0.091	597	-	1359	1440	*	D	C	41%
102	Henry Street	254	Golf Course Blvd.	Florida St.	30	UC	2U	1,323	4.00%	0.091	120	-	594	1197	1269	D	C	10%
103	Hillsborough Blvd	11	Veterans Blvd.	Toledo Blade Blvd.	45	RMC	2U	5,622	5.00%	0.091	512	-	1359	1440	*	D	C	36%
104	Hillsborough Blvd	12	Toledo Blade Blvd.	Crandberry Blvd.	45	RMC	2U	6,774	5.00%	0.091	616	-	1359	1440	*	D	C	43%
105	Ingraham Blvd	202	San Cruz Waterway	Gasparilla Rd	45	RNC	2U	4,078	5.00%	0.091	371	-	1359	1440	*	D	C	26%
106	Jacobs Street	218	Eleanor Ave.	Chamberlain Blvd.	45	RMC	2U	2,905	5.00%	0.091	264	-	1359	1440	*	D	C	18%
107	Jacobs Street	219	S.R. 776	Eleanor Ave.	45	RMC	2U	2,580	5.00%	0.091	235	-	1359	1440	*	D	C	16%
108	Kenilworth Blvd	226	Ravenswood Blvd.	Yorkshire St.	30	L	2U	1,440	4.00%	0.091	131	-	594	1197	1269	D	C	11%
109	Kings Highway	275	U.S. 41	Harborview Rd.	40	MA	4D	10,591	5.00%	0.091	964	-	3078	3222	*	D	C	30%
110	Kings Highway	54	Harborview Rd.	Westchester Blvd.	40	MA	4D	15,293	3.00%	0.091	1,392	-	3078	3222	*	D	C	43%
111	Kings Highway	114	Westchester Blvd.	Veterans Blvd.	45	MA	4D	22,277	3.00%	0.091	2,027	-	3078	3222	*	D	C	63%
112	Kings Highway	309	Veterans Blvd.	Sandhill Blvd.	45	MA	4D	34,438	3.00%	0.091	3,134	-	3078	3222	*	D	D	97%
113	Kings Highway	105	Sandhill Blvd.	DeSoto Co. Line	45	MA	2U	18,344	5.00%	0.091	1,669	-	1359	1440	*	D	E	116%
114	Lakeview Blvd	55	Edgewater Dr.	Springview Ave.	35	UC	2U	2,206	5.00%	0.091	201	-	594	1197	1269	D	C	17%
115	Lakeview Blvd	57	Springview Ave.	Midway Blvd.	35	UC	2U	3,221	5.00%	0.091	293	-	594	1197	1269	D	C	24%
116	Lakeview Blvd	56	Midway Blvd.	Chevy Chase St.	35	UC	2U	8,421	5.00%	0.091	766	-	594	1197	1269	D	D	64%
117	Lakeview Blvd	58	Chevy Chase St.	Cochran Blvd	35	UC	2U	8,787	5.00%	0.091	800	-	594	1197	1269	D	D	67%
118	Loveland Blvd	227	Westchester Blvd.	Midway Blvd.	35	UC	2U	1,474	5.00%	0.091	134	-	594	1197	1269	D	C	11%
119	Loveland Blvd	59	Midway Blvd.	Peachland Blvd.	35	UC	2U	7,327	5.00%	0.091	667	-	594	1197	1269	D	D	56%
120	Loveland Blvd	60	Peachland Blvd.	Veterans Blvd.	35	UC	2U	1,389	2.00%	0.091	126	-	594	1197	1269	D	C	11%
121	Marathon Blvd	200	Terminus	Gasparilla Rd	30	RNC	2U	1,162	2.00%	0.091	106	-	594	1197	1269	D	C	9%
122	Marathon Blvd	201	Gulfstream Blvd.	Gasparilla Rd	45	RNC	2U	2,739	5.00%	0.091	249	-	1359	1440	*	D	C	17%
123	Marion Avenue	177	Florida St.	I-75 Overpass	35	L	2U	1,947	2.00%	0.091	177	-	594	1197	1269	D	C	15%
124	Marion Avenue	178	Marlympia Way	Florida St.	35	L	2U	2,284	2.00%	0.091	208	-	594	1197	1269	D	C	17%
125	Melbourne Street	61	Harper Ave.	Harborview Rd.	30	UC	2U	2,281	5.00%	0.091	208	-	594	1197	1269	D	C	17%
126	Midway Blvd	63	O'Hara Dr.	Edgewater Dr.	30	MA	2U	5,055	3.00%	0.091	460	-	594	1197	1269	D	C	38%
127	Midway Blvd	62	Edgewater Dr.	Riviera Ln.	35	MA	2U	4,401	3.00%	0.091	401	-	594	1197	1269	D	C	33%
128	Midway Blvd	69	Riviera Ln.	Lakeview Blvd.	35	MA	2U	5,428	3.00%	0.091	494	-	594	1197	1269	D	C	41%

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
129	Midway Blvd	68	Lakeview Blvd.	U.S. 41	35	MA	4D	10,378	3.00%	0.091	944	-	1179	2628	2736	D	C	36%
130	Midway Blvd	64	U.S. 41	Elkcam Blvd.	40	MA	4D	17,612	5.00%	0.091	1,603	-	3078	3222	*	D	C	50%
131	Midway Blvd	66	Elkcam Blvd.	Harbor Blvd.	40	MA	4D	16,729	5.00%	0.091	1,522	-	3078	3222	*	D	C	47%
132	Midway Blvd	65	Harbor Blvd	Orlando Blvd.	35	MA	4D	18,552	5.00%	0.091	1,688	-	1179	2628	2736	D	D	64%
133	Midway Blvd	67	Orlando Blvd.	Inverness St.	35	MA	4D	16,957	5.00%	0.091	1,543	-	1179	2628	2736	D	D	59%
134	Midway Blvd	70	Invenness St.	Kings Highway	35	MA	4D	16,441	2.00%	0.091	1,496	-	1179	2628	2736	D	D	57%
135	Murdock Circle	83	Education Way	U.S. 41	40	L	4D	11,565	3.00%	0.091	1,052	-	3078	3222	*	D	C	33%
136	Murdock Circle	87	U.S. 41	Veterans Blvd.	40	L	4D	10,330	2.00%	0.091	940	-	3078	3222	*	D	C	29%
137	Jones Loop Road N	272	U.S.41	Burnt Store Rd.	45	MA	4D	16,720	5.00%	0.091	1,522	-	3078	3222	*	D	C	47%
138	Jones Loop Road N	273	Burnt Store Rd.	Taylor Rd.	45	MA	4D	14,406	4.00%	0.091	1,311	-	3078	3222	*	D	C	41%
139	Jones Loop Road N	173	Taylor Rd.	I-75	45	MA	4D	18,120	5.00%	0.091	1,649	-	3078	3222	*	D	C	51%
140	Jones Loop Road N	318	I-75	Piper Rd	45	MA	4D	11,077	5.00%	0.091	1,008	-	3078	3222	*	D	C	31%
141	N Jones Loop Road	174	E of Piper Rd		45	MA	2U	3,152	3.00%	0.091	287	-	1359	1440	*	D	C	20%
142	N. Beach Road	119	Sarasota Co. Line	Gulf Blvd.	45	UC	2U	1,901	3.00%	0.091	173	-	1359	1440	*	D	C	12%
143	O'Hara Drive	243	Collingswood Blvd.	Midway Blvd.	35	L	2U	2,094	2.00%	0.091	191	-	594	1197	1269	D	C	16%
144	Olean Blvd	73	U.S. 41	Easy St.	35	UC	4D	9,419	2.00%	0.091	857	-	1179	2628	2736	D	C	33%
145	Olean Blvd	72	Easy St.	Conway Blvd.	35	UC	2U	6,891	3.00%	0.091	627	-	594	1197	1269	D	D	52%
146	Olean Blvd	71	Conway Blvd.	Beacon Dr.	35	UC	2U	5,946	3.00%	0.091	541	-	594	1197	1269	D	C	45%
147	Olean Blvd	74	Beacon Dr.	Kings Highway	35	UC	2U	4,992	3.00%	0.091	454	-	594	1197	1269	D	C	38%
148	Orlando Blvd	75	Midway Blvd.	Quasar Blvd.	35	UC	2U	2,538	3.00%	0.091	231	-	594	1197	1269	D	C	19%
149	Paulson Drive	229	U.S. 41	Prineville St.	30	L	2U	3,889	3.00%	0.091	354	-	594	1197	1269	D	C	30%
150	Peachland Blvd	265	CochranBlvd	Forrest Nelson Blvd.	35	UC	2U	7,119	5.00%	0.091	648	-	594	1197	1269	D	D	54%
151	Peachland Blvd	77	Forrest Nelson Blvd.	Atwater St.	35	UC	2U	8,776	4.00%	0.091	799	-	594	1197	1269	D	D	67%
152	Peachland Blvd	79	Atwater St.	Harbor Blvd.	35	UC	2U	8,636	5.00%	0.091	786	-	594	1197	1269	D	D	66%
153	Peachland Blvd	78	Harbor Blvd.	Beacon Dr.	35	UC	2U	7,930	5.00%	0.091	722	-	594	1197	1269	D	D	60%
154	Peachland Blvd	80	Beacon Dr.	Loveland Blvd.	35	UC	2U	10,956	5.00%	0.091	997	-	594	1197	1269	D	D	83%
155	Pellam Blvd	240	Wintergarden Ave.	CochranBlvd	35	L	2U	4,325	2.00%	0.091	394	-	594	1197	1269	D	C	33%
156	Pellam Blvd	241	Edgewater Dr.	Wintergarden Ave.	35	L	2U	2,345	5.00%	0.091	213	-	594	1197	1269	D	C	18%
157	Pine Street	131	Sarasota Co. Line	Second St.	45	UC	4D	9,975	3.00%	0.091	908	-	3078	3222	*	D	C	28%
158	Pine Street	132	Second St.	S.R. 776	45	UC	4D	11,978	5.00%	0.091	1,090	-	3078	3222	*	D	C	34%
159	Piper Road	175	Jones Loop Rd.	E Henry St	45	MA	4D	9,358	5.00%	0.091	852	-	3078	3222	*	D	C	26%
160	Port Charlotte Blvd	101	Sunrise Waterway	Edgewater Dr.	35	L	2U	2,429	5.00%	0.091	221	-	594	1197	1269	D	C	18%
161	Prineville Street	230	Paulson Dr.	Hillsborough Blvd.	30	L	2U	4,320	4.00%	0.091	393	-	594	1197	1269	D	C	33%
162	Quesada Avenue	81	Cochran Blvd	Forrest Nelson Blvd.	35	L	2U	7,632	4.00%	0.091	694	-	594	1197	1269	D	D	58%
163	Quesada Avenue	84	Forrest Nelson Blvd.	Hinton St.	35	L	2U	7,048	3.00%	0.091	641	-	594	1197	1269	D	D	54%
164	Quesada Avenue	85	Hinton St.	Harbor Blvd.	35	L	2U	4,371	3.00%	0.091	398	-	594	1197	1269	D	C	33%
165	Rampart Blvd	192	Kings Highway	I-75	35	L	2U	12,984	3.00%	0.091	1,182	-	594	1197	1269	D	D	99%
166	Rio De Janeiro Avenue	106	Harborview Rd.	Rampart Blvd.	35	RMC	2U	7,809	5.00%	0.091	711	-	594	1197	1269	D	D	59%
167	Rio De Janeiro Avenue	107	Rampart Blvd.	Sandhill Blvd.	35	RMC	2U	4,979	2.00%	0.091	453	-	594	1197	1269	D	C	38%
168	Rio Villa Drive	176	Deltona Dr.	U.S. 41	30	L	2U	3,382	5.00%	0.091	308	-	594	1197	1269	D	C	26%
169	Rotonda Blvd E	154	Boundary Blvd.	C.R. 771	35	UC	2U	3,989	5.00%	0.091	363	-	594	1197	1269	D	C	30%

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
170	Rotonda Blvd N	122	Parade Cir.	Rotonda Cir.	35	RMC	2U	2,112	5.00%	0.091	192	-	594	1197	1269	D	C	16%
171	Rotonda Blvd W	135	Normandy Way	Boundary Blvd.	35	RMC	2U	5,545	5.00%	0.091	505	-	594	1197	1269	D	C	42%
172	Rotonda Blvd W	136	Boundary Blvd.	Parade Cir.	35	RMC	2U	2,524	5.00%	0.091	230	-	594	1197	1269	D	C	19%
173	Jones Loop Road S	193	Taylor Rd.	I-75	45	RMC	2U	2,399	5.00%	0.091	218	-	1359	1440	*	D	C	15%
174	San Casa Drive	138	Worth Ave.	C.R. 775	45	RMC	2U	5,117	2.00%	0.091	466	-	1359	1440	*	D	C	32%
175	San Casa Drive	139	S.R. 776	Worth Ave.	45	RMC	2U	6,240	5.00%	0.091	568	-	1359	1440	*	D	C	39%
176	Sandhill Blvd	109	Kings Highway	Deep Creek Blvd.	45	UC	2U	15,951	3.00%	0.091	1,452	-	1359	1440	*	D	E	101%
177	Sandhill Blvd	110	Deep Creek Blvd.	Rio De Janeiro Ave.	45	UC	2U	5,402	3.00%	0.091	492	-	1359	1440	*	D	C	34%
178	Sheehan Blvd	231	Midway Blvd.	Alton Rd.	30	L	2U	2,139	5.00%	0.091	195	-	594	1197	1269	D	C	16%
179	Shreve Street	150	Henry St.	Pompano Ter.	30	L	2U	4,723	2.00%	0.091	430	-	594	1197	1269	D	C	36%
180	Spinnaker Blvd	215	Cougar Way	Gulfstream Blvd.	30	RMC	2U	2,262	4.00%	0.091	206	-	594	1197	1269	D	C	17%
181	Spinnaker Blvd	214	Gulfstream Blvd.	S.R. 776	30	RMC	2U	1,997	2.00%	0.091	182	-	594	1197	1269	D	C	15%
182	Spinnaker Blvd	149	S.R. 776	Willmington Blvd.	40	RMC	2U	1,210	3.00%	0.091	110	-	1359	1440	*	D	C	8%
183	SR 776	306	Murdock Cir./Enterprise Dr.	U.S. 41	55	MA	4D	23,115	2.00%	0.091	2,104	-	3078	3222	*	D	C	65%
184	SR 776	86	Biscayne Dr.	Murdock Cir/Enterprise Dr.	55	MA	4D	28,285	2.00%	0.091	2,574	-	3078	3222	*	D	C	80%
185	SR 776	14	El Jobean Bridge	Biscayne Dr.	55	MA	4D	31,710	2.00%	0.091	2,886	-	3078	3222	*	D	C	90%
186	SR 776	13	C.R. 771	El Jobean Bridge	55	MA	4D	35,205	2.00%	0.091	3,204	-	3078	3222	*	D	D	99%
187	SR 776	160	Coliseum Blvd.	C.R. 771	55	MA	4D	25,219	2.00%	0.091	2,295	-	3078	3222	*	D	C	71%
188	SR 776	194	Oceanspray Blvd.	Coliseum Blvd.	55	MA	4D	23,717	2.00%	0.091	2,158	-	3078	3222	*	D	C	67%
189	SR 776	145	Sunnybrook Blvd.	Oceanspray Blvd.	55	MA	4D	24,372	2.00%	0.091	2,218	-	3078	3222	*	D	C	69%
190	SR 776	146	Spinnaker Blvd.	Sunnybrook Blvd.	55	MA	4D	17,948	2.00%	0.091	1,633	-	3078	3222	*	D	C	51%
191	SR 776	143	Gulfstream Blvd.	Spinnaker Blvd.	55	MA	4D	30,658	2.00%	0.091	2,790	-	3078	3222	*	D	C	87%
192	SR 776	144	Oriole Blvd.	Gulfstream Blvd.	45	MA	4D	31,345	2.00%	0.091	2,852	-	3078	3222	*	D	C	89%
193	SR 776	142	Pine St.	Oriole Blvd.	45	MA	4D	31,115	2.00%	0.091	2,832	-	3078	3222	*	D	C	88%
194	SR 776	120	Beach Rd.	Pine St.	45	MA	4D	24,959	2.00%	0.091	2,271	-	3078	3222	*	D	C	70%
195	Sunnybrook Blvd	134	Boundary Blvd.	Rotonda Blvd. North	35	RMC	2U	6,767	5.00%	0.091	616	-	594	1197	1269	D	D	51%
196	Sunnybrook Blvd	133	Gulfstream Blvd.	Boundary Blvd.	40	RMC	2U	9,002	5.00%	0.091	819	-	1359	1440	*	D	C	57%
197	Sunnybrook Blvd	148	S.R. 776	Oceanspray Blvd.	35	RMC	2U	6,053	5.00%	0.091	551	-	594	1197	1269	D	C	46%
198	Sunnybrook Blvd	147	Waterford Ave.	S.R. 776	35	RMC	2U	2,365	2.00%	0.091	215	-	594	1197	1269	D	C	18%
199	Sunnybrook Road	233	Highlands Rd.	Broadpoint Dr.	35	L	2U	5,567	3.00%	0.091	507	-	594	1197	1269	D	C	42%
200	Taylor Road	179	U.S. 41 N	Burnt Store Rd.	45	UC	2U	7,267	5.00%	0.091	661	-	1359	1440	*	D	C	46%
201	Taylor Road	180	Burnt Store Rd.	Airport Rd.	45	RMC	2U	8,841	3.00%	0.091	805	-	1359	1440	*	D	C	56%
202	Taylor Road	181	Airport Rd.	Cooper St.	45	RMC	2U	7,424	5.00%	0.091	676	-	1359	1440	*	D	C	47%
203	Toledo Blade Blvd	93	Collingswood Blvd.	S.R. 776	35	MA	2U	6,905	5.00%	0.091	628	-	594	1197	1269	D	D	52%
204	Toledo Blade Blvd	196	S.R. 776	U.S. 41 N	45	MA	2U	7,979	5.00%	0.091	726	-	1359	1440	*	D	C	50%
205	Toledo Blade Blvd	16	U.S. 41 N	Sarasota Co Line	45	UC	4D	14,135	5.00%	0.091	1,286	-	3078	3222	*	D	C	40%
206	Tucker's Grade	188	U.S. 41	I-75	45	MA	4D	12,480	5.00%	0.091	1,136	-	3078	3222	*	D	C	35%
207	US Highway 17	286	E of Nesbit					11,203		0.091		-						
208	US Highway 17	182	I-75	Marlympia Way	45	PA	6D	21,707	2.00%	0.091	1,975	-	5250	5390	*	D	C	37%
209	US Highway 17	183	Constitution Avenue	I-75	45	PA	6D	31,277	2.00%	0.091	2,846	-	5250	5390	*	D	C	53%

Contact: Ravi Kamarajugadda - Ravi.Kamarajugadda@charlottecountyfl.gov or (941) 575-3668

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
210	US Highway 17	284	Washington Loop Rd. S	Constitutional Ave.	45	PA	6D	22,850	2.00%	0.091	2,079	-	5250	5390	*	D	C	39%
211	US Highway 17	112	Peace River Shores Blvd.	Washington Loop Rd. S	45	PA	4D	15,509	2.00%	0.091	1,411	-	3078	3222	*	D	C	44%
212	US Highway 17	115	DeSoto Co Line	Peace River Shores Blvd.	55	PA	4D	11,650	2.00%	0.091	1,060	-	3078	3222	*	D	C	33%
213	US Highway 41	189	Lee County Line	Tuckers Grade	50	PA	4D	35,161	2.00%	0.091	3,200	-	3078	3222	*	D	D	99%
214	US Highway 41	328	Tuckers Grade	Taylor Rd.	45	PA	4D	38,339	2.00%	0.091	3,489	-	3420	3580	-	D	C	97%
215	US Highway 41	185	Taylor Rd	Burnt Store Rd.	45	PA	4D	17,735	2.00%	0.091	1,614	-	3078	3222	*	D	C	50%
216	US Highway 41	288	Burnt Store Rd.	Aqui Esta Dr.	45	PA	4D	30,969	2.00%	0.091	2,818	-	3078	3222	*	D	C	87%
217	US Highway 41	184	N of Aqui Esta		45	PA	4D	27,462	2.00%	0.091	2,499	-	3078	3222	*	D	C	78%
218	US Highway 41	290	at Gilcrest Bridge		45	PA	4D	25,690	2.00%	0.091	2,338	-	3078	3222	*	D	C	73%
219	US Highway 41	277	Harborview Rd.	Kings Highway	45	PA	6D	42,402	2.00%	0.091	3,859	-	5250	5390	*	D	C	72%
220	US Highway 41	278	Hancock Ave. (Beaver Ln.)	Harborview Rd./Edgewater Dr.	45	PA	6D	38,316	2.00%	0.091	3,487	-	5250	5390	*	D	C	65%
221	US Highway 41	285	Harbor Blvd.	Easy St.	45	PA	6D	41,392	2.00%	0.091	3,767	-	5250	5390	*	D	C	70%
222	US Highway 41	287	Olean Blvd.	Harbor Blvd.	45	PA	6D	39,178	2.00%	0.091	3,565	-	5250	5390	*	D	C	66%
223	US Highway 41	295	Forrest Nelson Blvd.	Midway Blvd.	45	PA	6D	50,786	2.00%	0.091	4,622	-	5250	5390	*	D	D	86%
224	US Highway 41	297	Carrousel Mall	Forrest Nelson Blvd.	45	PA	6D	47,299	2.00%	0.091	4,304	-	5250	5390	*	D	D	80%
225	US Highway 41	97	Murdock Circle	Cochran Blvd	45	PA	6D	44,283	2.00%	0.091	4,030	-	5250	5390	*	D	C	75%
226	US Highway 41	20	S.R. 776	Murdock Circle	45	PA	6D	32,679	2.00%	0.091	2,974	-	5250	5390	*	D	C	55%
227	US Highway 41	21	Enterprise Dr.	S.R. 776	45	PA	6D	32,378	2.00%	0.091	2,946	-	5250	5390	*	D	C	55%
228	US Highway 41	23	Toledo Blade Blvd.(N) (CR 39)	Enterprise Dr.	45	PA	6D	36,855	2.00%	0.091	3,354	-	5250	5390	*	D	C	62%
229	US Highway 41	22	Flamingo Blvd.	Toledo Blade Blvd. (N)	45	PA	6D	33,105	2.00%	0.091	3,013	-	5250	5390	*	D	C	56%
230	US Highway 41	17	Chamberlain Blvd.	Flamingo Blvd.	45	PA	6D	31,892	2.00%	0.091	2,902	-	5250	5390	*	D	C	54%
231	Veterans Blvd	89	US-41	Murdock Circle	45	MA	4D	25,829	5.00%	0.091	2,350	-	3078	3222	*	D	C	73%
232	Veterans Blvd	280	Murdock Circle	Cochran Blvd	45	MA	4D	26,623	5.00%	0.091	2,423	-	3078	3222	*	D	C	75%
233	Veterans Blvd	282	Cochran Blvd	Harbor Blvd.	55	MA	4D	24,763	5.00%	0.091	2,253	-	3078	3222	*	D	C	70%
234	Veterans Blvd	26	Harbor Blvd.	Loveland Blvd.	55	MA	4D	24,317	5.00%	0.091	2,213	-	3078	3222	*	D	C	69%
235	Veterans Blvd	258	Loveland Blvd.	Kings Highway	45	MA	4D	23,895	5.00%	0.091	2,174	-	3078	3222	*	D	C	67%
236	Veterans Blvd	308	Kings Highway	Peachland Blvd.	40	MA	4D	22,221	5.00%	0.091	2,022	-	3078	3222	*	D	C	63%
237	Westchester Blvd	99	Gardner Dr.	Beacon Dr.	30	L	2U	4,526	2.00%	0.091	412	-	594	1197	1269	D	C	34%
238	Westchester Blvd	98	Beacon Dr.	Kings Highway	30	L	2U	4,697	2.00%	0.091	427	-	594	1197	1269	D	C	36%
239	Wilmington Blvd	216	Coliseum Blvd.	Gondelier Waterway	40	RMC	2U	967	5.00%	0.091	88	-	1359	1440	*	D	C	6%
240	Wilmington Blvd	42	Gondelier Waterway	S.R. 776	40	RMC	2U	2,455	5.00%	0.091	223	-	1359	1440	*	D	C	16%
241	Winchester Blvd	310	S.R. 776	Sarasota Co Line	50	RMC	4D	8,560	5.00%	0.091	779	-	3078	3222	*	D	C	24%
242	Winchester Blvd	314	S.R.776	Apple Valley Ave	45	RMC	4D	7,388	5.00%	0.091	672	-	3078	3222	*	D	C	21%
243	Zemel Road	307	Burnt Store Rd.	County Landfill	45	L	2U	2,322	5.00%	0.091	211	-	1359	1440	*	D	C	15%
244	Zemel Road	257	County Landfill	U.S. 41	45	L	2U	2,905	5.00%	0.091	264	-	1359	1440	*	D	C	18%

Notes and Assumptions for the LOS Computations:

1. LOS Calculations are based on 2020 FDOT Generalized LOS Tables (TABLE 4)

TABLE 3B
VESTED TRIPS

			% OF DEVELOPMENT
SIMPLE LIFE VESTED TRAFFIC [1]			
TOTAL PROJECT TRAFFIC PM =	159	VPH	(100%)
HERITAGE STATION VESTED TRAFFIC [2]			
TOTAL PROJECT TRAFFIC PM =	127	VPH	(100%)
HERITAGE LANDING VESTED TRAFFIC [3]			
TOTAL PROJECT TRAFFIC PM =	1,205	VPH	(75%)
CORAL CREEK [4]			
TOTAL PROJECT TRAFFIC PM =	224	VPH	(50%)
STARLING [5]			
TOTAL PROJECT TRAFFIC PM =	682	VPH	(50%)
TURNLEAF PHASE 1 [6]			
TOTAL PROJECT TRAFFIC PM =	384	VPH	(75%)
MARK LINDER [7]			
TOTAL PROJECT TRAFFIC PM =	159	VPH	(50%)

			SIMPLE LIFE [1]		HERITAGE STATION [2]		HERITAGE LANDING [3]		CORAL CREEK [4]		STARLING [5]		TURNLEAF PHASE 1 [6]		MARK LINDER [7]		COMBINED
ROADWAY	SEGMENT	Sta. #	PERCENT PROJECT TRAFFIC	PROJECT TWO-WAY TRAFFIC	PERCENT PROJECT TRAFFIC	PROJECT TWO-WAY TRAFFIC	PERCENT PROJECT TRAFFIC	PROJECT TWO-WAY TRAFFIC	PERCENT PROJECT TRAFFIC	PROJECT TWO-WAY TRAFFIC	PERCENT PROJECT TRAFFIC	PROJECT TWO-WAY TRAFFIC	PERCENT PROJECT TRAFFIC	PROJECT TWO-WAY TRAFFIC	PERCENT PROJECT TRAFFIC	PROJECT TWO-WAY TRAFFIC	TWO-WAY VESTED TRAFFIC
Burnt Store Rd	N. of Acline Rd	171	38%	60	29%	37	48%	578	35%	78	35%	239	35%	134	48%	76	1,203
	N. of Notre Dame Blvd	186	38%	60	36%	46	48%	578	44%	99	44%	300	42%	161	48%	76	1,321
	S. of Notre Dame Blvd	186	38%	60	36%	46	48%	578	46%	103	46%	314	46%	177	48%	76	1,354
	S. of Coral Creek Project	186	35%	56	43%	55	60%	723	25%	56	25%	171	25%	96	60%	95	1,251
	S. of Heritage Landing	186	35%	56	57%	72	40%	482	25%	56	25%	171	25%	96	40%	64	996
	S. of Zemel Rd	187	30%	48	38%	48	34%	410	18%	40	18%	123	18%	69	34%	54	792
US 41	N. of Burnt Store Rd	288	16%	25	17%	22	28%	337	16%	36	16%	109	16%	61	28%	45	635
Tuckers Grade	E. of US 41	188	16%	25	3%	4	9%	108	16%	36	16%	109	16%	61	9%	14	358
East-West Connector	E. of Burnt Store Rd	N/A	27%	43	6%	8	12%	145	29%	65	29%	198	29%	111	12%	19	588

[1] Obtained from the traffic study for Simple Life, dated October 15, 2021. Assumed 100% of development per methodology notes.

[2] Obtained from the traffic study for Heritage Station, dated November 24, 2021. Assumed 100% of development per methodology notes.

[3] Obtained from the traffic study for Heritage Landing, dated April 30, 2019. Assumed 75% of development per methodology notes.

[4] Trip generation based on 496 single-family dwelling units (ITE LUC 210) with assumption of 50% of development per methodology notes.

[5] Trip generation based on 776 single-family dwelling units (ITE LUC 210) with assumption of 100% of development per methodology notes.

[6] Trip generation based on 421 single-family dwelling units (ITE LUC 210) with assumption of 100% of development per methodology notes.

[7] Trip generation based on 344 single-family dwelling units (ITE LUC 210) with assumption of 50% of development per methodology notes.

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas

January 2020

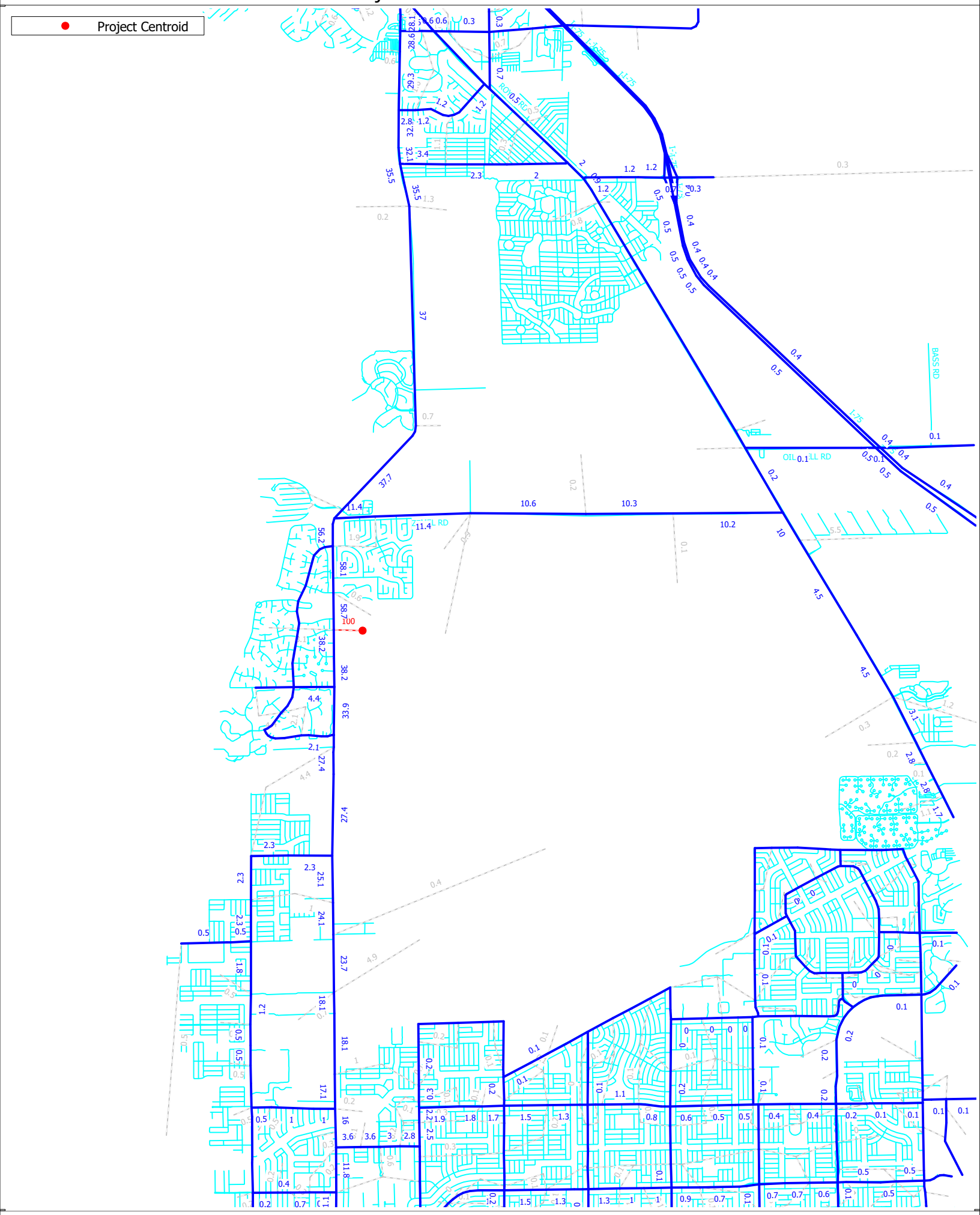
INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

D1RPMv2.1 2045 Cost Feasible Model - Project Traffic Percent Distribution



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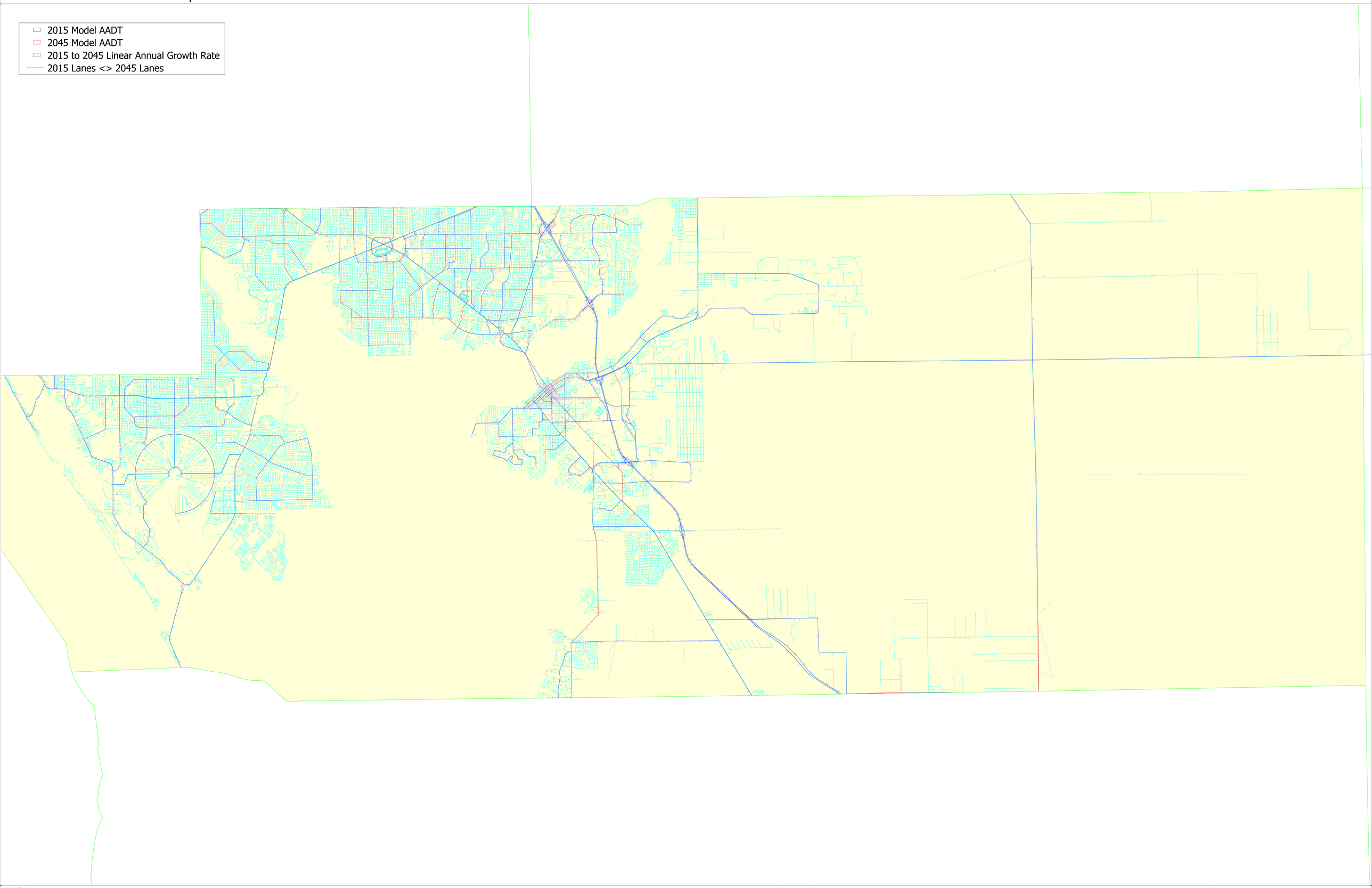
D1RPMv2.1 Interim Model Update - 2015 Base Year to 2045 Cost Feasible Model Annual Growth Rates



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D1RPMv2.1 Interim Model Update - 2015 Base Year to 2045 Cost Feasible Model Annual Growth Rates

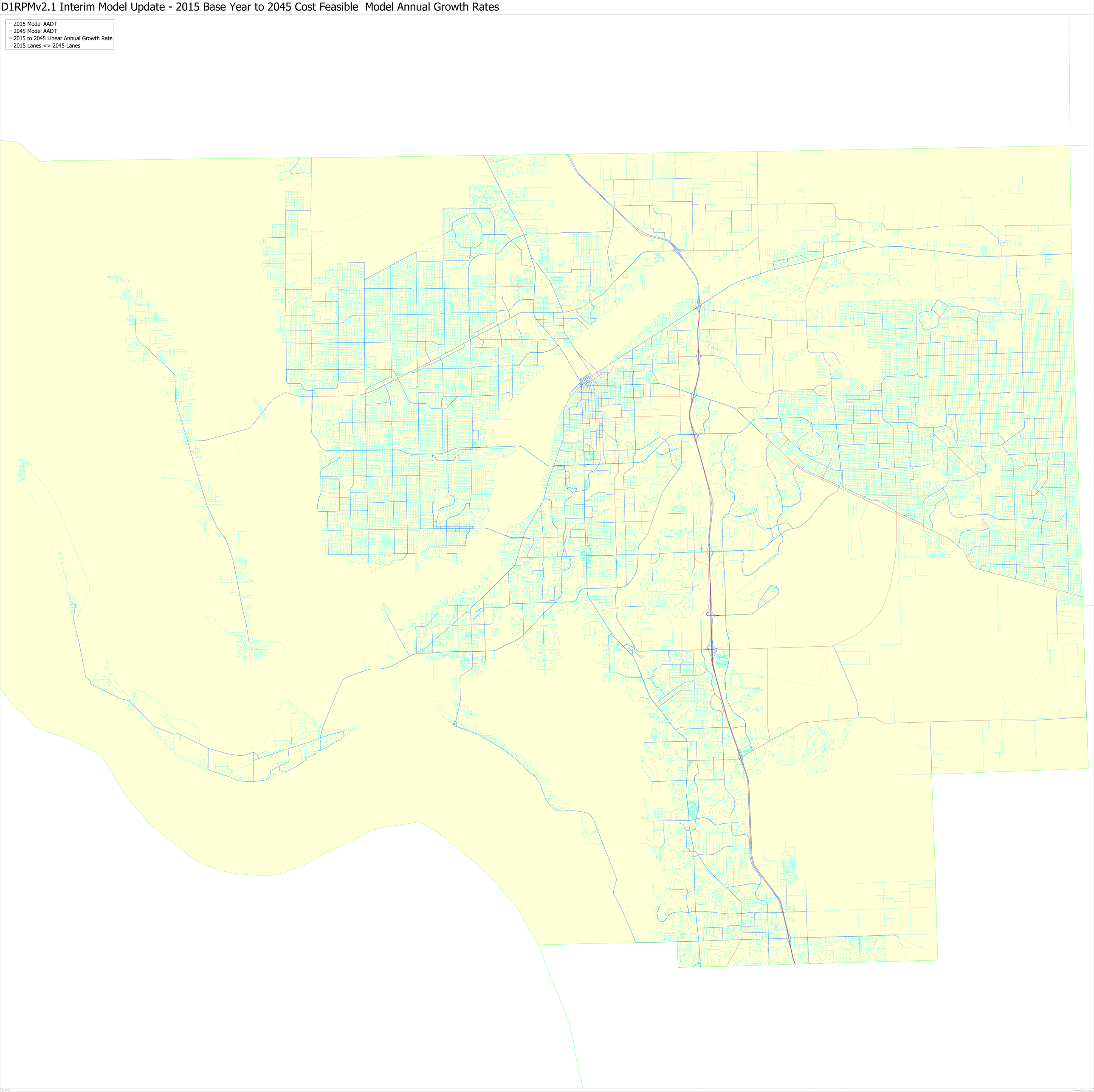

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Table 3(a)
Capital Improvement Program Detail Report FY22/23-FY26/27

Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
Community Development							**5,004,630**	**502,313**					**502,313**		**5,506,943**
	Wild Turkey Strand						5,004,630	401,728					401,728		5,406,358
Community Development	Wild Turkey Strand	20500948730	48730	E			2,502,315	200,864					200,864		2,703,179
Community Development	Wild Turkey Strand	20500930700	30700	GT			2,502,315	200,864					200,864		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					**339,924,793**	**25,000**	**248,250**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**125,000**		**340,298,043**
County Lands	Conservation 2020	20880030103	30103	CONS	339,924,793	25,000	248,250	25,000	25,000	25,000	25,000	25,000	125,000		340,298,043
Library					**324,377**	**4,979,674**	**8,529,085**	**10,453,903**	**57,500**				**10,511,403**		**19,364,865**
Library	Exterior Shade Structure	20073634800	34800	L		884,000	1,000,000	100,000	57,500				157,500		1,157,500
Library	Library Admin Relocation	20071234800	34800	L	141,261	717,470	2,621,787								2,763,048
Library	Riverdale Library Renovations	20070634800	34800	L	183,033	2,703,204	3,907,298								4,090,331
Library	South Cty Regional Renovations	20070734800	34800	L	83	675,000	1,000,000	10,353,903					10,353,903		11,353,986
Natural Resources					**3,744,590**	**8,829,823**	**19,661,775**	**5,835,266**	**10,422,270**	**4,491,500**	**15,862,790**	**14,831,640**	**51,443,466**	**7,900,000**	**82,749,831**
Natural Resources	Alico Rd. Drainage Imp	20072830100	30100	GF-CIP			115,970			1,000,000			1,000,000		1,115,970
Natural Resources	Bob Janes Restoration Project	20859930100	30100	GF-CIP	228,423	300,000	1,071,577		1,090,270				1,090,270		2,390,270
Natural Resources	Brantley-Dover Canal Impr	20073730100	30100	GF-CIP		150,000	150,000	212,000					212,000		362,000
Natural Resources	Caloosahatchee TMDL Compl	20858830100	30100	GF-CIP	2,164,732		720,000	400,000	400,000	400,000	400,000	400,000	2,000,000		4,884,732
Natural Resources	Canal H-7 Drainage Improvement	20071330100	30100	GF-CIP	145,731		47,998	130,000					130,000		323,729
Natural Resources	**Crew Flint Pen Hydrologic Restoration**	**20077230100**	**30100**	**GF-CIP**				**500,000**	**1,400,000**				**1,900,000**		**1,900,000**
Natural Resources	Deep Lagoon Hydro Presv Rest	20851730100	30100	GF-CIP	177,341	1,000,000	1,549,075		1,600,000				1,600,000		3,326,416
Natural Resources	EMWCD-Infrastructure Rep Grant	21072730100	30100	G		1,779,823	7,119,293								7,119,293
Natural Resources	Flood Remediation	20064830100	30100	GF-CIP	529,571	2,500,000	3,314,459							100,000	3,944,030
Natural Resources	Industrial Park Berm Improv	20071430100	30100	GF-CIP	82,039		80,494		180,000				180,000		342,533
Natural Resources	Kiker Preserve Berm	20073830100	30100	GF-CIP,G		700,000	700,000		1,500,000		6,000,000	6,000,000	13,500,000	7,800,000	22,000,000
	Lakes Park Phase III				77,520		776,480	1,800,000					1,800,000		2,654,000
Natural Resources	Lakes Park Phase III	20070930100	30100	GF-CIP	77,520		776,480	1,325,000					1,325,000		2,179,000
Natural Resources	Lakes Park Phase III	22070930100	30100	G				475,000					475,000		475,000
Natural Resources	Palm Creek Filter Marsh	20076130100	30100	GF-CIP	21,427		284,233		750,000	750,000			1,500,000		1,805,660
	Powell Creek/Old Bridge Park				199,344	100,000	1,250,656								1,450,000
Natural Resources	Powell Creek/Old Bridge Park	20860130100	30100	GF-CIP	199,344	70,000	476,656								676,000
Natural Resources	Powell Creek/Old Bridge Park	22860130100	30100	G		30,000	774,000								774,000
Natural Resources	Six Mile Cypress Slough South	20073930100	30100	GF-CIP		300,000	300,000	500,000	1,400,000				1,900,000		2,200,000
	Sunniland/9 Mile Run Drainage				118,462	1,000,000	1,181,540								1,300,002
Natural Resources	Sunniland/9 Mile Run Drainage	20855730100	30100	CIP	118,462	700,000	881,540								1,000,002
Natural Resources	Sunniland/9 Mile Run Drainage	22855730100	30100	G		300,000	300,000								300,000
Natural Resources	Ten Mile Canal South	20075530100	30100	GF-CIP		1,000,000	1,000,000	2,293,266	2,102,000	2,341,500	9,462,790	8,431,640	24,631,196		25,631,196
Parks and Recreation					**2,293,942**	**11,472,657**	**26,594,630**	**10,602,150**	**18,389,800**	**7,350,000**		**500,000**	**36,841,950**		**63,696,522**
	Able Canal Pathway				153,342		973,584		7,362,650				7,362,650		8,489,576
Parks and Recreation	Able Canal Pathway	20215438700	38700	I	76,348		423,652		3,000,000				3,000,000		3,500,000
Parks and Recreation	Able Canal Pathway	21215430100	30100	G	76,994		549,932		4,362,650				4,362,650		4,989,576
	Boca Grande Dog Park				60,260	101,000	1,040,740								1,502,000
Parks and Recreation	Boca Grande Dog Park	20071838651	38651	I	60,260	101,000	690,740								751,000
Parks and Recreation	Boca Grande Dog Park	20071830100	30100	GF-CIP			350,000								751,000
Parks and Recreation	**Boca Grande Tennis and Pickleball Courts**	**20077830100**	**30100**	**GF-CIP**				**85,000**	**850,000**				**935,000**		

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Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
	Larry Kiker Preserve				83		6,499,917		6,000,000				6,000,000		12,500,000
Parks and Recreation	Larry Kiker Preserve	20071930105	30105	GF,I,T,G	83		499,917								500,000
Parks and Recreation	Larry Kiker Preserve	20071930102	30102	T		6,000,000	6,000,000		6,000,000				6,000,000		12,000,000
Parks and Recreation	**Lavender's Landing Improvements**	**20073030100**	**30100**	**GF-CIP**				**200,000**	**1,300,000**				**1,500,000**		
	Lehigh Community Park Expansion				1,914,520	6,289,507	11,327,518	4,200,000					4,200,000		17,442,038
Parks and Recreation	Lehigh Community Park Expansion	20065138652	38652	I	1,914,520	1,929,694	5,567,705	3,000,000					3,000,000		10,482,225
Parks and Recreation	Lehigh Community Park Expansion	20065138700	38700	I		4,359,813	5,759,813	1,200,000					1,200,000		6,959,813
Parks and Recreation	NFM Shuffleboard Shade	20076430100	30100	GF-CIP		650,000	650,000	950,000					950,000		1,600,000
Parks and Recreation	Pine Island Dog Park		38651	I								500,000	500,000		500,000
Parks and Recreation	Player Development Complex	20926030102	30102	T			2,863,631	1,350,000					1,350,000		4,213,631
	Playground&Splashpad Shade Enhancements					360,000	360,000								360,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238651	38651	I		45,000	45,000								45,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238652	38652	I		90,000	90,000								90,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238653	38653	I		45,000	45,000								45,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238700	38700	I		180,000	180,000								180,000
Parks and Recreation	Rutenburg Park Improvements	20073338653	38653	I		245,000	245,000	1,790,000					1,790,000		2,035,000
Parks and Recreation	Schandler Hall Skate Park	20073438652	38652	I		275,000	275,000								275,000
Parks and Recreation	Shade Structures Parks & Playgrounds	20076330100	30100	GF-CIP		1,827,150	1,827,150	1,827,150	1,827,150				3,654,300		5,481,450
Parks and Recreation	Six Mile Slough Preserve Impr	20072038700	38700	I	64,310	290,000	497,090								561,400
Parks and Recreation	Telegraph Creek Kayak Launch	20067038700	38700	I	101,427	35,000	35,000	200,000					200,000		336,427
Parks and Recreation	Trail System Expansion	200735		T		1,400,000			1,050,000	7,350,000			8,400,000		8,400,000
Public Safety					**4,824,536**	**6,443,762**	**48,468,086**	**3,311,801**	**4,439,696**	**4,035,696**			**11,787,193**		**65,079,815**
Public Safety	**East Station**	**20077530100**	**30100**	**GF-CIP**				**96,000**	**1,500,000**				**1,596,000**		**1,596,000**
Public Safety	EOC Expansion	20066430100	30100	GF-CIP,G	1,312,554		35,861,338								37,173,892
Public Safety	**Fire Station Alerting**	**20077330100**	**30100**	**GF-CIP**				**315,000**	**250,000**	**250,000**			**815,000**		**815,000**
	HMGP - Generators				505,681	4,882,146	8,280,284								8,785,965
Public Safety	HMGP - Generators	21071618200	18200	H		4,882,146	4,616,748								4,616,748
Public Safety	HMGP - Generators	20071630100	30100	GF-CIP			2,248,352								2,248,352
Public Safety	HMGP - Generators	20071618200	18200	H	505,681		1,415,184								1,920,865
Public Safety	Hurricane Mitigation	20074018200	18200	H		500,000	500,000								500,000
Public Safety	Next Generation E911	20074115200	15200	E-911	1,445,804	871,920	1,460,596	423,105					423,105		3,329,505
Public Safety	**North Station**	**20077730100**	**30100**	**GF-CIP**				**96,000**		**3,096,000**			**3,192,000**		**3,192,000**
Public Safety	PS/LCSO CAD Hardware	20074330100	30100	GF-CIP		189,696	189,696	189,696	189,696	189,696			569,088		758,784
Public Safety	PS/LCSO CAD System	20074230100	30100	GF-CIP	1,560,497		2,176,172								3,736,669
Public Safety	**South Central Station**	**20077430100**	**30100**	**GF-CIP**				**96,000**	**1,500,000**				**1,596,000**		**1,596,000**
Public Safety	**Southeast Station**	**20077630100**	**30100**	**GF-CIP**				**2,096,000**	**1,000,000**	**500,000**			**3,596,000**		**3,596,000**
Solid Waste					**904,621**	**8,223,300**	**15,609,227**	**18,888,840**	**23,180,400**	**46,789,850**	**8,533,600**	**40,800**	**97,433,490**		**113,947,338**
Solid Waste	Buckingham Resource Area	20075140132	40132	E				330,000	570,000				900,000		900,000
Solid Waste	Buckingham Scale Improvements	20068040132	40132	E			658,921								658,921
Solid Waste	Compost Facility & Well Imprvmnt	20065740132	40132	E	61,881		689,514								751,395
Solid Waste	Hendry Cnty Transfer Station	20062440132	40132	E	109,492	2,040,000	3,215,508	700,000					700,000		4,025,000
Solid Waste	Landfill Class I Update	20095640132	40132	E	520,690	2,500,000	4,643,483	6,000,000	4,230,000				10,230,000		15,394,173
Solid Waste	Landfill Class III Update	20071540132	40132	E				400,000	2,400,000	1,000,000			3,800,000		3,800,000
Solid Waste	Landfill Gas Collection System	20093640132	40132	E	5,479		100,000	1,300,000	8,000,000	400,000			9,700,000		9,805,479
Solid Waste	Lee County Compost Facility	20075240132	40132	E		800,000	800,000	1,400,000	2,200,000				3,600,000		4,400,000
Solid Waste	Lee Hendry Landfill Connectivity	20075340132	40132	E		476,000	476,000								476,000
Solid Waste	LHLF Ash Monofill Leachate Imp	20071040132	40132	E	16,179		1,041,900								1,058,079
Solid Waste	Material Recovery Facility	20075440132	40132	E		1,500,000	1,500,000	7,620,000	1,620,000	37,414,000	8,500,000		55,154,000		56,654,000
Solid Waste	Parts and Equipment Storage	20095540132	40132	E			837,000								837,000

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Solid Waste	**Recycling Facilities**	**20076840132**	**40132**	**E**				**904,000**	**3,800,000**	**7,796,000**			**12,500,000**		**12,500,000**
Solid Waste	Umbrella-Buckingham Upgrades	20068140132	40132	E	15,551	150,000	245,450		190,800				190,800		451,801
Solid Waste	Umbrella-Equip for MRF Agrmt	20068240132	40132	E		577,000	781,000								781,000
Solid Waste	Umbrella-Generators-mult sites	20068340132	40132	E	30,457		345,543								376,000
Solid Waste	Umbrella-Mechanical Systems	20068440132	40132	E	144,892	58,300	152,908	30,900	31,800	32,700	33,600	40,800	169,800		467,600
Solid Waste	Umbrella-Scales	20068540132	40132	E		122,000	122,000	203,940	137,800	147,150			488,890		610,890
Transit					**3,483,148**	**1,700,000**	**15,602,679**	**3,260,182**					**3,260,182**		**22,346,009**
	ADA & Passenger Amenities				2,793,097		600,000								3,393,097
Transit	ADA & Passenger Amenities	20886430100	30100	GF-CIP	913,042										913,042
Transit	ADA & Passenger Amenities	20886448640	48640	G	1,597,347		30,000								1,627,347
Transit	ADA & Passenger Amenities	21886448640	48640	G	71,104		570,000								641,104
Transit	ADA & Passenger Amenities	22886448640	48640	G	211,604										211,604
Transit	Lehigh Acres Park & Ride	21072448640	48640	G			3,280,164	2,860,182					2,860,182		6,140,346
Transit	**NFM Super Stop**	**21077048640**	**48640**	**G**				**400,000**					**400,000**		**400,000**
Transit	Rosa Pks Intermodel Expansion	22060448640	48640	G	357,700	1,700,000	4,144,257								4,501,957
	South Park&Ride Trsf Stations				332,351		7,578,258								7,910,609
Transit	South Park&Ride Trsf Stations	20889448640	48640	G	209,530		1,240,305								1,449,835
Transit	South Park&Ride Trsf Stations	21889448640	48640	G	122,821		6,337,953								6,460,774
Transportation					**67,953,936**	**111,928,657**	**194,099,284**	**119,124,107**	**116,065,520**	**42,673,369**	**278,661,289**	**2,390,864**	**558,915,149**	**390,067,700**	**1,211,036,069**
	Alico Road Connector				6,687,358		12,481,113	10,759,314	33,350,000		108,100,000		152,209,314		171,377,785
Transportation	Alico Road Connector	20924530700	30700	GT	6,687,358		7,887,898	6,759,314	33,350,000		5,100,000		45,209,314		59,784,570
Transportation	Alico Road Connector	20924538825	38825	I			4,593,215	4,000,000			11,000,000		15,000,000		19,593,215
Transportation	Alico Road Connector	20924538823	38823	I							52,000,000		52,000,000		52,000,000
Transportation	Alico Road Connector	20924530720	30720	ST							40,000,000		40,000,000		40,000,000
	Bicycle/Pedestrian Facilities				18,039,316	5,784,748	8,169,816	2,003,160	7,907,172	9,231,278	4,902,250	1,490,864	25,534,724		51,743,856
Transportation	Bicycle/Pedestrian Facilities	20600238822	38822	I		1,123,368	2,084,344	495,000	271,073	546,250	1,549,506		2,861,829		4,946,173
Transportation	Bicycle/Pedestrian Facilities	20600238823	38823	I		2,167,027	2,779,958		245,575		1,412,056		1,657,631		4,437,589
Transportation	Bicycle/Pedestrian Facilities	20600238824	38824	I			188,303	138,793	337,511	259,280	1,940,688	1,490,864	4,167,136		4,355,439
Transportation	Bicycle/Pedestrian Facilities	20600238825	38825	I		1,139,782	1,379,107		1,227,048	1,578,915			2,805,963		4,185,070
Transportation	Bicycle/Pedestrian Facilities	20600230700	30700	GT	18,039,316	1,354,571	1,738,104	1,369,367	5,825,965	6,846,833			14,042,165		33,819,585
	Big Carlos Pass Bridge Replace				5,214,942	47,810,820	51,617,094								56,832,036
Transportation	Big Carlos Pass Bridge Replace	20572430720	30720	ST	5,214,942	22,810,820	26,617,094								31,832,036
Transportation	Big Carlos Pass Bridge Replace	20572431203	31203	D		25,000,000	25,000,000								25,000,000
	Burnt Store N/Charlotte Line								**23,000,000**				**23,000,000**	**140,647,723**	**163,647,723**
	Burnt Store N/Charlotte Line			**G**					**2,000,000**				**2,000,000**		**2,000,000**
	Burnt Store N/Charlotte Line		**30721**	**ST**					**21,000,000**				**21,000,000**	**140,647,723**	**161,647,723**
Transportation	Cape Coral Bdg WP Span Repl	20924830721	30721	ST		13,148,702	16,348,702	3,119,516			164,759,039		167,878,555		184,227,257
Transportation	**Colonial/Summerlin Flyover-MidPoint Bridge 6l**	**20076930721**	**30721**	**D,ST**				**15,473,314**					**15,473,314**	**177,943,112**	**193,416,426**
	Corkscrew Road				8,578,845	1,000,000	20,525,383	26,180,139					26,180,139		55,284,367
Transportation	Corkscrew Road	20066930700	30700	GT,CONT	8,578,845		14,329,328								22,908,173
Transportation	Corkscrew Road	20066931203	31203	D			2,000,000	26,180,139					26,180,139		28,180,139
Transportation	Corkscrew Road	24066930700	30700	GIF			3,117,230								3,117,230
Transportation	Corkscrew Road	20066938825	38825	I		1,000,000	1,078,825								1,078,825
Transportation	Gateway/Griffin Roundabout	20067138823	38823	I		3,220,000	3,220,000								3,220,000
Transportation	Hickory Bridge Replacement	20508330720	30720	ST				8,188,912					8,188,912	71,476,865	79,665,777
Transportation	Lee Blvd Traffic Signals	20063730700	30700	GT	745,130	690,000	690,000								1,435,130
	Ortiz 4L/Colonial-MLK				1,492,002	16,597,768	19,872,296								21,364,298
Transportation	Ortiz 4L/Colonial - MLK	20061338823	38823	I	1,492,002	16,597,768	8,309,914								9,801,916
Transportation	Ortiz 4L/Colonial - MLK	20061331203	31203	D			11,562,382								11,562,382

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	Ortiz Ave MLK to Luckett				9,250,987		554,695	4,242,273		32,542,091			36,784,364		46,590,046
Transportation	Ortiz Ave MLK to Luckett	20407230700	30700	GT				4,242,273		32,542,091			36,784,364		36,784,364
Transportation	Ortiz Ave MLK to Luckett	20407238823	38823	I	9,250,987		554,695								9,805,682
Transportation	Signal System ATMS Upgrade	20675930700	30700	GT	5,426,932	750,000	1,713,880	750,000	750,000	750,000	750,000	750,000	3,750,000		10,890,812
	Three Oaks Extension North				12,016,342	22,776,619	58,288,113	35,257,479	50,908,348				86,165,827		156,470,282
Transportation	Three Oaks Extension North	20405330700	30700	GT	12,016,342	6,776,619	24,843,911		11,908,348				11,908,348		48,768,601
Transportation	Three Oaks Extension North	20405331203	31203	D				35,257,479					35,257,479		35,257,479
Transportation	Three Oaks Extension North	24405330700	30700	GIF		5,000,000	22,444,202								22,444,202
Transportation	Three Oaks Extension North	20405338823	38823	I		1,000,000	1,000,000		25,000,000				25,000,000		26,000,000
Transportation	Three Oaks Extension North	20405338824	38824	I		10,000,000	10,000,000		14,000,000				14,000,000		24,000,000
	Toll Interoperability				502,082	150,000	368,192	150,000	150,000	150,000	150,000	150,000	750,000		1,620,274
Transportation	Toll Interoperability	20581842133	42133	ST		30,000	90,263	30,000	30,000	30,000	30,000	30,000	150,000		240,263
Transportation	Toll Interoperability	20581842135	42135	ST	502,082	120,000	277,929	120,000	120,000	120,000	120,000	120,000	600,000		1,380,011
	Toll System Replacement						250,000	13,000,000					13,000,000		13,250,000
Transportation	Toll System Replacement	20061542133	42133	ST			50,000	2,600,000					2,600,000		2,650,000
Transportation	Toll System Replacement	20061542135	42135	ST			200,000	10,400,000					10,400,000		10,600,000
Utilities					**68,351,082**	**75,252,103**	**148,884,892**	**81,985,440**	**75,262,000**	**97,060,000**	**108,155,000**	**75,105,000**	**437,567,440**	**71,745,000**	**726,548,414**
Utilities	**Alico Road Connector - LCDOT**		**48730**	**E**					**4,000,000**				**4,000,000**		4,000,000
Utilities	Ben Hill Griffin FM Improve S	20733448713	48713	E	148,394	300,000	801,606	3,136,440	4,112,000				7,248,440		8,198,440
Utilities	Big Carlos Pass	20074448730	48730	E				1,500,000					1,500,000		1,500,000
Utilities	CFM Flow Diversion	20074648713	48713	E		700,000	700,000		3,335,000	2,850,000			6,185,000		6,885,000
Utilities	Corkscrew Production Well Panel Replacement	20762248720	48720	E	322,939		6,829,260	500,000	500,000				1,000,000		8,152,199
Utilities	Corkscrew Road Widening	20067548730	48730	E	1,776,524	2,403,000	6,449,558	3,400,000	5,570,000	7,000,000			15,970,000		24,196,082
Utilities	**Corkscrew Wellfield Expansion**	**20077948730**	**48730**	**E**				**500,000**					**500,000**		**500,000**
Utilities	**Cybersecurity Risk Assessment & Hardware S**	**20078048730**	**48730**	**E,G**				**750,000**	**1,350,000**				**2,100,000**		**2,100,000**
Utilities	**Daniels/I-75 Diverging Diamond WM Relocation - FDOT**		**48730**	**E**						**3,000,000**			**3,000,000**		**3,000,000**
Utilities	DOT Proj Utility Relocations	20741648730	48730	E	4,079,255	500,000	2,209,120	500,000	500,000	500,000	500,000	500,000	2,500,000	2,500,000	11,288,375
Utilities	Electrical Equip Upgrd&Repl	20742948730	48730	E	5,716,905	735,000	1,035,000	210,000	210,000	210,000	235,000	135,000	1,000,000	775,000	8,526,905
Utilities	FGCU Sewer	20730448730	48730	E	3,059,415		119,622		50,000	250,000			300,000		3,479,037
Utilities	FGCU Water	20719748730	48730	E	1,745,505		81,612		50,000	255,000			305,000		2,132,117
Utilities	Fiesta Village Swr Coll Sys Im	20729348713	48713	E	192,817	2,300,600	2,510,294								2,703,111
Utilities	Flesta Village WWTP Deep Well	20925148730	48730	E,D	564,985	10,000,000	13,558,110	7,800,000					7,800,000		21,923,095
	Fiesta Village WWTP Rm Upgrd			E	815,675	3,520,000	8,027,648	3,020,000	500,000				3,520,000		12,363,323
Utilities	Fiesta Village WWTP Rm Upgrd	20061648730	48730	E	815,675	3,520,000	5,727,648	3,020,000	500,000				3,520,000		10,063,323
Utilities	Fiesta Village WWTP Rm Upgrd	22061648730	48730	E			2,300,000								2,300,000
Utilities	FMB Belt Press Replacement	20067648730	48730	E,G	73,426		334,516	3,000,000	2,000,000				5,000,000		5,407,942
Utilities	FMB Deep Injection Well #2	20061748730	48730	E	474,311	8,000,000	11,274,784								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	33,325	25,000	491,675	2,500,000	4,625,000				7,125,000		7,650,000
	FMB WRF Capacity Restoration Project				163,991		536,009	2,000,000	3,000,000	15,000,000	21,000,000	21,000,000	62,000,000	16,000,000	78,700,000
Utilities	FMB WRF Capacity Restoration Project	20061948713	48713	E				2,000,000	3,000,000	15,000,000	5,000,000		25,000,000		25,000,000
Utilities	FMB WRF Capacity Restoration Project	20061948730	48730	E	163,991		536,009				16,000,000	21,000,000	37,000,000	16,000,000	53,700,000
Utilities	GM Floridian Wells 10F,11F,12F,13F	20074948712	48712	E				800,000		3,500,000	3,500,000		7,800,000		7,800,000
Utilities	Green Meadows 2nd Deep Inj	20746148730	48730	E				500,000	200,000	7,000,000	7,500,000	7,000,000	22,200,000		22,200,000
Utilities	**Green Meadows WTP Upgrades**	**20078148712**	**48712**	**E**				**500,000**	**1,000,000**				**1,500,000**	**21,500,000**	**23,000,000**
Utilities	Lazy Days Water Main Replaceme	20065548720	48720	E	844,521	240,000	345,478	319,000	200,000				519,000		1,708,999
Utilities	LCU Generator Replace/Improve	20744448730	48730	E	2,018,618	275,000	1,121,908	660,000	50,000	50,000	200,000	50,000	1,010,000	250,000	4,400,526
Utilities	Littleton Road Widening - LCDOT	20078248730	48730	E				**500,000**	**500,000**				**1,000,000**		**1,000,000**

Table 3(a)
Capital Improvement Program Detail Report FY22/23-FY26/27

Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
Utilities	Master Pump Station 6600 Upgrd	20063848730	48730	E	132,011		412,989	800,000					800,000		1,345,000
Utilities	**Metro Pkwy - FDOT**	**20078348730**	**48730**	**E**				**500,000**		**500,000**	**6,500,000**		**7,500,000**		**7,500,000**
	NLC WTP Expansion to 15 MGD			E	2,979,888	13,536,000	14,820,112	18,500,000	7,500,000	6,500,000			32,500,000		50,300,000
Utilities	NLC WTP Expansion to 15 MGD	20063348712	48712	E,D	2,979,888	13,536,000	14,820,112	10,000,000					10,000,000		27,800,000
Utilities	NLC WTP Expansion to 15 MGD	20063348730	48730	E,D				8,500,000	7,500,000	6,500,000			22,500,000		22,500,000
Utilities	**NLC WTP RO Pump Upgrades**		**48730**	**E**										**9,000,000**	**9,000,000**
	NLC WTP Wellfield Expansion to			E	4,640,409	12,800,000	26,330,529		9,725,000	9,725,000			19,450,000		50,420,938
Utilities	NLC WTP Wellfield Expansion to	20761948712	48712	E	2,768,042	12,300,000	24,991,118		3,725,000	2,500,000			6,225,000		33,984,160
Utilities	NLC WTP Wellfield Expansion to	20761948730	48730	E	1,409,015				6,000,000	7,225,000			13,225,000		14,634,015
Utilities	NLC WTP Wellfield Expansion to	20761948735	48735	E	463,352	500,000	1,339,411								1,802,763
Utilities	North-South WM-SR 80	20062848730	48730	E	400,868	2,000,000	3,599,132								4,000,000
Utilities	Operations Building Replacement	20745448730	48730	E	2,434,444		499,810								2,934,254
Utilities	Ortiz Av FM-SR 82 to Colonial	20065648720	48720	E	88,009		2,468,724		1,250,000				1,250,000		3,806,733
Utilities	Ortiz Utility Relocation MLK-SR80	20075048730	48730	E		500,000	500,000			2,000,000	4,000,000		6,000,000		6,500,000
Utilities	Pine Island WWTP Deep Bed Sand Filters	20746548730	48730	E				470,000		1,600,000			2,070,000		2,070,000
Utilities	**Pinewoods Wellfield - 3 Well Expansion**	**20078448730**	**48730**	**E**				**250,000**	**500,000**		**7,000,000**		**7,750,000**		**7,750,000**
Utilities	Remote Telemetry Replacement	20762348730	48730	E	1,885,803		5,725,710						-		7,611,513
Utilities	RSW Trans Line-Ben Hill/Treeln	20719348712	48712	E	3,805,080		2,041,724	4,400,000	3,000,000				7,400,000		13,246,804
Utilities	SE Force Mains	20067348730	48730	E				500,000		6,500,000	12,000,000	10,000,000	29,000,000	1,000,000	30,000,000
Utilities	Secondary Containments for Chemical Tanks	20745648730	48730	E	361,570		150,000	270,000	1,320,000				1,590,000		2,101,570
	SEWRF-SE Water Reclaim Fac				2,054,425	200,000	1,658,027	1,750,000	4,500,000	15,000,000	35,000,000	35,000,000	91,250,000	15,000,000	109,962,452
Utilities	SEWRF-SE Water Reclaim Fac	20746748713	48713	E	2,054,425	200,000	1,658,027	1,750,000	4,500,000				6,250,000		9,962,452
Utilities	SEWRF-SE Water Reclaim Fac	20746748730	48730	E						15,000,000	35,000,000	35,000,000	85,000,000	15,000,000	100,000,000
Utilities	Summerlin Rd 20" FM Replacemen	20065348730	48730	E	627,433	4,205,003	10,911,569								11,539,002
Utilities	**Three Oaks Second DIW**	**20078548730**	**48730**	**E**				**500,000**	**200,000**	**7,500,000**	**7,500,000**		**15,700,000**		**15,700,000**
Utilities	Three Oaks WRF Expansion	20072348713	48713	E,D	815,527	10,200,000	14,384,473	16,700,000	9,300,000	3,000,000			29,000,000		44,200,000
Utilities	Tice Area WM Replacement	20063948730	48730	E	992,442	350,000	1,680,824	650,000	300,000	300,000			1,250,000		3,923,266
Utilities	US 41 WM Replacements	20067848730	48730	E	39,628		485,373		3,015,000				3,015,000		3,540,001
Utilities	**US41 S WM Replacement (Isl Pk Rd. to Jonath**	**20078648720**	**48720**	**E**				**250,000**		**800,000**			**1,050,000**		**1,050,000**
Utilities	Wastewater System Improvements	20722948730	48730	E	4,447,165	350,000	740,294	350,000	700,000	700,000	700,000	350,000	2,800,000	1,400,000	9,387,459
Utilities	Wastewater Treatment Plant Improvements	20713848730	48730	E	641,171	395,000	895,000	195,000	145,000	445,000	645,000	195,000	1,625,000	725,000	3,886,171
Utilities	Water System Improvements	20709448730	48730	E	8,479,998	700,000	1,681,914	1,750,000	650,000	650,000	650,000	650,000	4,350,000	2,600,000	17,111,912
Utilities	Water Treatment Plt Improv	20726848730	48730	E	6,607,857	587,500	1,628,268	95,000	125,000	95,000	95,000	95,000	505,000	475,000	9,216,125
Utilities	Well Redevelop/Upgrd&Rebuild	20714948720	48720	E	4,440,831	130,000	173,476	130,000	130,000	130,000	130,000	130,000	650,000	520,000	5,784,307
Utilities	Wells D25&S25 Relocation/Repla	20065248730	48730	E	400,000		600,000	1,250,000	1,150,000				2,400,000		3,400,000
Utilities	Wtr/Swr Line Reloc-3 Oaks	20742648730	48730	E	45,916	300,000	1,070,744			2,000,000	1,000,000		3,000,000		4,116,660
Grand Total					**491,805,025**	**228,854,976**	**482,702,538**	**253,989,002**	**247,842,186**	**202,425,415**	**411,237,679**	**92,893,304**	**1,208,387,586**	**469,712,700**	**2,650,573,849**

TDC project(s) reported on MM	1,200,000
Grant Funded	(3,750,000)
E-1	251,439,002

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

Prepared by: Planning Analytics, LLC

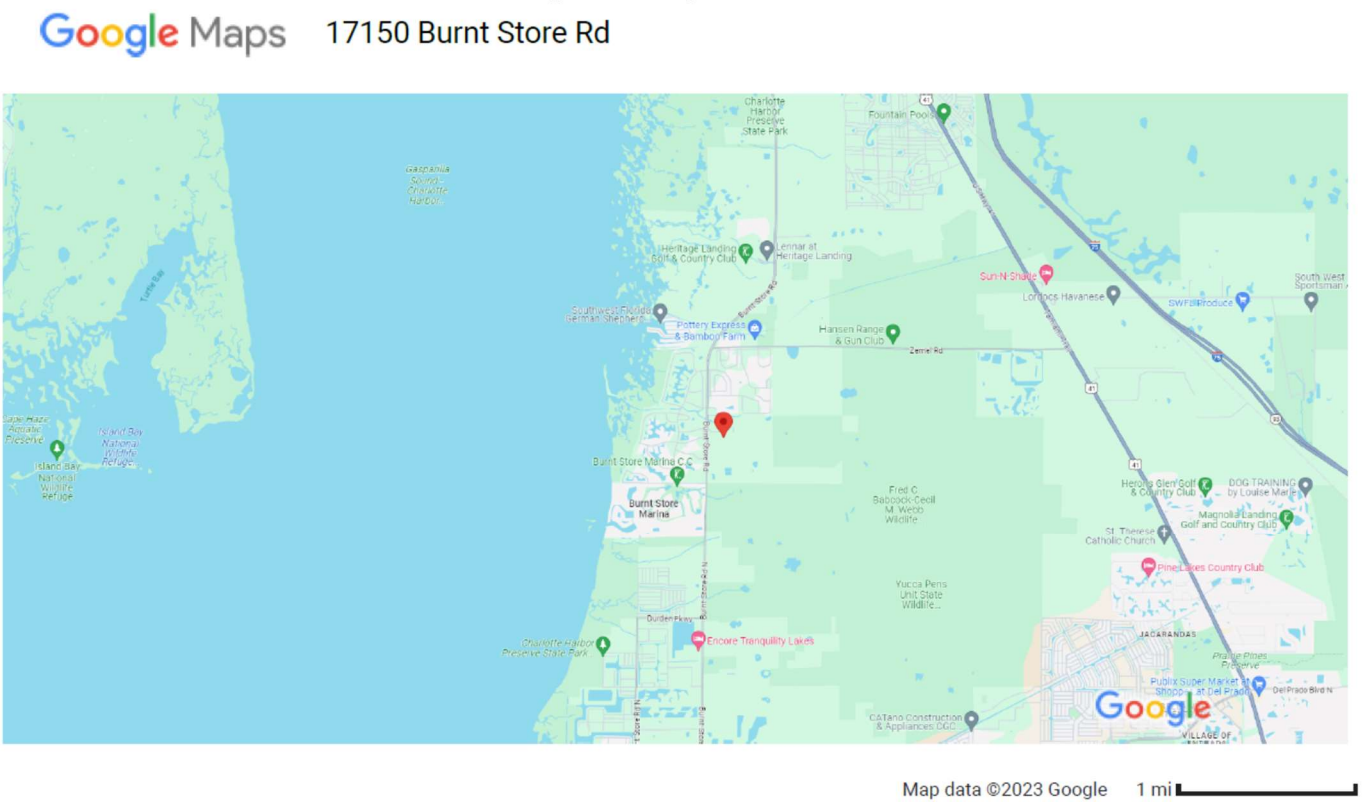
Jaxon Fischer LLC CPA

TRAFFIC IMPACT STATEMENT
Submitted December 12, 2023
Resubmitted February 8, 2023
Resubmitted April 24, 2023
Record Number: PLN23xx-00xx / Project Number: PA-23-xx

Narrative

The Applicant is proposing a large-scale Comprehensive Plan Amendment to change the existing Future Land Use Map Designation from Burnt Store Limited Development to Commercial for one parcel of land with the following parcel ID number: 422332100013. Based upon a review of the Charlotte County Property Appraiser's website, parcel ID number 422332100013 consists of 41.31 acres of land and has a street address of 17150 Burnt Store Road, Punta Gorda, FL 33955. The parcel is located east of Burnt Store Road approximately two-thirds of a mile north of the Charlotte/Lee County line in unincorporated Charlotte County as shown in Figure 1 below. The parcel has historically been vacant.

Figure 1. Project Location



The Applicant has filed a Comprehensive Plan Amendment to change the underlying Future Land Use Classification from Burnt Store Limited Development to Commercial. Based upon Future Land Use Appendix I – Land Use Guide located in the Charlotte 2050 Comprehensive Plan, the maximum potential density/intensity of development that could be constructed on land with a Burnt Store Limited Development Future land use is two dwelling units per acre if the site is greater than 20 acres in size and the maximum potential intensity of development that could be constructed on land with a Commercial Future land use is a Floor Area Ratio of 1.0.

A worst-case scenario approach is used to evaluate the potential traffic impacts in this report. The maximum potential development associated with the existing future land use category would be 82 single family homes (41.31 acres * 2 dwelling units/acre) = 82.62 dwelling units (round down to 82). The maximum potential development associated with the proposed future land use category would be 1,799,464 square feet (41.31 acres * 43,560 = 1,799,464 * 1.0 FAR = 1,799,464 square feet. For convenience, this maximum potential development area will be rounded to 1,800,000 square

feet. For this analysis, ITE Land Use code (210) 11th Edition was selected to evaluate the worst-case potential trip generation associated with the existing future land use category and ITE Land Use code (820) 11th Edition was selected to evaluate the worst-case potential trip generation associated with the proposed future land use category. The reason ITE Land Use code 820 was chosen is due to the size of the maximum potential development of the parcel. A Shopping Center (>150k) is a theoretical possibility for this parcel. As a comparison, a Fast-Food Restaurant with Drive-Through Window has an average size of 3,000 square feet based upon the ITE Land Use Code 934. Applying the trip generation potential of a Fast-Food Restaurant with Drive-Through Window over the entire parcel size is not reasonable.

Trip Generation

The tables that follow indicate the estimated project traffic using ITE Trip Generation 11th Edition.

Table 1 - Daily Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
									2-Way	In	Out	2-Way	In	Out
Existing Land Use														
Single-Family Detached Housing	210	Dwelling Units	9.43	82	773	387	387	0	0	0	0	773	387	387
Proposed Land Use														
Shopping Center (>150k)	820	1,000 Square Feet	37.01	1,800	66,618	33,309	33,309	0	0	0	0	66,618	33,309	33,309
Potential Change in Trips					65,845	32,922	32,922		0	0	0	65,845	32,922	32,922
Total Net New Trip Potential of Proposed Land Use					66,618	33,309	33,309					66,618	33,309	33,309

Table 2 - AM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
									2-Way	In	Out	2-Way	In	Out
Existing Land Use														
Single-Family Detached Housing	210	Dwelling Units	0.7	82	57	14	43	0	0	0	0	57	14	43
Proposed Land Use														
Shopping Center (>150k)	820	1,000 Square Feet	0.84	1,800	1,512	937	575	0	0	0	0	1,512	937	575
Potential Change in Trips					1,455	923	532		0	0	0	1,455	923	532
Total Net New Trip Potential of Proposed Land Use					**1,512**	**937**	**575**					**1,512**	**937**	**575**

Table 3 - PM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use Code	Independent Variable	Average Rate	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
									2-Way	In	Out	2-Way	In	Out
Existing Land Use														
Single-Family Detached Housing	210	Dwelling Units	0.94	82	77	49	29	0	0	0	0	77	49	29
Proposed Land Use														
Shopping Center (>150k)	820	1,000 Square Feet	3.4	1,800	6,120	2,938	3,182	19%	1,163	558	605	4,957	2,379	2,578
Potential Change in Trips					6,043	2,889	3,154		1,163	558	605	4,880	2,331	2,549
Total Net New Trip Potential of Proposed Land Use					**6,120**	**2,938**	**3,182**					**4,957**	**2,379**	**2,578**

*It should be noted that of the 126 studies compiled for ITE LUC 820 during the PM Peak-Hour, only two studies had a square footage greater than 1,520,000 square feet. Both of those two study sites had significantly lower trip generation than would have been represented by using the ITE Average Rate.

At the request of Charlotte County staff, the total net-new trip potential of the proposed future land use was evaluated for potential impacts on facilities located within a five-mile radius.

Analysis Period

Based upon the trip generation rates in the tables provided in the section above, this land use code is estimated to generate more trips in the PM Peak-Hour than in the AM Peak-Hour. Thus, the analysis period selected for the potential use is the PM Peak-Hour.

Internal Capture/Pass-by Capture/Diverted Trips

Consideration will be given to Pass-by Capture. No consideration will be given to either Internal Capture or Diverted Trips as a part of the analysis for this project.

Trip Distribution/Assignment

All project trips were assigned as presented in Table 4 below.

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

Roadway	Segment	Lanes (Type)	Adopted LOS	Project Trip Distribution	Project Trips (Two-Way)
First-Impacted Thoroughfare					
Burnt Store Rd	Lee County Line to Project	4(D)	D	38.2%	1,894
Burnt Store Rd	Project to Zemel Rd	4(D)	D	58.7%	2,910
Second-Impacted Thoroughfare Facilities Downstream					
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	D	37.0%	1,077
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	D	10.6%	308
Burnt Store Rd	Lee County Line to Van Buren Pkwy	4(D)	E	27.4%	519
Third-Impacted Thoroughfare Facilities Downstream					
Burnt Store Rd	Acline Rd to US 41	4(D)	D	28.6%	832
Acline Rd	Burnt Store Rd to US 41	2(U)	D	0.6%	17
Zemel Rd	County Landfill to US 41	2(U)	D	10.2%	297
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	E	8.0%	151

*The trip distribution/assignment was based upon a FDOT D1RPM model run completed in December of 2023 (see support documentation).

The trip distribution illustrated above was based upon the total potential trip generation at the buildout year. Both the short-term analysis and long-term analysis will use the same trip distribution/assignment percentages based upon the FDOT D1RPM model run.

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Study Area / Area of Impact

Per Charlotte County Transportation Engineering staff, the area of impact is a 5-mile radius from the proposed project. Please see the graphic provided below.

The impact area includes thoroughfares within the 5-mile radius. Table 5 on the next page indicates the impacted roadway links and the project traffic impacts on the impacted links and the capacity of those facilities based upon the 2021 Charlotte County Roadway Concurrency Report for roadway segments located in Charlotte County. The capacity of facilities located within Lee County is based upon the Lee County concurrency report.

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

Roadway	Segment	Lanes (Type)	Maximum Two-way Service Volume Capacity at LOS D	Project Trip Distribution	Project Trips (Two-way)	Project Traffic % of LOS D Srv Vol Capacity	Located Within 5-Mile Radius of the Project
First-Impacted Thoroughfare							
Burnt Store Rd	Lee County Line to Project	4(D)	5,960	38.2%	1,894	31.8%	Yes
Burnt Store Rd	Project to Zemel Rd	4(D)	5,960	58.7%	2,910	48.8%	Yes
Second-Impacted Thoroughfare Facilities Downstream							
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	5,960	37.0%	1,456	24.4%	Yes
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	1,440	10.6%	211	14.7%	Yes
Burnt Store Rd	Lee County Line to Van Buren Pkwy	2(U)	2,930	27.4%	783	26.7%	Yes
Third-Impacted Thoroughfare Facilities Downstream							
Burnt Store Rd	Acline Rd to US 41	4(D)	5,960	28.6%	1,511	25.4%	No
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	0.6%	126	8.8%	No
Zemel Rd	County Landfill to US 41	2(U)	1,440	10.2%	264	18.3%	Yes
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	6,780	8.0%	1,485	21.9%	No

As shown in Table 5 above, a 5-mile radius of the development includes the following thoroughfare roadway segments:

Study Segments	Project Impact
• Burnt Store Rd from Lee County Line to Project	38.2%
• Burnt Store Rd from Project to Zemel Rd	58.7%
• Burnt Store Rd from Zemel Rd to Acline Rd	37.0%
• Zemel Rd from Burnt Store Rd to County Landfill	10.6%
• Burnt Store Rd from Lee County Line to Van Buren Pkwy	27.4%
• Zemel Rd from County Landfill to US 41	10.2%

The project impact presented above is for the total horizon year buildout assuming a buildout of the site at 1.0 FAR.

Infrastructure Improvements

Based upon a review of the Lee County Capital Improvement Program Detail Report, Lee County plans to widen the remaining two-lane segments of Burnt Store Road to four-lane segments. This improvement is anticipated over the course of the next 10 years. As such, this improvement was not considered for the short-term analysis. However, it will be considered for the long-term analysis. Charlotte County has identified the widening of Burnt Store Road as a future needed transportation improvement. As this improvement is not listed in the Charlotte County CIP, it will not be considered for the short-term analysis. However, it will be considered for the long-term analysis.

Short-Term Analysis

Background Traffic

The Applicant elected to use historical traffic volume data obtained from FDOT and the FDOT trend analysis tool to forecast traffic growth along Burnt Store Road for the Short-Term analysis horizon. The results of the trend analysis tool are presented in the Appendix of this report. The forecast traffic volumes are contained in Table 6 of this report.

Charlotte County Staff requested the Applicant to use the Charlotte County 2021 Roadway Concurrency Report for existing trips (peak-hour base volume). An annual growth rate of two (2) percent was added to the existing trips. Vested trips provided by Charlotte County were then added to the growth rate inflated trips in order to determine the short-term horizon (2026) traffic volumes. The results of this analysis are contained in Table 7 of this report.

Project Traffic

The maximum potential development is anticipated to occur over a 10-year period. This report will include a short-term (3-year) analysis and a long-term (2045 horizon year) analysis.

Short-Term Roadway Link Analysis

A short-term (2026) analysis was undertaken to determine the potential impacts to be generated by the proposed future land use category scenario. The results of this analysis are identified under two different scenarios.

Scenario 1) Table 6 illustrates a short-term analysis based upon historical growth rates provided by FDOT, the use of the FDOT Trend Analysis Tool and maximum service volume capacities that more closely resemble the characteristics of the roadways based upon the analyst's judgment.

Scenario 2) Table 7 illustrates a short-term analysis based upon an annual growth rate of two (2) percent, overlaying the vested trips provided by Charlotte County staff and maximum service volume capacities that are provided in concurrency report documents provided by Charlotte County and Lee County.

Both short-term scenarios evaluate traffic conditions for the study area roadway segments identified above. The estimated traffic volumes were applied to the existing geometry plus any committed improvements that are funded for construction within the Charlotte County CIP, Lee County CIP and/or the Florida Department of Transportation (FDOT) District 1 Work Program. Developer committed improvements were also evaluated. Based upon the review, there are no committed improvements that will be constructed in the study area within the short-term (3-year) analysis period.

Both scenarios were based upon the use of existing peak-hour traffic volumes provided by the 2021 Charlotte County Roadway Concurrency Report and the Lee County Link-Level Service Volumes and LOS Table (Table 21 b).

Both scenarios assign thirty percent of the total project trips that could potentially be generated by the proposed Future Land Use map amendment to the study area links. This was calculated based upon the 3-year window representing 30 percent of the 10-year proposed project buildout. The short-term analysis was conducted by adding the potential project trips to the total background volumes at the short-term horizon year (2026) to determine the future total P.M. Peak-Hour traffic volumes. Those P.M. Peak-Hour traffic volumes were divided by the Peak-Hour Service Volumes to obtain a volume to capacity (v/c) ratio for the study area roadway segments.

The v/c ratios detailed in Table 6 below indicate that under the Scenario 1 analysis zero study area roadway segments are anticipated to operate below an acceptable level of service at the short-term horizon.

Table 6 below contains the roadway data used to evaluate the roadway level of service under Scenario 1 at the short-term horizon year (2026).

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Table 6 - Future Short-Term (2026) Segment Analysis (P.M. Peak-Hour) Based on FDOT Trend Analysis Tool

Roadway	Segment	Existing + Committed Lanes (Type)	Peak-Hour Srv Volume Capacity	Peak-Hour Existing Vol	Existing V/C Ratio	Background Conditions			Estimated Total Project Conditions at Year			Future Total Traffic		
						Annual Growth Rate	Short-Term Analysis Horizon (Years)	Total Future Background Traffic at Horizon Year (2026)	P.M. Peak-Hour Total Project Trips (at year 3)	Project Traffic Assignment	Project Volume	Future Total P.M. Peak-Hour Volume	Volume to Capacity Ratio	Level of Service Exceedence (Yes/No)
First-Impacted Thoroughfare Facilities														
Burnt Store Rd	Lee County Line to Project	4(D)	5,960	1,047	0.18	6.87%	3	1,278	568	38.2%	568	1,846	0.31	No
Burnt Store Rd	Project to Zemel Rd	4(D)	5,960	1,047	0.18	6.87%	3	1,278	873	58.7%	873	2,151	0.36	No
Second-Impacted Thoroughfare Facilities Downstream														
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	5,960	1,456	0.24	6.87%	3	1,777	323	37.0%	323	2,100	0.35	No
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	2,180	211	0.10	5.00%	3	244	93	10.6%	93	337	0.15	No
Burnt Store Rd	Lee County Line to Van Buren Pkwy	2(U)	2,930	783	0.27	6.87%	3	956	156	27.4%	156	1,111	0.38	No
Third-Impacted Thoroughfare Facilities Downstream														
Burnt Store Rd	Acline Rd to US 41	4(D)	5,960	1,511	0.25	6.87%	3	1,844	250	28.6%	250	2,094	0.35	No
Zemel Rd	County Landfill to US 41	2(U)	2,180	126	0.06	6.87%	3	154	5	0.6%	5	159	0.07	No
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	264	0.18	6.87%	3	322	89	10.2%	89	411	0.29	No
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	6,780	1,485	0.22	6.87%	3	1,813	45	8.0%	45	1,858	0.27	No

To summarize, the short-term analysis under Scenario 1 was based upon the following:

1) Existing traffic volumes as described in the 2021 Charlotte County Roadway Concurrency Report.
2) Existing traffic volumes as described in the Lee County Link-Level Service Volumes and LOS Table (Table 21 b).
3) Peak-Hour Service Volume Capacities as established by Table 4 of the FDOT Quality/Level of Service Handbook for uninterrupted flow highways for segments of Burnt Store Road and segments of Zemel Road.
4) Use of an annual growth rate as defined by the FDOT Trend Analysis Tool was applied to the segments of Burnt Store Road. A five (5) percent annual growth rate was applied to the segments of Zemel Road. The annual growth rates were used to inflate existing traffic to the 2026 horizon year.
5) No vested trips were added to the growth rate.

The v/c ratios detailed in Table 7 below indicate that under the Scenario 2 analysis three (3) study area roadway segments are anticipated to operate below an acceptable level of service at the short-term horizon. It should be noted that the segment of Burnt Store Road from Acline Road to US 41 is outside of the 5-mile radius of the study area.

Table 7 below contains the roadway data used to evaluate the roadway level of service under Scenario 2 at the short-term horizon year (2026).

Table 7 - Future Short-Term (2026) Segment Analysis (P.M. Peak-Hour) Based Upon Charlotte County Request

Roadway	Segment	Existing + Committed Lanes (Type)	Peak-Hour Srv Volume Capacity	Peak-Hour Existing Volume	Existing V/C Ratio	Background Conditions				Estimated Total Project Conditions at Year			Future Total Traffic		
						Annual Growth Rate	Short-Term Analysis Horizon (Years)	Reserved Trips from Projects Approved But Not Built	Total Future Background Traffic at Horizon Year	P.M. Peak-Hour Total Project Trips (at year 3)	Project Traffic Assignment	Project Volume	Future Total P.M. Peak-Hour Volume	Volume to Capacity Ratio	Level of Service Exceedence (Yes/No)
First-Impacted Thoroughfare Facilities															
Burnt Store Rd	Lee County Line to Project	4(D)	3,222	1,047	0.32	2%	3	1,505	2,616	568	38.2%	568	3,184	0.99	No
Burnt Store Rd	Project to Zemel Rd	4(D)	3,222	1,047	0.32	2%	3	1,505	2,616	873	58.7%	873	3,489	1.08	Yes
Second-Impacted Thoroughfare Facilities Downstream															
Burnt Store Rd	Zemel Rd to Acline Rd	4(D)	3,222	1,456	0.45	2%	3	3,621	5,166	323	37.0%	323	5,489	1.70	Yes
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	1,440	211	0.15	2%	3	1,010	224	93	10.6%	93	316	0.22	No
Burnt Store Rd	Lee County Line to Van Buren Pkwy	2(U)	2,280	783	0.34	2%	3	1,505	2,336	156	27.4%	156	2,492	1.09	Yes
Third-Impacted Thoroughfare Facilities Downstream															
Burnt Store Rd	Acline Rd to US 41	4(D)	3,222	1,511	0.47	2%	3	2,279	3,882	250	28.6%	250	4,132	1.28	Yes
Zemel Rd	County Landfill to US 41	2(U)	1,440	264	0.18	2%	3	1,141	280	5	0.6%	5	285	0.20	No
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	126	0.09	2%	3	223	134	89	10.2%	89	223	0.15	No
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	5,900	1,485	0.25	2%	3	1,505	3,081	45	8.0%	45	3,126	0.53	No

To summarize, the short-term analysis under Scenario 2 was based upon the following:

6) Existing traffic volumes as described in the 2021 Charlotte County Roadway Concurrency Report.
7) Existing traffic volumes as described in the Lee County Link-Level Service Volumes and LOS Table (Table 21 b).
8) Peak-Hour Service Volume Capacities as established by the 2021 Charlotte County Roadway Concurrency Report.
9) Peak-Hour Service Volume Capacities as established by Lee County Link-Level Service Volumes and LOS Table (Table 21 b).
10) Use of a two (2) percent annual growth rate over all segments to inflate existing traffic to the 2026 horizon year.
11) Overlaying all vested trips as provided by Charlotte County over the inflated traffic values.

Scenario 1 is the approach that should be used to forecast and evaluate short-term traffic conditions for the following reasons:

1) The annual growth rate for Burnt Store Road is based upon 14 years of historical traffic data collected by FDOT.
2) The FDOT Trend Analysis Tool used historical traffic data to forecast future traffic volumes using the exponential growth option. That option provided a 95% Trend R-squared value. That coefficient of correlation or R-squared value was higher than either the linear or decaying exponential value scenarios.
3) A signalized intersection exists at the intersection of Burnt Store Road and US 41. This intersection is the closest signalized intersection to the project site along Burnt Store Road. That intersection is approximately 8.7 miles north of the Charlotte/Lee County Line. A signalized intersection exists at the intersection of Burnt Store Road and SR 78. This intersection is the second closest signalized intersection to the project site along Burnt Store Road. That intersection is approximately 9.1 miles south of the Charlotte/Lee County Line.
4) Per the 2020 FDOT Quality/Level of Service Handbook, *"uninterrupted flow highways are roadways with a combination of roadway segments, which have average signalized intersection spacing greater than 2 miles and are not freeways."*
5) Based upon the spacing of existing signalized intersections on Burnt Store Road and the FDOT definition of uninterrupted flow highways, the maximum service volume capacity of Burnt Store Road was adjusted to reflect the more appropriate values provided in Table 4 of the 2020 FDOT Quality/Level of Service Handbook. The maximum service volume capacities are higher than the service volumes provided in the 2021 Charlotte County Roadway Concurrency Report
6) Based upon the fact that there are no signalized intersections located anywhere along the entirety of Zemel Road and the FDOT definition of uninterrupted flow highways, the maximum service volume capacity of Zemel Road was adjusted to reflect the more appropriate values provided in Table 4 of the 2020 FDOT Quality/Level of Service Handbook. The maximum service volume capacities are higher than the service volumes provided in the 2021 Charlotte County Roadway Concurrency Report
7) The vested trips provided by Charlotte County will be added to the throughfare network consistent with historic growth rates. Although developments have approved development orders and thus have secured trip vesting, these vested trips require the construction of homes and businesses in order to become "on the road" trips. Construction timelines are limited by permitting, labor, site preparation, material acquisition and financing. It is not reasonable to assume that growth rates will deviate radically from historical growth rates unless the local area experienced a large manufacturing plant relocation, a refuge crisis, a dramatic increase in the total fertility rate of the population or other event that led to a significant increase in population growth. None of the types of events have occurred in the local area. The traffic growth rate is anticipated to follow historical trends as described by the FDOT Trend Analysis Tool. Vested trips will be converted to "on the road" trips consistent with and as a part of the annual growth rate.

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Long-Term Analysis

Long-Term Roadway Analysis (2045)

A long-term (2045) analysis was undertaken to determine the potential impacts to be generated by the proposed future land use category scenario. The results of this analysis are identified under two different scenarios.

Scenario 3) Table 8 illustrates a long-term analysis based upon historical growth rates provided by FDOT, use of the FDOT Trend Analysis Tool and maximum level of service capacity volumes that more closely resemble the characteristics of the roadways based upon the analyst's judgment.

Scenario 4) Table 9 illustrates a long-term analysis based upon an annual growth rate of two (2) percent and overlaying the vested trips provided by Charlotte County staff and maximum service volume capacities that are provided in concurrency report documents provided by Charlotte County and Lee County.

Both long-term scenarios evaluate traffic conditions for the study area roadway segments identified above. The estimated traffic volumes were applied to the existing geometry plus any needed improvements (as identified by local jurisdictions). These needed improvements do not have to be funded for construction within the Charlotte County CIP, Lee County CIP and/or the Florida Department of Transportation (FDOT) District 1 Work Program. Developer committed improvements were also evaluated. Based upon a review of local government documents, there are two needed improvements that will be considered during the long-term analysis period. One improvement is the expansion of Burnt Store Road in Charlotte County from a 4-lane facility to a 6-lane facility. The other improvement is the expansion of Burnt Store Road in Lee County from a 2-lane facility to a 4-lane facility. Documentation of those two needed improvements is provided in the Appendix of this report.

Both scenarios were based upon the use of existing peak-hour traffic volumes provided by the 2021 Charlotte County Roadway Concurrency Report and the Lee County Link-Level Service Volumes and LOS Table (Table 21 b).

Both scenarios assign 100 percent of the total project trips that could potentially be generated by the proposed Future Land Use map amendment to the study area links. This was based upon a 10-year buildout of the proposed project. The long-term analysis was conducted by adding the potential project trips to the total background volumes at the long-term horizon year (2045) to determine the future total P.M. Peak-Hour traffic volumes. Those P.M. Peak-Hour traffic volumes were divided by the Peak-Hour Service Volumes to obtain a volume to capacity (v/c) ratio for the study area roadway segments.

The v/c ratios detailed in Table 8 below indicate that under the Scenario 3 analysis zero study area roadway segments are anticipated to operate below an acceptable level of service at the long-term horizon.

Table 8 below contains the roadway data used to evaluate the roadway level of service under Scenario 3 at the long-term horizon year (2045).

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Table 8 - Future Long-Term (2045) Segment Analysis (P.M. Peak-Hour) Based on Historic Growth Rates and the FDOT Trend Analysis Tool

Roadway	Segment	Existing + Committed Lanes (Type)	Peak-Hour Srv Volume Capacity	Peak-Hour Existing Vol	Background Conditions			Estimated Total Project Conditions at Year			Future Total Traffic		
					Annual Growth Rate	Long-Term Analysis Horizon (Years)	Total Future Background Traffic at Horizon Year (2045)	P.M. Peak-Hour Total Project Trips (at 2045)	Project Traffic Assignment	Project Volume	Future Total P.M. Peak-Hour Volume	Volume to Capacity Ratio	Level of Service Exceedence (Yes/No)
First-Impacted Thoroughfare													
Burnt Store Rd	Lee County Line to Project	6(D)	8,950	1,047	6.87%	22	4,516	1,894	38.2%	1,894	6,410	0.72	No
Burnt Store Rd	Project to Zemel Rd	6(D)	8,950	1,047	6.87%	22	4,516	2,910	58.7%	2,910	7,426	0.83	No
Second-Impacted Thoroughfare Facilities Downstream													
Burnt Store Rd	Zemel Rd to Acline Rd	6(D)	8,950	1,456	6.87%	22	6,280	1,077	37.0%	1,077	7,357	0.82	No
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	2,180	211	5.00%	22	617	308	10.6%	308	926	0.42	No
Burnt Store Rd	Lee County Line to Van Buren Pkwy	4(D)	6,780	783	6.87%	22	3,377	519	27.4%	519	3,896	0.57	No
Third-Impacted Thoroughfare Facilities Downstream													
Burnt Store Rd	Acline Rd to US 41	6(D)	8,950	1,511	6.87%	22	6,518	832	28.6%	832	7,350	0.82	No
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	264	5.00%	22	369	17	0.6%	17	386	0.27	No
Zemel Rd	County Landfill to US 41	2(U)	2,180	126	5.00%	22	772	297	10.2%	297	1,069	0.49	No
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	6,780	1,485	6.87%	22	6,406	151	8.0%	151	6,557	0.97	No

To summarize, the long-term analysis under Scenario 3 was based upon the following:

1) Existing traffic volumes as described in the 2021 Charlotte County Roadway Concurrency Report.
2) Existing traffic volumes as described in the Lee County Link-Level Service Volumes and LOS Table (Table 21 b).
3) Peak-Hour Service Volume Capacities as established by Table 4 of the FDOT Quality/Level of Service Handbook for uninterrupted flow highways for segments of Burnt Store Road and segments of Zemel Road.
4) Use of an annual growth rate as defined by the FDOT Trend Analysis Tool was applied to the segments of Burnt Store Road. A five (5) percent annual growth rate was applied to the segments of Zemel Road. The annual growth rates were used to inflate existing traffic to the 2045 horizon year.
5) No vested trips were added to the growth rate.

The v/c ratios detailed in Table 9 below indicate that under the Scenario 4 analysis zero area roadway segments are anticipated to operate below an acceptable level of service at the long-term horizon.

Table 9 below contains the roadway data used to evaluate the roadway level of service under Scenario 4 at the long-term horizon year (2026).

Table 9 - Future Long-Term (2045) Segment Analysis (P.M. Peak-Hour) Based Upon Charlotte County Request

Roadway	Segment	Existing + Committed Lanes (Type)	Peak-Hour Srv Volume Capacity (Two-way)	Peak-Hour Existing Volume	Background Conditions				Project Traffic			Future Total Traffic		
					Annual Growth Rate	Long-Term Analysis Horizon (Years)	Reserved Project Trips	Total Future Background Traffic at Horizon Year	P.M. Peak-Hour Total Project Trips	Project Traffic Assignment	Project Volume	Future Total P.M. Peak-Hour Volume	Volume to Capacity Ratio	Level of Service Exceedence (Yes/No)
First-Impacted Thoroughfare														
Burnt Store Rd	Lee County Line to Project	6(D)	8,950	1,047	2%	22	1,505	3,124	1,894	38.2%	1,894	5,017	0.56	No
Burnt Store Rd	Project to Zemel Rd	6(D)	8,950	1,047	2%	22	1,505	3,124	2,910	58.7%	2,910	6,034	0.67	No
Second-Impacted Thoroughfare Facilities Downstream														
Burnt Store Rd	Zemel Rd to Acline Rd	6(D)	8,950	1,456	2%	22	3,621	5,872	1,077	37.0%	1,077	6,949	0.78	No
Zemel Rd	Burnt Store Rd to County Landfill	2(U)	2,180	211	2%	22	1,010	1,336	308	10.6%	308	1,645	0.75	No
Burnt Store Rd	Lee County Line to Van Buren Pkwy	4(D)	6,780	783	2%	22	1,505	2,716	519	27.4%	519	3,234	0.48	No
Third-Impacted Thoroughfare Facilities Downstream														
Burnt Store Rd	Acline Rd to US 41	6(D)	8,950	1,511	2%	22	2,279	4,615	832	28.6%	832	5,447	0.61	No
Acline Rd	Burnt Store Rd to US 41	2(U)	1,440	264	2%	22	223	631	17	0.6%	17	649	0.45	No
Zemel Rd	County Landfill to US 41	2(U)	2,180	126	2%	22	1,141	1,336	297	10.2%	297	1,633	0.75	No
Burnt Store Rd	Van Buren Pkwy to SR 78	4(D)	6,780	1,485	2%	22	1,505	3,801	151	8.0%	151	3,952	0.58	No

To summarize, the long-term analysis under Scenario 4 was based upon the following:

1) Existing traffic volumes as described in the 2021 Charlotte County Roadway Concurrency Report.
2) Existing traffic volumes as described in the Lee County Link-Level Service Volumes and LOS Table (Table 21 b).
3) Peak-Hour Service Volume Capacities as established by Table 4 of the FDOT Quality/Level of Service. Handbook for uninterrupted flow highways for segments of Burnt Store Road and segments of Zemel Road.
4) Use of a two (2) percent annual growth rate over all segments to inflate existing traffic to the 2045 horizon year.
5) Overlaying all vested trips as provided by Charlotte County staff over the inflated traffic values.

It is important to remember this traffic study represents a worst-case scenario assuming a buildout of a 1.0 Floor Area Ratio. Most developments in Charlotte County build out at a maximum of a 0.23 to 0.4 Floor Area Ratio. The purpose of this report is to identify potential deficiencies that may occur and assist with the prioritization of transportation infrastructure funding through both the development of the Charlotte County Capital Improvement Program and Charlotte County's involvement with the Charlotte County-Punta Gorda MPO. Future development occurring on the parcel analyzed will be required to submit a traffic study that will reflect more refined trip estimates based upon proposed land uses and proposed intensities (typically building square footages). This traffic study does not vest trips or grant concurrency to future development. This is a theoretical analysis considering a maximum-of-maximums type of development.

Conclusion

A traffic analysis was prepared to support the Comprehensive Plan Amendment application submitted by the Applicant. The potential change in traffic impacts resulting from the proposed land use change from the existing underlying Future Land Use designation of Burnt Store Limited Development to the proposed underlying Future Land Use designation of Commercial was evaluated for thoroughfare segments located within the study area.

The analysis was conducted for two short-term (2026) scenarios and two long-term scenarios (2045).

The analyst's recommended short-term analysis was based upon the following: 1) maximum service volumes that appropriately reflect the transportation facility characteristics and 2) forecast growth rates based upon historic growth rates. Based upon the analyst's recommended analysis, zero segments in the study area are anticipated to experience future total traffic volumes exceeding the maximum service volume capacity during the short-term horizon.

The short-term analysis based upon Charlotte County's request shows potential future total traffic volumes may exceed the maximum service volume capacity or Level of Service on three segments analyzed in the study area. This is attributed to the maximum service volumes of transportation facilities (as described in the 2021 Charlotte County Concurrency Roadway Report) and the "timing of vested trip impacts" as requested by Charlotte County.

The analyst's recommended long-term analysis was based upon the following: 1) maximum service volumes that appropriately reflect the transportation facility characteristics 2) consideration of needed transportation improvements as determined by Charlotte County 3) consideration of needed transportation improvements as determined by Lee County and 4) forecast growth rates based upon historic growth rates. Based upon the analyst's recommended analysis, zero segments in the study area are anticipated to experience future total traffic volumes exceeding the maximum service volume capacity during the long-term horizon.

The long-term analysis based upon Charlotte County's request does not show any potential future total traffic volumes exceeding the maximum service volume capacity or Level of Service. This is based upon the following: 1) maximum service volumes that appropriately reflect the transportation facility characteristics 2) consideration of needed transportation improvements as determined by Charlotte County 3) consideration of needed transportation improvements as determined by Lee County and 4) forecasting future trips by using a two (2) percent annual growth to inflate existing trips 5) adding all vested trips as provided by Charlotte County to the two percent annual growth rate inflated trips. Based upon this analysis, zero segments in the study area are anticipated to experience future total traffic volumes exceeding the maximum service volume capacity during the long-term horizon.

The analysis performed was a worst-case scenario that considered the potential total buildout of the site with a Floor Area Ratio of 1.0. However, this intensity of development is highly unlikely considering stormwater, parking, landscaping requirements and prevailing development patterns in the general area.

Future site development will be required to submit a traffic study that will provide more refined trip generation estimates associated with the vertical development of the site. Those studies will include proposed land uses, proposed intensities (typically building square footages) and potential pass-by capture. This proposed Future Land Use amendment provides an opportunity for future non-residential development of the site. Commercial land uses constructed on the site would allow south county residents the opportunity to make shorter trips as there are few commercial parcels located along Burnt Store Road in south county. These shorter trips could potentially reduce future trips and congestion on the northern extent of Burnt Store Road. Likewise, these shorter trips could potentially reduce the loss of sales tax revenue to Lee County.

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Support Documentation

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

1. Site Location Within Network
2. Site Location Access Scale
3. Charlotte County Property Record Card for PID # 422332100013
4. ITE Daily Trip Generation for LUC 210 – Short & Long Term
5. ITE AM Peak-Hour Trip Generation for LUC 210 – Short & Long Term
6. ITE PM Peak-Hour Trip Generation for LUC 210 – Short & Long Term
7. ITE Daily Trip Generation for LUC 820 – Short Term
8. ITE AM Peak-Hour Trip Generation for LUC 820 - Short-Term
9. ITE PM Peak-Hour Trip Generation for LUC 820 - Short-Term
10. ITE Daily Trip Generation for LUC 820 – Long-Term
11. ITE AM Peak-Hour Trip Generation for LUC 820 - Long-Term
12. ITE PM Peak-Hour Trip Generation for LUC 820 - Long-Term
13. ITE Pass-by Capture Rate for LUC 820
14. 2021 Charlotte County Roadway Concurrency Report
15. Vested Trips - Charlotte County
16. Table 21 b) Link-Level Service Volumes and LOS Table – Lee County
17. 2020 FDOT QLOS Handbook Table 4
18. FDOT D1RPM Model Run to Determine Trip Distribution
19. Lee County Capital Improvement Program Detail Report FY22/23-FY26/27
20. Documentation of Future Transportation Facility Needs - Burnt Store Road Charlotte County
21. Documentation of Future Transportation Facility Needs - Burnt Store Road Lee County
22. FDOT Historical Trips Burnt Store Road 2008 through 2022
23. Short-Term Trend Analysis Tool Graph – Forecast Volumes
24. Long-Term Trend Analysis Tool Graph – Forecast Volumes

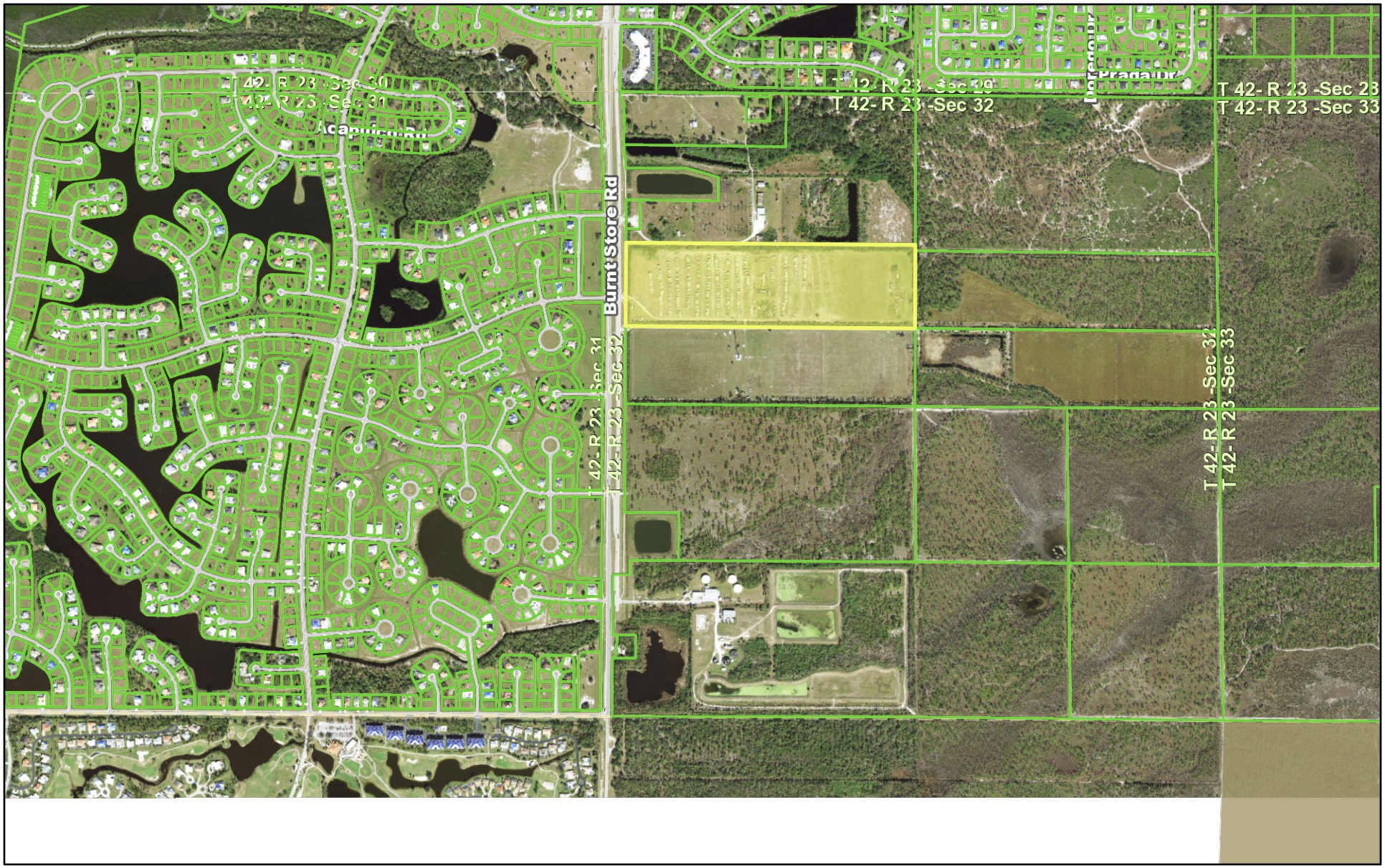
Signature Sheet and Disclaimer

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 2021 Charlotte County Roadway Concurrency Report, the Lee County Link-Level of Service Volumes and LOS Tables and the FDOT Quality/Level of Service Handbook. Every effort has been taken to produce this report consistent with best practices used to evaluate traffic impacts on Florida roadways. Intersection and possible site related design features are not considered in this analysis. This analysis is limited to a generalized level of service analysis for roadway links impacted within a 5-mile radius of the property subject to the proposed future land use amendment.

Respectfully submitted by,

Jason Utley, AICP
Project Manager
Planning Analytics, LLC
planning.analytics@yahoo.com
941.258.5061

Location Within Network



November 22, 2023

Override 1

Property Ownership

City of Punta Gorda Boundary

1:16,000

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Charlotte County, Charlotte County GIS

Charlotte County GIS

Access Scale

November 22, 2023

Override 1

Block Number

Lots

Property Ownership

City of Punta Gorda Boundary

1:4,000

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

Charlotte County, Charlotte County GIS

Charlotte County GIS

CHARLOTTE COUNTY PROPERTY APPRAISER
PAUL L. POLK, CFA, AAS, RES

"

Real Property Information for 422332100013 for the 2024 Tax Roll

The Charlotte County Property Appraiser makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation.
If a discrepancy is discovered in your property's records, or those of another, please bring it to our attention immediately.

Report Hurricane Ian Damage

Owner:

JAXON FISCHER LLC
25020 HARBORSIDE BLVD
PUNTA GORDA, FL 33955

Ownership current through: 11/6/2023

Property Location:

Property Address: 17150 BURNT STORE RD
Property City & Zip: PUNTA GORDA 33955
Business Name:

General Parcel Information

Taxing District:	104
In City of Punta Gorda:	NO
Current Use:	ACREAGE NOT CLASSIFIED AS AGRICULTURAL
Future Land Use (Comp. Plan):	Burnt Store Limited Development
Zoning Code:	RE1
Market Area / Neighborhood / Subneighborhood:	03/11/00
Map Number:	5C32X
Section/Township/Range:	32-42-23
SOH Base Year:	
Waterfront:	NO

Sales Information

Date	Book/Page	Instrument Number	Selling Price	Sales code
7/16/2021	4810/733	2975760	$1,000,000	IMPROVED
5/23/2017	4203/630	2526870	$350,000	IMPROVED
2/14/2014	3853/595	2254538	$5,100	VACANT

Click on the book/page or the instrument number to view transaction document images on the Clerk of the Circuit Court's web site.
Click on Qualification/Disqualification Code for a description of the code. Codes are not available prior to 2003.

FEMA Flood Zone (Effective 12/15/2022)

Firm Panel	Floodway	SFHA	Flood Zone	FIPS	COBRA	Community	Base Flood Elevation (ft.)	Letter of Map Revision (LOMR)
0416G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0417G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0418G	OUT	OUT	D	12015C	Outside of CBRA Zone	120061	See FIS	
0419F	OUT	OUT	D	12015C	Outside of CBRA	120061	See FIS	

					Zone			

***If parcel has more than 1 flood zone, refer to the flood maps available on the GIS web site by clicking on View Map below. Flood term definitions.**

For more information, please contact Building Construction Services at 941-743-1201.

2023 Certified Tax Roll Values, as of January 1, 2023

Approach	County	City	School	Other
Certified Just Value (Just Value reflects 193.011 adjustment.):	$583,248	$583,248	$583,248	$583,248
Certified Assessed Value:	$566,101	$566,101	$583,248	$566,101
Certified Taxable Value:	$566,101	$566,101	$583,248	$566,101

Land Information

Line	Description	Land Use	Zoning	Unit Type	Units	Acreage	Land Value*
1	ZZZ 324223 P6	9900	RE1	ACRE	40.31	40.31	$685,270

***Land Value does not include 193.011 adjustment.**

Land Value may be adjusted due to scrub jay habitat. You can access the Board of County Commissioner's website to determine if this parcel is within scrub jay habitat. For more information on scrub jay habitat within Charlotte County, see the County's Natural Resources web site.

Land Improvement Information

Code	Description	Size	Year Built	Year Condition
1011	CONCRETE PAVING	1817	1965	1965
1230	Wall - 8 Block, No Stucco (sf)	120	1986	1986
1320	Paving - Concrete (sf)	264	1986	1986

View Building Sketch

Legal Description:

Short Legal:	Long Legal:
ZZZ 324223 P6	32 42 23 PARCEL 6 40.31 AC. M/L COMM AT NW COR SEC 32 TH E TO E ROW BURNT STORE RD TH S 1280 FT M/L FOR TH E 102.13 FT FOR POB TH S 718.2 FT E 2496.2 FT N 700 FT W 2497.9 FT TO POB CT3853/595 CT3853/595 4203/630BB 4810/733

Data Last Updated: 11/22/2023- Printed On: 11/22/2023.

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Single-Family Detached Housing
(210)

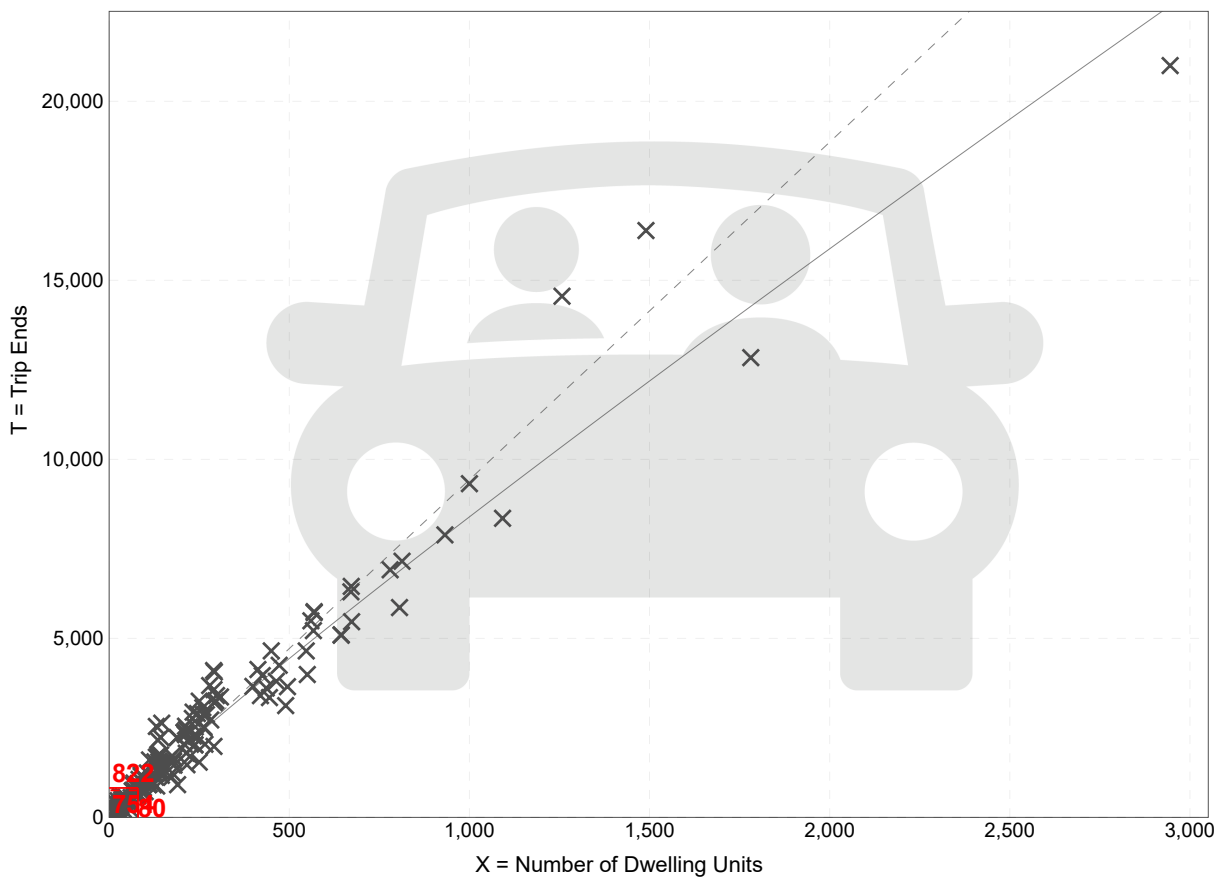
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68 **R^2= 0.95**

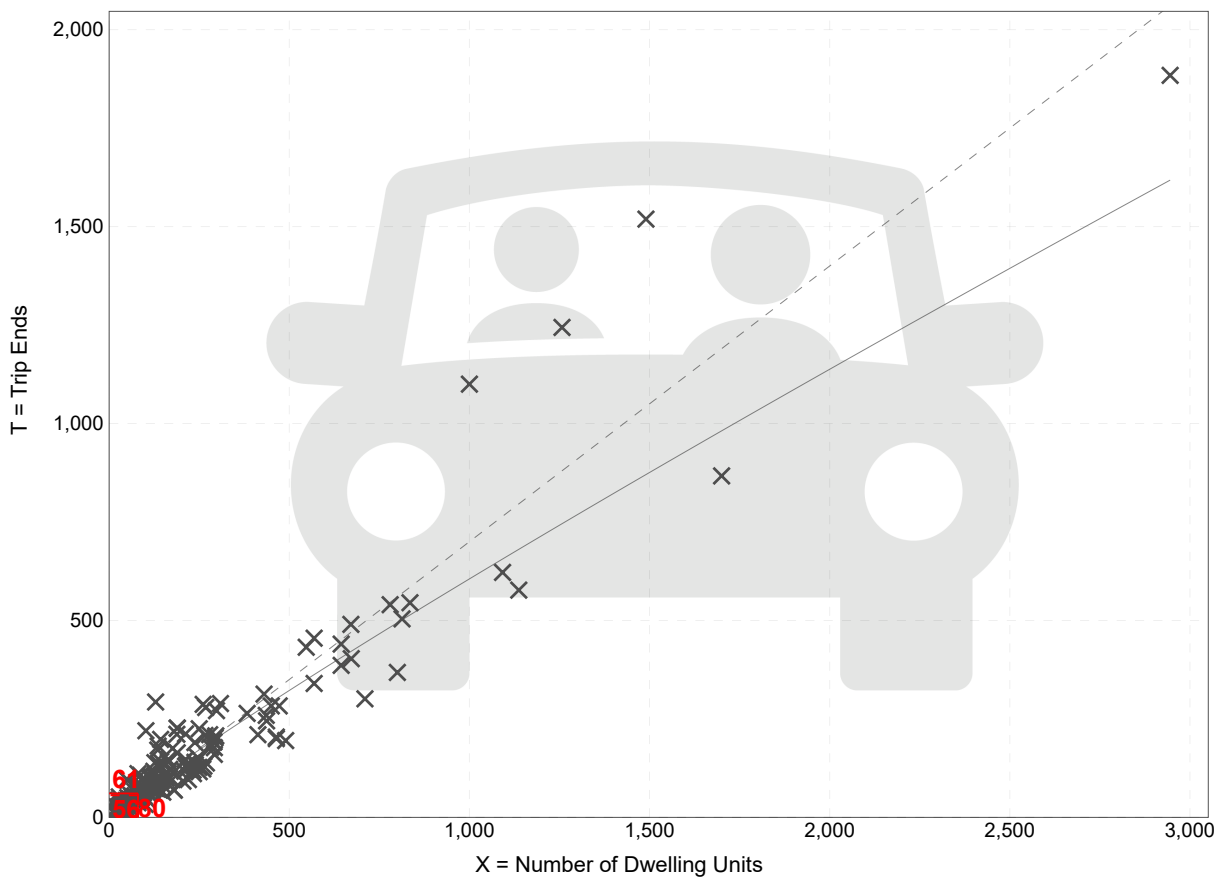
Single-Family Detached Housing
(210)

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:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12 **R^2= 0.90**

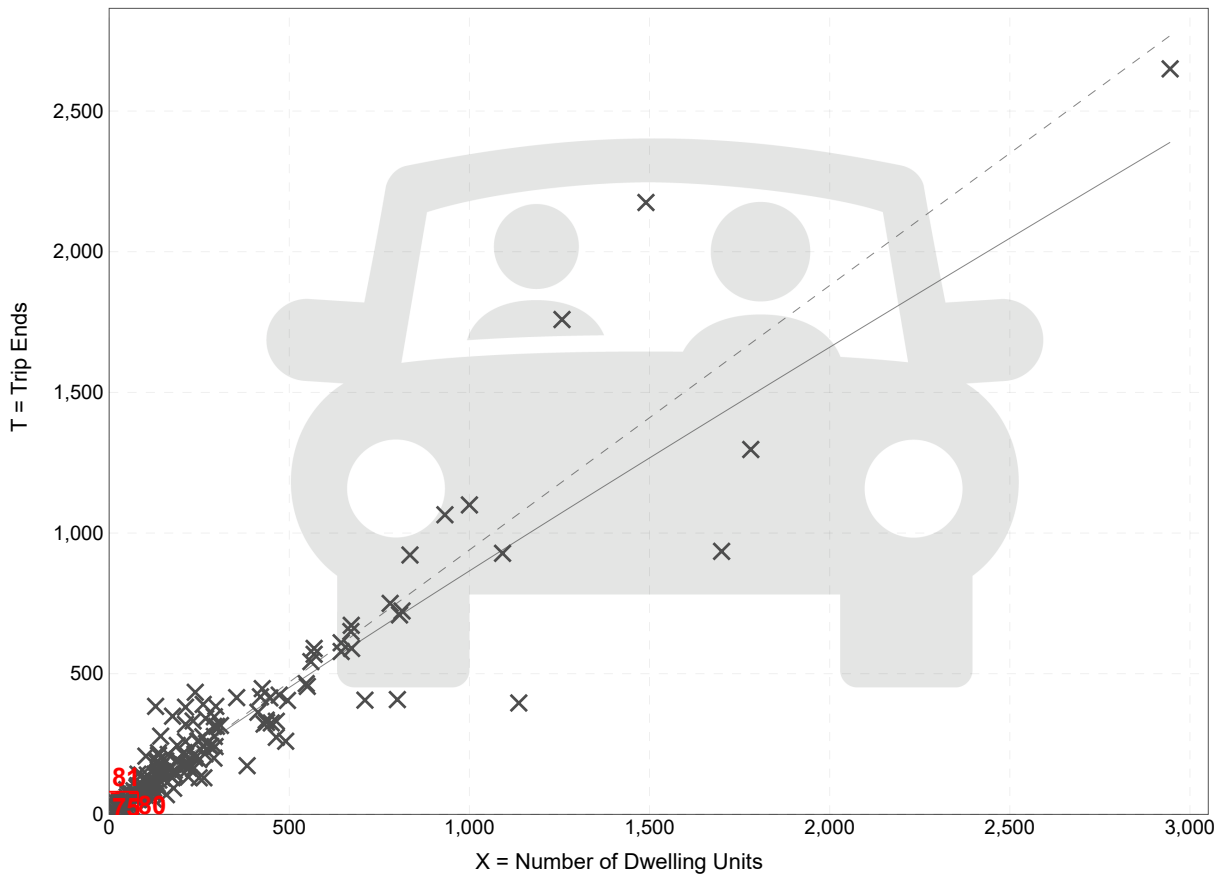
Single-Family Detached Housing
(210)

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:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Shopping Center (>150k)
(820)

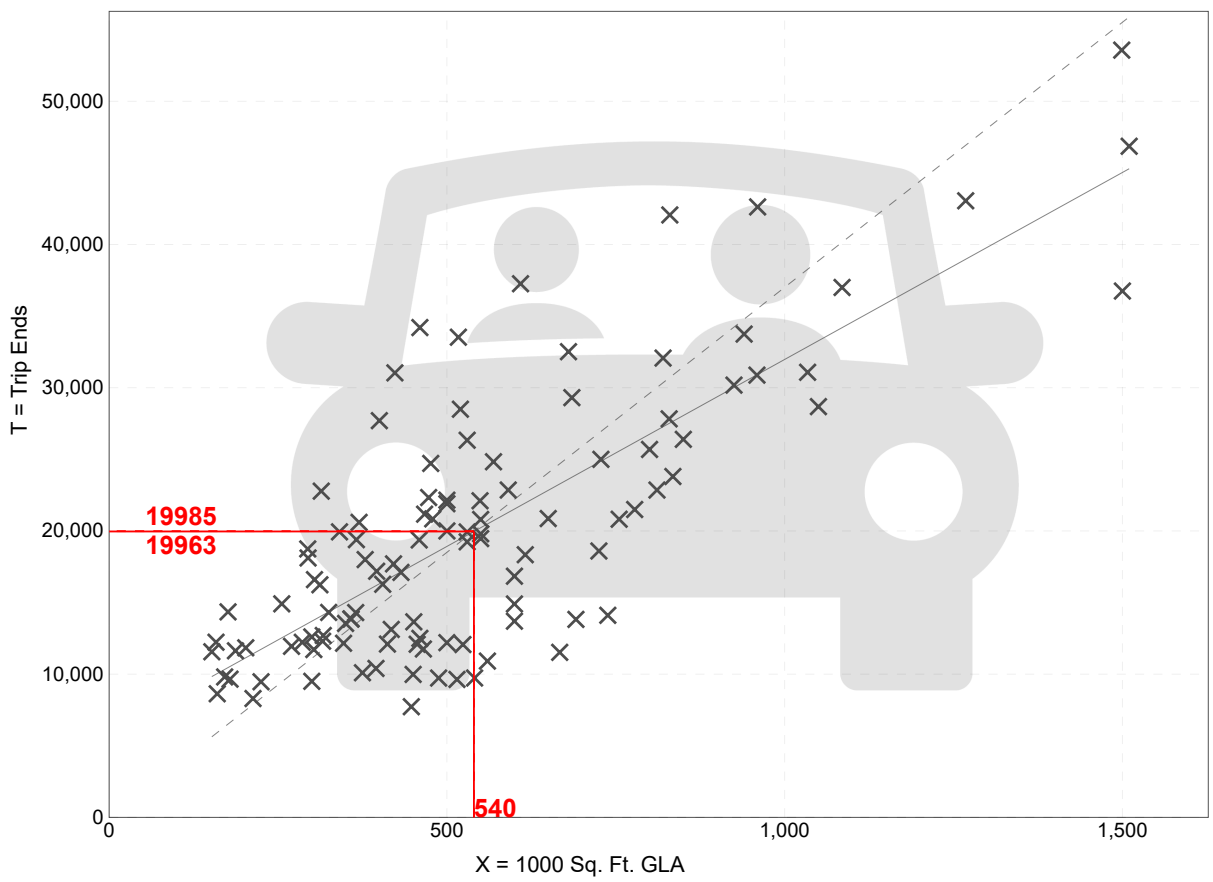
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 26.11(X) + 5863.73 **R^2= 0.60**

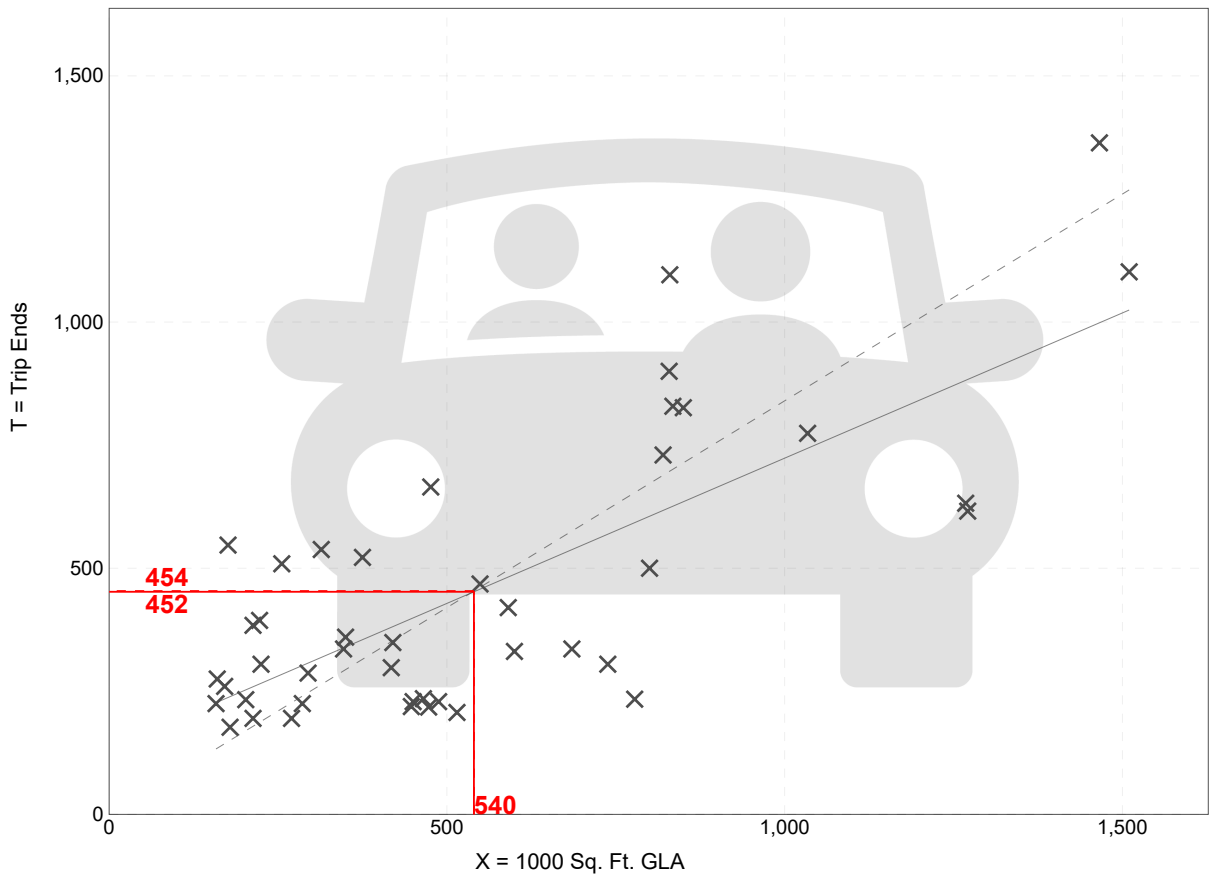
Shopping Center (>150k)
(820)

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:	44
Avg. 1000 Sq. Ft. GLA:	546
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 0.59(X) + 133.55 **R^2= 0.56**

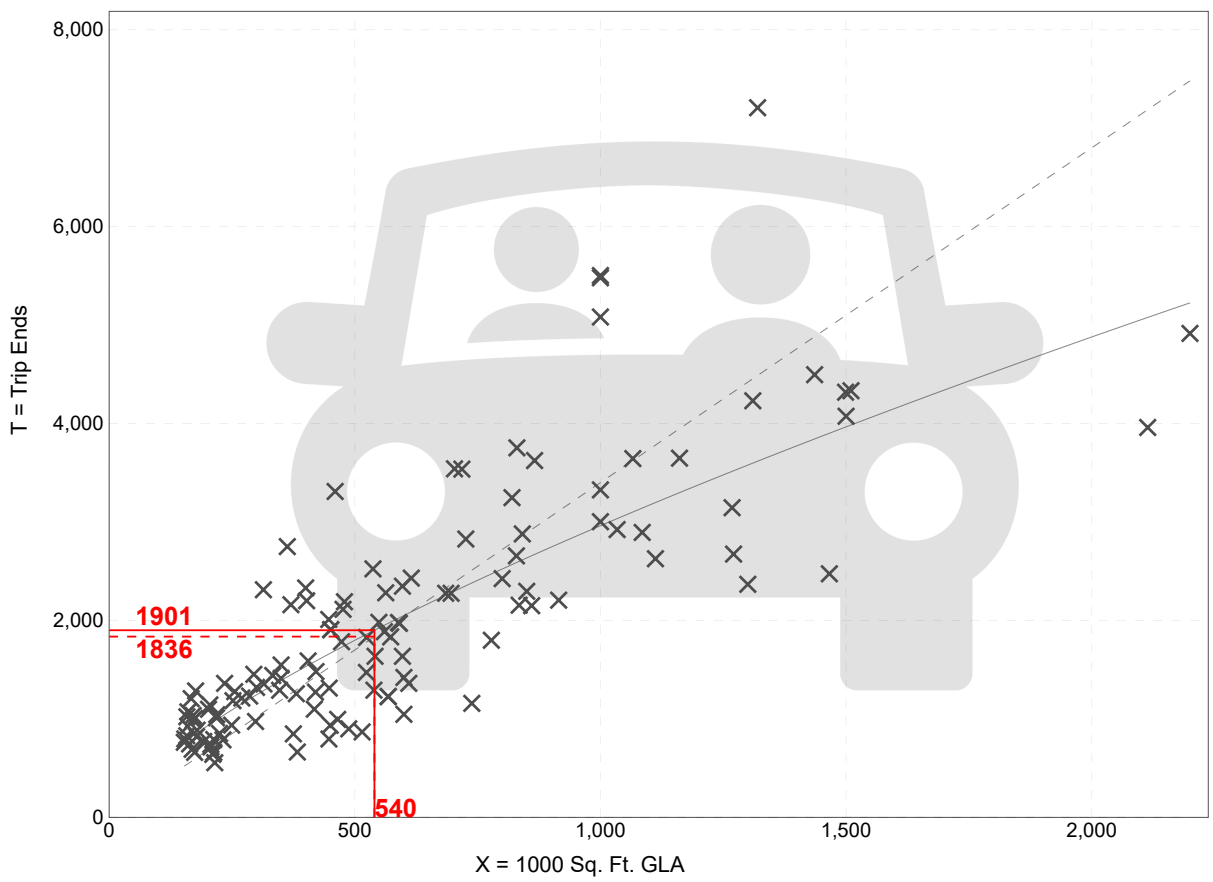
Shopping Center (>150k)
(820)

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:	126
Avg. 1000 Sq. Ft. GLA:	581
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 3.02 **R^2= 0.70**

Shopping Center (>150k)
(820)

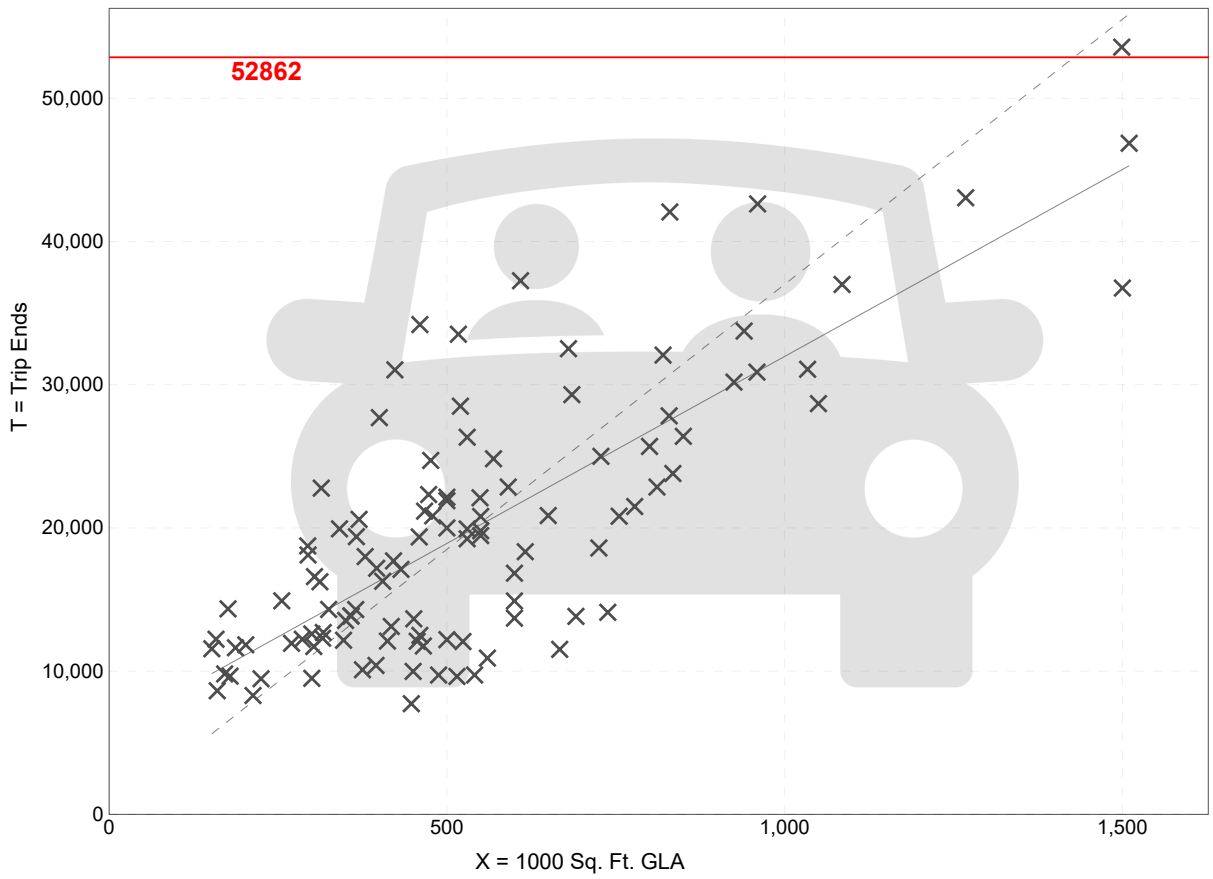
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 26.11(X) + 5863.73 **R^2= 0.60**

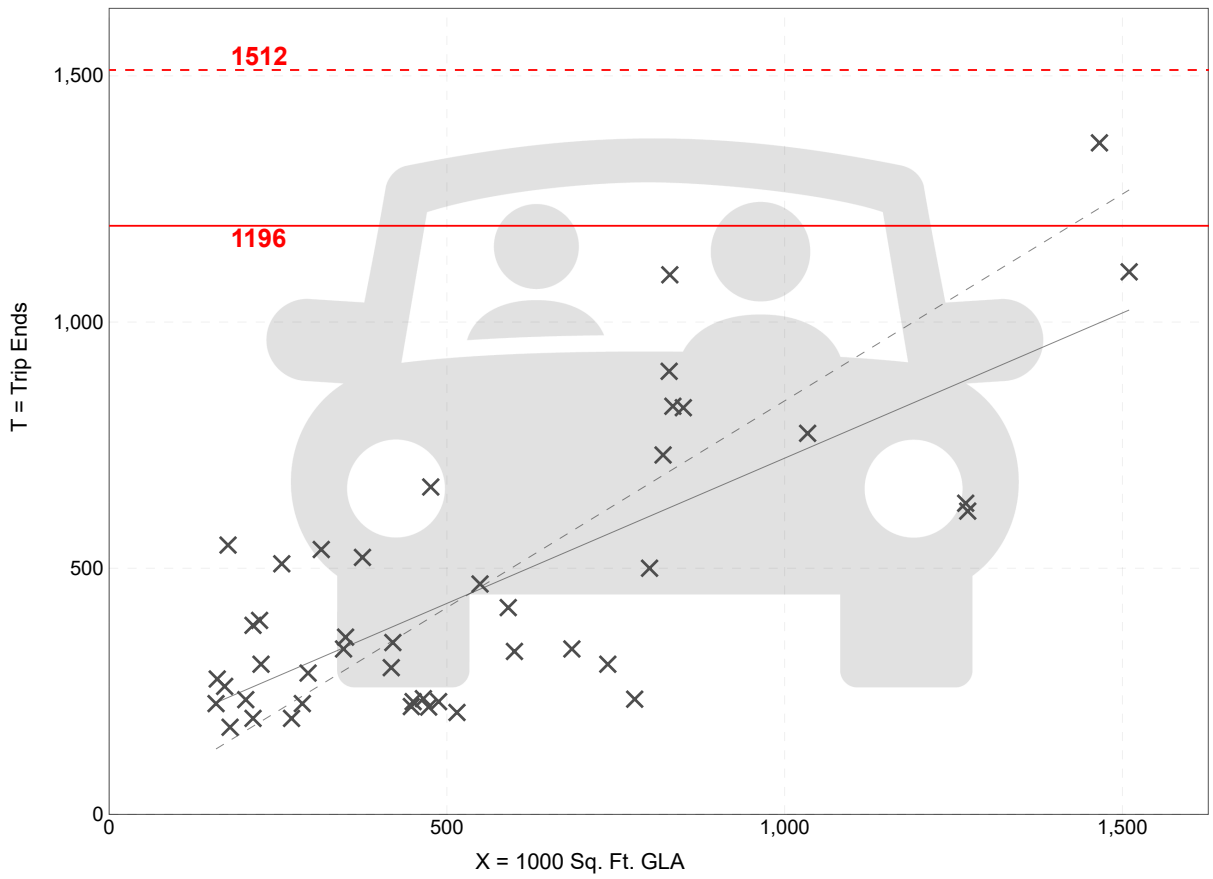
Shopping Center (>150k)
(820)

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:	44
Avg. 1000 Sq. Ft. GLA:	546
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 0.59(X) + 133.55 **R^2= 0.56**

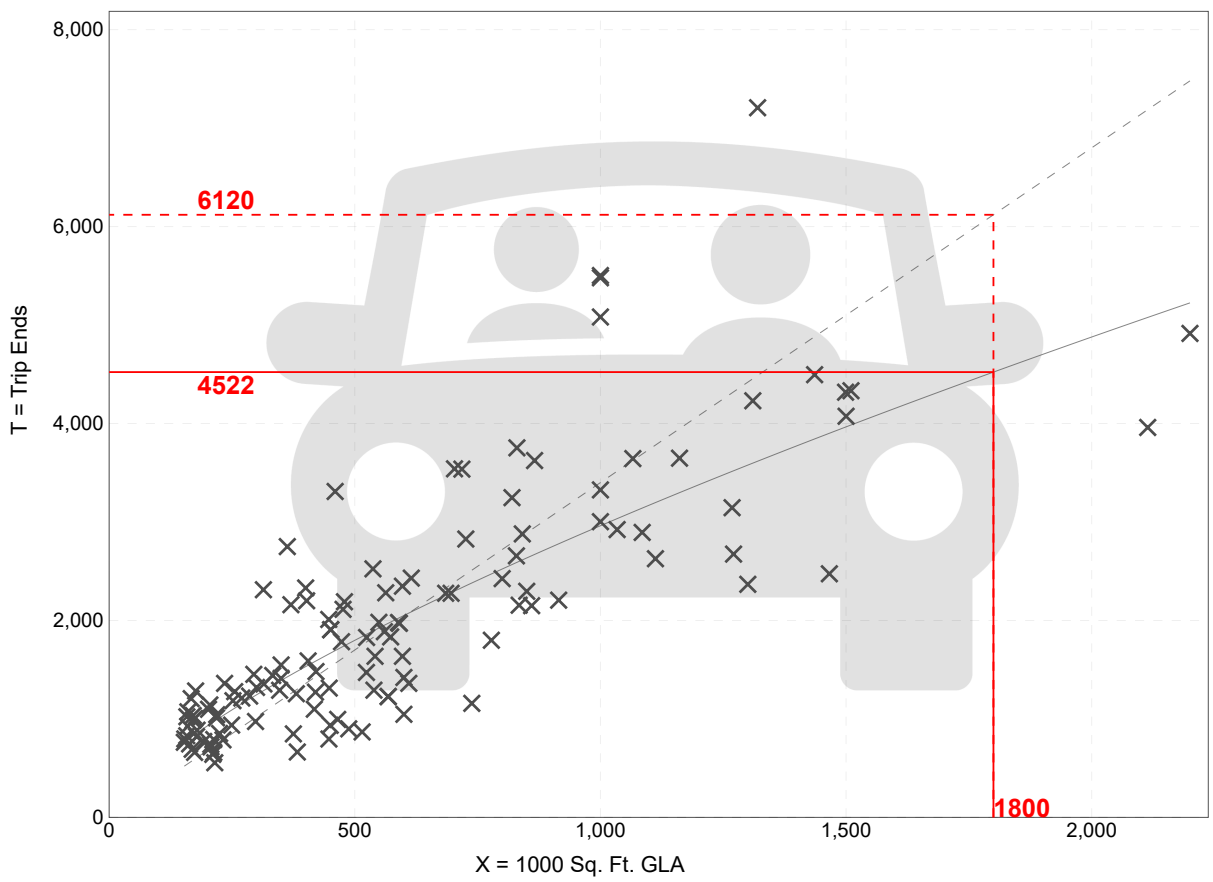
Shopping Center (>150k)
(820)

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:	126
Avg. 1000 Sq. Ft. GLA:	581
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 3.02 **R^2= 0.70**

Vehicle Pass-By Rates by Land Use

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

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
					Non-Pass-By Trips				
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24

667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
1	Acline Road	167	U.S. 41	Taylor Rd.	45	RMC	2U	1,711	5.00%	0.091	156	-	1359	1440	*	D	C	11%
2	Acline Road	191	Burnt Store Rd.	U.S. 41	40	RMC	2U	1,380	5.00%	0.091	126	-	1359	1440	*	D	C	9%
3	Airport Road	249	Cooper St.	Taylor Rd.	45	RMC	2U	4,996	5.00%	0.091	455	-	1359	1440	*	D	C	32%
4	Airport Road	169	Taylor Rd	I-75	45	RMC	2U	5,534	5.00%	0.091	504	-	1359	1440	*	D	C	35%
5	Airport Road	168	I-75	Piper Rd	45	RMC	2U	4,080	5.00%	0.091	371	-	1359	1440	*	D	C	26%
6	Appleton Blvd	211	St Paul Dr	Gasparilla Rd	45	RNC	2U	2,549	5.00%	0.091	232	-	1359	1440	*	D	C	16%
7	Aqui Esta Drive	170	Bal Harbor Blvd.	U.S. 41	30	UC	2U	8,381	5.00%	0.091	763	-	594	1197	1269	D	D	64%
8	Cooper Street	250	U.S. 41	Airport Rd.	35	UC	2U	4,551	4.00%	0.091	414	-	594	1197	1269	D	C	35%
9	Atwater Street	25	Peachland Blvd.	Veterans Blvd.	30	RMC	2U	3,201	4.00%	0.091	291	-	594	1197	1269	D	C	24%
10	Bayshore Road	27	Sibley Bay St.	Edgewater Dr.	30	UC	2U	1,377	5.00%	0.091	125	-	594	1197	1269	D	C	10%
11	Bayshore Road	312	Edgewater Dr.	U.S. 41	30	UC	2U	2,403	2.00%	0.091	219	-	594	1197	1269	D	C	18%
12	Beach Road	118	Gulf Blvd.	S.R. 776	30	UC	2U	12,945	5.00%	0.091	1,178	-	594	1197	1269	D	D	98%
13	Beacon Drive	234	Westchester Blvd.	Elmira Blvd.	35	L	2U	2,549	3.00%	0.091	232	-	594	1197	1269	D	C	19%
14	Beacon Drive	235	Elmira Blvd.	Olean Blvd.	35	L	2U	2,893	3.00%	0.091	263	-	594	1197	1269	D	C	22%
15	Beacon Drive	220	Olean Blvd.	Midway Blvd.	35	L	2U	2,970	5.00%	0.091	270	-	594	1197	1269	D	C	23%
16	Beaver Lane	222	Hancock Ave.	Westchester Blvd.	30	L	2U	4,029	5.00%	0.091	367	-	594	1197	1269	D	C	31%
17	Biscayne Drive	1	Cornelius Blvd.	Chancellor Blvd.	40	UC	2U	2,853	5.00%	0.091	260	-	1359	1440	*	D	C	18%
18	Biscayne Drive	3	SR-776	Cornelius Blvd.	40	UC	2U	1,985	5.00%	0.091	181	-	1359	1440	*	D	C	13%
19	Burnt Store Road	187	Lee County line	Zemel Rd.	55	MA	4D	11,511	7.00%	0.091	1,047	-	3078	3222	*	D	C	33%
20	Burnt Store Road	186	Zemel Rd.	Acline Rd.	55	MA	4D	16,003	7.00%	0.091	1,456	-	3078	3222	*	D	C	45%
21	Burnt Store Road	171	Acline Rd.	U.S. 41	40	MA	4D	16,604	6.00%	0.091	1,511	-	3078	3222	*	D	C	47%
22	Cape Haze Drive	161	Arlington Dr	Placida Rd	35	RMC	2U	3,346	2.00%	0.091	304	-	594	1197	1269	D	C	25%
23	Capricorn Blvd	224	Rampart Blvd.	Sandhill Blvd.	35	L	2U	3,765	2.00%	0.091	343	-	594	1197	1269	D	C	29%
24	Carmalita Street	190	BMX Track	U.S. 41	30	UC	2U	2,860	5.00%	0.091	260	-	594	1197	1269	D	C	22%
25	Carmalita Street	311	Florida St.	BMX Track	45	UC	2U	1,557	3.00%	0.091	142	-	1359	1440	*	D	C	10%
26	Chamberlain Blvd	2	Cornelius Blvd.	US 41	45	RMC	2U	2,094	5.00%	0.091	191	-	1359	1440	*	D	C	13%
27	Chancellor Blvd	123	Campbell St.	Ramblewood St	40	UC	2U	3,974	5.00%	0.091	362	-	1359	1440	*	D	C	25%
28	Chancellor Blvd	124	Ramblewood St	US-41	40	UC	2U	4,856	5.00%	0.091	442	-	1359	1440	*	D	C	31%
29	Cochran Blvd	15	Education Way	Collingswood Blvd.	35	MA	2U	7,946	2.00%	0.091	723	-	594	1197	1269	D	D	60%
30	Cochran Blvd	96	Pellam Blvd.	Education Way	35	MA	2U	10,238	2.00%	0.091	932	-	594	1197	1269	D	D	78%
31	Cochran Blvd	94	Lakeview Blvd.	Pellam Blvd.	35	MA	2U	12,156	2.00%	0.091	1,106	-	594	1197	1269	D	D	92%
32	Cochran Blvd	95	U.S. 41	Lakeview Blvd.	35	MA	4D	12,872	2.00%	0.091	1,171	-	1179	2628	2736	D	C	45%
33	Cochran Blvd	259	U.S. 41	Veteran's Blvd.	40	MA	4D	15,876	2.00%	0.091	1,445	-	3078	3222	*	D	C	45%
34	Collingswood Blvd	4	Toledo Blade Blvd.	S.R. 776	35	UC	2U	3,813	4.00%	0.091	347	-	594	1197	1269	D	C	29%
35	Collingswood Blvd	5	Wintergarden Ave.	Toldeo Blade Blvd.	40	UC	2U	6,557	5.00%	0.091	597	-	1359	1440	*	D	C	41%
36	Collingswood Blvd	31	Edgewater Dr.	Wintergarden Ave.	40	UC	2U	4,014	5.00%	0.091	365	-	1359	1440	*	D	C	25%
37	Collingswood Blvd	32	O'Hara Dr.	Edgewater Dr.	40	UC	2U	3,232	3.00%	0.091	294	-	1359	1440	*	D	C	20%
38	Conway Blvd	33	U.S. 41	Olean Blvd	35	L	2U	4,584	5.00%	0.091	417	-	594	1197	1269	D	C	35%
39	Cooper Street	151	Airport Rd.	Taylor Rd.	30	UC	2U	3,635	3.00%	0.091	331	-	594	1197	1269	D	C	28%
40	Cooper Street	152	Carmalita St.	U.S. 17 N	30	UC	2U	6,310	4.00%	0.091	574	-	594	1197	1269	D	C	48%
41	Cooper Street	251	U.S. 17 N	U.S. 17 S	30	UC	2U	2,957	5.00%	0.091	269	-	594	1197	1269	D	C	22%

Contact: Ravi Kamarajugadda - Ravi.Kamarajugadda@charlottecountyfl.gov or (941) 575-3668

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
42	Cornelius Blvd	6	SR-776	Biscayne Dr.	40	RMC	2U	3,752	5.00%	0.091	341	-	1359	1440	*	D	C	24%
43	Cornelius Blvd	263	Biscayne Dr.	U.S. 41	40	RMC	2U	4,729	5.00%	0.091	430	-	1359	1440	*	D	C	30%
44	CR74/Bermont Road	111	U.S. 17	County Line	55	RMC	2U	8,455	5.00%	0.091	769	1050	1620	2180	2990	D	C	35%
45	CR 771	158	Appleton Blvd	Rotonda Blvd E	50	UC	4D	11,282	5.00%	0.091	1,027	-	3078	3222	*	D	C	32%
46	CR 771	157	Rotonda Blvd E	Ingraham Blvd	50	UC	4D	14,075	5.00%	0.091	1,281	-	3078	3222	*	D	C	40%
47	CR 771	155	Ingraham Blvd	Marathon Blvd	50	UC	4D	21,674	5.00%	0.091	1,972	-	3078	3222	*	D	C	61%
48	CR 771	159	Marathon Blvd	SR 776	50	UC	4D	19,594	5.00%	0.091	1,783	-	3078	3222	*	D	C	55%
49	CR 775	163		E of Boca Grande Causeway	35	RMC	2U	6,874	3.00%	0.091	625	-	594	1197	1269	D	D	52%
50	CR 775	164	Boca Grande Causeway	Gaspar Dr	45	RMC	2U	6,613	3.00%	0.091	602	-	1359	1440	*	D	C	42%
51	CR 775	165	Gaspar Dr.	Cape Haze Dr.	45	RMC	2U	7,749	3.00%	0.091	705	-	1359	1440	*	D	C	49%
52	CR 775	166	Cape Haze Dr.	Esther St.	45	RMC	2U	8,257	3.00%	0.091	751	-	1359	1440	*	D	C	52%
53	CR 775	141	Esther St.	Rotonda Blvd. W	45	RMC	2U	9,458	3.00%	0.091	861	-	1359	1440	*	D	C	60%
54	CR 775	140	Rotonda Blvd. W	Short St.	45	UC	4D	13,443	3.00%	0.091	1,223	-	3078	3222	*	D	C	38%
55	CR 775	128	Short St.	San Casa Dr.	45	UC	4D	12,536	3.00%	0.091	1,141	-	3078	3222	*	D	C	35%
56	CR 775	125	Mississippi Ave.	Pinebay Blvd	45	UC	4D	13,544	3.00%	0.091	1,233	-	3078	3222	*	D	C	38%
57	CR 775	126	Pine Bay Blvd	S.R. 776	45	UC	4D	14,112	3.00%	0.091	1,284	-	3078	3222	*	D	C	40%
58	Cranberry Blvd	217	U.S. 41	Hillsborough Blvd.	40	L	2U	12,954	5.00%	0.091	1,179	-	1359	1440	*	D	C	82%
59	David Blvd	210	Foresman Blvd	Willmington Blvd.	30	UC	2U	2,471	3.00%	0.091	225	-	594	1197	1269	D	C	19%
60	Deep Creek Blvd	225	Rio De Janeiro Ave.	Sandhill Blvd.	35	UC	2U	5,981	3.00%	0.091	544	-	594	1197	1269	D	C	45%
61	Deep Creek Blvd	264	Rio De Janiero Ave.	Seasons Dr.	35	UC	2U	2,459	4.00%	0.091	224	-	594	1197	1269	D	C	19%
62	Easy Street	29	U.S. 41	Olean Blvd.	30	L	2U	2,119	2.00%	0.091	193	-	594	1197	1269	D	C	16%
63	Easy Street	30	Olean Blvd.	Gibralter Dr.	30	L	2U	2,676	4.00%	0.091	244	-	594	1197	1269	D	C	20%
64	Edgewater Drive	7	Flamingo Blvd.	Pellam Blvd.	40	MA	2U	4,805	5.00%	0.091	437	-	1359	1440	*	D	C	30%
65	Edgewater Drive	40	Pellam Blvd.	Midway Blvd.	40	MA	2U	8,831	5.00%	0.091	804	-	1359	1440	*	D	C	56%
66	Edgewater Drive	39	Midway Blvd.	Lakeview Blvd.	35	MA	4D	10,164	5.00%	0.091	925	-	1179	2628	2736	D	C	35%
67	Edgewater Drive	38	Lakeview Blvd.	W Tarpon Blvd.	35	MA	4D	11,858	5.00%	0.091	1,079	-	1179	2628	2736	D	C	41%
68	Edgewater Drive	41	W Tarpon Blvd.	Port Charlotte Blvd.	35	MA	4D	11,040	5.00%	0.091	1,005	-	1179	2628	2736	D	C	38%
69	Edgewater Drive	37	Port Charlotte Blvd	Harbor Blvd.	35	MA	4D	11,954	5.00%	0.091	1,088	-	1179	2628	2736	D	C	41%
70	Edgewater Drive	36	Harbor Blvd	Cousley Dr.	35	MA	4D	13,196	5.00%	0.091	1,201	-	1179	2628	2736	D	D	46%
71	Edgewater Drive	34	Cousley Dr.	Gardner Dr.	35	MA	4D	12,582	5.00%	0.091	1,145	-	1179	2628	2736	D	C	44%
72	Edgewater Drive	35	Gardner Dr.	U.S. 41	35	MA	4D	12,914	5.00%	0.091	1,175	-	1179	2628	2736	D	C	45%
73	Education Way	88	Toledo Blade Blvd.	Murdock Circle	30	L	2U	4,739	5.00%	0.091	431	-	594	1197	1269	D	C	36%
74	Elkcam Blvd	43	U.S. 41	Midway Blvd.	35	L	2U	2,461	3.00%	0.091	224	-	594	1197	1269	D	C	19%
75	Elmira Blvd	90	Conway Blvd.	Beacon Dr.	30	L	2U	3,252	2.00%	0.091	296	-	594	1197	1269	D	C	25%
76	Elmira Blvd	91	Beacon Dr.	Kings Highway	30	L	2U	2,348	2.00%	0.091	214	-	594	1197	1269	D	C	18%
77	Flamingo Blvd	8	Edgewater Dr.	Christopher St	45	MA	2U	4,582	5.00%	0.091	417	-	1359	1440	*	D	C	29%
78	Flamingo Blvd	9	Christopher St	SR-776	45	MA	2U	4,949	5.00%	0.091	450	-	1359	1440	*	D	C	31%
79	Florida Street	172	Carmalita St.	Marion Ave	40	RMC	2U	1,673	5.00%	0.091	152	-	1359	1440	*	D	C	11%
80	Florida Street	153	Airport Rd	Carmalita St	40	RMC	2U	706	4.00%	0.091	64	-	1359	1440	*	D	C	4%
81	Forrest Nelson Blvd	82	U.S. 41	Peachland Blvd.	35	L	2U	5,424	5.00%	0.091	494	-	594	1197	1269	D	C	41%
82	Boca Grande Causeway	162		S of Placida Rd	45	RMC	2U	6,883	3.00%	0.091	626	-	1359	1440	*	D	C	43%
83	Gillot Blvd	10	Bluestone St.	S.R. 776	40	RMC	2U	3,091	3.00%	0.091	281	-	1359	1440	*	D	C	20%
85	Gulf Blvd	121	Terminus	Beach Rd.	25	UC	2U	3,382	3.00%	0.091	308	-	594	1197	1269	D	C	26%

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
86	Gulfstream Blvd	130	Sunnybrook Blvd.	S.R. 776 (E)	45	UC	2U	3,255	5.00%	0.091	296	-	1359	1440	*	D	C	21%
87	Gulfstream Blvd	199	S.R. 776 (W)	Sunnybrook Blvd.	35	RMC	2U	4,291	5.00%	0.091	391	-	594	1197	1269	D	C	33%
88	Harbor Blvd	45	Colleen St.	Edgewater Dr.	35	UC	2U	2,451	2.00%	0.091	223	-	594	1197	1269	D	C	19%
89	Harbor Blvd	44	Edgewater Dr.	U.S. 41	35	UC	2U	3,468	2.00%	0.091	316	-	594	1197	1269	D	C	26%
91	Harbor Blvd	47	Olean Blvd.	Midway Blvd.	35	UC	4D	13,455	3.00%	0.091	1,224	-	1179	2628	2736	D	D	47%
92	Harbor Blvd	46	Midway Blvd.	Burkhart Dr.	35	UC	2U	7,865	3.00%	0.091	716	-	594	1197	1269	D	D	60%
93	Harbor Blvd	51	Burkhart Dr.	Quesada Ave.	35	UC	2U	6,505	5.00%	0.091	592	-	594	1197	1269	D	C	49%
94	Harbor Blvd	50	Quesada Ave.	Peachland Blvd.	35	UC	2U	4,138	5.00%	0.091	377	-	594	1197	1269	D	C	31%
95	Harbor Blvd	49	Peachland Blvd.	Veterans Blvd.	40	UC	2U	2,197	5.00%	0.091	200	-	1359	1440	*	D	C	14%
96	Harborview Road	274	US-41	Kings Highway	45	MA	4D	9,812	2.00%	0.091	893	-	3078	3222	*	D	C	28%
97	Harborview Road	52	Kings Highway	Melbourne St.	45	MA	4D	11,048	2.00%	0.091	1,005	-	3078	3222	*	D	C	31%
98	Harborview Road	53	Melbourne St.	Date St.	45	MA	2U	9,287	3.00%	0.091	845	-	1359	1440	*	D	C	59%
99	Harborview Road	104	Date St.	I-75	45	MA	2U	5,450	5.00%	0.091	496	-	1359	1440	*	D	C	34%
100	Harborview Road	103	I-75	Rio De Janiero Ave.	45	MA	2U	10,975	5.00%	0.091	999	-	1359	1440	*	D	C	69%
101	Harborview Road	102	Rio De Janiero Ave.	Highlands Rd.	45	MA	2U	6,566	5.00%	0.091	597	-	1359	1440	*	D	C	41%
102	Henry Street	254	Golf Course Blvd.	Florida St.	30	UC	2U	1,323	4.00%	0.091	120	-	594	1197	1269	D	C	10%
103	Hillsborough Blvd	11	Veterans Blvd.	Toledo Blade Blvd.	45	RMC	2U	5,622	5.00%	0.091	512	-	1359	1440	*	D	C	36%
104	Hillsborough Blvd	12	Toledo Blade Blvd.	Crandberry Blvd.	45	RMC	2U	6,774	5.00%	0.091	616	-	1359	1440	*	D	C	43%
105	Ingraham Blvd	202	San Cruz Waterway	Gasparilla Rd	45	RNC	2U	4,078	5.00%	0.091	371	-	1359	1440	*	D	C	26%
106	Jacobs Street	218	Eleanor Ave.	Chamberlain Blvd.	45	RMC	2U	2,905	5.00%	0.091	264	-	1359	1440	*	D	C	18%
107	Jacobs Street	219	S.R. 776	Eleanor Ave.	45	RMC	2U	2,580	5.00%	0.091	235	-	1359	1440	*	D	C	16%
108	Kenilworth Blvd	226	Ravenswood Blvd.	Yorkshire St.	30	L	2U	1,440	4.00%	0.091	131	-	594	1197	1269	D	C	11%
109	Kings Highway	275	U.S. 41	Harborview Rd.	40	MA	4D	10,591	5.00%	0.091	964	-	3078	3222	*	D	C	30%
110	Kings Highway	54	Harborview Rd.	Westchester Blvd.	40	MA	4D	15,293	3.00%	0.091	1,392	-	3078	3222	*	D	C	43%
111	Kings Highway	114	Westchester Blvd.	Veterans Blvd.	45	MA	4D	22,277	3.00%	0.091	2,027	-	3078	3222	*	D	C	63%
112	Kings Highway	309	Veterans Blvd.	Sandhill Blvd.	45	MA	4D	34,438	3.00%	0.091	3,134	-	3078	3222	*	D	D	97%
113	Kings Highway	105	Sandhill Blvd.	DeSoto Co. Line	45	MA	2U	18,344	5.00%	0.091	1,669	-	1359	1440	*	D	E	116%
114	Lakeview Blvd	55	Edgewater Dr.	Springview Ave.	35	UC	2U	2,206	5.00%	0.091	201	-	594	1197	1269	D	C	17%
115	Lakeview Blvd	57	Springview Ave.	Midway Blvd.	35	UC	2U	3,221	5.00%	0.091	293	-	594	1197	1269	D	C	24%
116	Lakeview Blvd	56	Midway Blvd.	Chevy Chase St.	35	UC	2U	8,421	5.00%	0.091	766	-	594	1197	1269	D	D	64%
117	Lakeview Blvd	58	Chevy Chase St.	Cochran Blvd	35	UC	2U	8,787	5.00%	0.091	800	-	594	1197	1269	D	D	67%
118	Loveland Blvd	227	Westchester Blvd.	Midway Blvd.	35	UC	2U	1,474	5.00%	0.091	134	-	594	1197	1269	D	C	11%
119	Loveland Blvd	59	Midway Blvd.	Peachland Blvd.	35	UC	2U	7,327	5.00%	0.091	667	-	594	1197	1269	D	D	56%
120	Loveland Blvd	60	Peachland Blvd.	Veterans Blvd.	35	UC	2U	1,389	2.00%	0.091	126	-	594	1197	1269	D	C	11%
121	Marathon Blvd	200	Terminus	Gasparilla Rd	30	RNC	2U	1,162	2.00%	0.091	106	-	594	1197	1269	D	C	9%
122	Marathon Blvd	201	Gulfstream Blvd.	Gasparilla Rd	45	RNC	2U	2,739	5.00%	0.091	249	-	1359	1440	*	D	C	17%
123	Marion Avenue	177	Florida St.	I-75 Overpass	35	L	2U	1,947	2.00%	0.091	177	-	594	1197	1269	D	C	15%
124	Marion Avenue	178	Marlympia Way	Florida St.	35	L	2U	2,284	2.00%	0.091	208	-	594	1197	1269	D	C	17%
125	Melbourne Street	61	Harper Ave.	Harborview Rd.	30	UC	2U	2,281	5.00%	0.091	208	-	594	1197	1269	D	C	17%
126	Midway Blvd	63	O'Hara Dr.	Edgewater Dr.	30	MA	2U	5,055	3.00%	0.091	460	-	594	1197	1269	D	C	38%
127	Midway Blvd	62	Edgewater Dr.	Riviera Ln.	35	MA	2U	4,401	3.00%	0.091	401	-	594	1197	1269	D	C	33%
128	Midway Blvd	69	Riviera Ln.	Lakeview Blvd.	35	MA	2U	5,428	3.00%	0.091	494	-	594	1197	1269	D	C	41%

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										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
129	Midway Blvd	68	Lakeview Blvd.	U.S. 41	35	MA	4D	10,378	3.00%	0.091	944	-	1179	2628	2736	D	C	36%
130	Midway Blvd	64	U.S. 41	Elkcam Blvd.	40	MA	4D	17,612	5.00%	0.091	1,603	-	3078	3222	*	D	C	50%
131	Midway Blvd	66	Elkcam Blvd.	Harbor Blvd.	40	MA	4D	16,729	5.00%	0.091	1,522	-	3078	3222	*	D	C	47%
132	Midway Blvd	65	Harbor Blvd	Orlando Blvd.	35	MA	4D	18,552	5.00%	0.091	1,688	-	1179	2628	2736	D	D	64%
133	Midway Blvd	67	Orlando Blvd.	Inverness St.	35	MA	4D	16,957	5.00%	0.091	1,543	-	1179	2628	2736	D	D	59%
134	Midway Blvd	70	Invenness St.	Kings Highway	35	MA	4D	16,441	2.00%	0.091	1,496	-	1179	2628	2736	D	D	57%
135	Murdock Circle	83	Education Way	U.S. 41	40	L	4D	11,565	3.00%	0.091	1,052	-	3078	3222	*	D	C	33%
136	Murdock Circle	87	U.S. 41	Veterans Blvd.	40	L	4D	10,330	2.00%	0.091	940	-	3078	3222	*	D	C	29%
137	Jones Loop Road N	272	U.S.41	Burnt Store Rd.	45	MA	4D	16,720	5.00%	0.091	1,522	-	3078	3222	*	D	C	47%
138	Jones Loop Road N	273	Burnt Store Rd.	Taylor Rd.	45	MA	4D	14,406	4.00%	0.091	1,311	-	3078	3222	*	D	C	41%
139	Jones Loop Road N	173	Taylor Rd.	I-75	45	MA	4D	18,120	5.00%	0.091	1,649	-	3078	3222	*	D	C	51%
140	Jones Loop Road N	318	I-75	Piper Rd	45	MA	4D	11,077	5.00%	0.091	1,008	-	3078	3222	*	D	C	31%
141	N Jones Loop Road	174	E of Piper Rd		45	MA	2U	3,152	3.00%	0.091	287	-	1359	1440	*	D	C	20%
142	N. Beach Road	119	Sarasota Co. Line	Gulf Blvd.	45	UC	2U	1,901	3.00%	0.091	173	-	1359	1440	*	D	C	12%
143	O'Hara Drive	243	Collingswood Blvd.	Midway Blvd.	35	L	2U	2,094	2.00%	0.091	191	-	594	1197	1269	D	C	16%
144	Olean Blvd	73	U.S. 41	Easy St.	35	UC	4D	9,419	2.00%	0.091	857	-	1179	2628	2736	D	C	33%
145	Olean Blvd	72	Easy St.	Conway Blvd.	35	UC	2U	6,891	3.00%	0.091	627	-	594	1197	1269	D	D	52%
146	Olean Blvd	71	Conway Blvd.	Beacon Dr.	35	UC	2U	5,946	3.00%	0.091	541	-	594	1197	1269	D	C	45%
147	Olean Blvd	74	Beacon Dr.	Kings Highway	35	UC	2U	4,992	3.00%	0.091	454	-	594	1197	1269	D	C	38%
148	Orlando Blvd	75	Midway Blvd.	Quasar Blvd.	35	UC	2U	2,538	3.00%	0.091	231	-	594	1197	1269	D	C	19%
149	Paulson Drive	229	U.S. 41	Prineville St.	30	L	2U	3,889	3.00%	0.091	354	-	594	1197	1269	D	C	30%
150	Peachland Blvd	265	CochranBlvd	Forrest Nelson Blvd.	35	UC	2U	7,119	5.00%	0.091	648	-	594	1197	1269	D	D	54%
151	Peachland Blvd	77	Forrest Nelson Blvd.	Atwater St.	35	UC	2U	8,776	4.00%	0.091	799	-	594	1197	1269	D	D	67%
152	Peachland Blvd	79	Atwater St.	Harbor Blvd.	35	UC	2U	8,636	5.00%	0.091	786	-	594	1197	1269	D	D	66%
153	Peachland Blvd	78	Harbor Blvd.	Beacon Dr.	35	UC	2U	7,930	5.00%	0.091	722	-	594	1197	1269	D	D	60%
154	Peachland Blvd	80	Beacon Dr.	Loveland Blvd.	35	UC	2U	10,956	5.00%	0.091	997	-	594	1197	1269	D	D	83%
155	Pellam Blvd	240	Wintergarden Ave.	CochranBlvd	35	L	2U	4,325	2.00%	0.091	394	-	594	1197	1269	D	C	33%
156	Pellam Blvd	241	Edgewater Dr.	Wintergarden Ave.	35	L	2U	2,345	5.00%	0.091	213	-	594	1197	1269	D	C	18%
157	Pine Street	131	Sarasota Co. Line	Second St.	45	UC	4D	9,975	3.00%	0.091	908	-	3078	3222	*	D	C	28%
158	Pine Street	132	Second St.	S.R. 776	45	UC	4D	11,978	5.00%	0.091	1,090	-	3078	3222	*	D	C	34%
159	Piper Road	175	Jones Loop Rd.	E Henry St	45	MA	4D	9,358	5.00%	0.091	852	-	3078	3222	*	D	C	26%
160	Port Charlotte Blvd	101	Sunrise Waterway	Edgewater Dr.	35	L	2U	2,429	5.00%	0.091	221	-	594	1197	1269	D	C	18%
161	Prineville Street	230	Paulson Dr.	Hillsborough Blvd.	30	L	2U	4,320	4.00%	0.091	393	-	594	1197	1269	D	C	33%
162	Quesada Avenue	81	Cochran Blvd	Forrest Nelson Blvd.	35	L	2U	7,632	4.00%	0.091	694	-	594	1197	1269	D	D	58%
163	Quesada Avenue	84	Forrest Nelson Blvd.	Hinton St.	35	L	2U	7,048	3.00%	0.091	641	-	594	1197	1269	D	D	54%
164	Quesada Avenue	85	Hinton St.	Harbor Blvd.	35	L	2U	4,371	3.00%	0.091	398	-	594	1197	1269	D	C	33%
165	Rampart Blvd	192	Kings Highway	I-75	35	L	2U	12,984	3.00%	0.091	1,182	-	594	1197	1269	D	D	99%
166	Rio De Janeiro Avenue	106	Harborview Rd.	Rampart Blvd.	35	RMC	2U	7,809	5.00%	0.091	711	-	594	1197	1269	D	D	59%
167	Rio De Janeiro Avenue	107	Rampart Blvd.	Sandhill Blvd.	35	RMC	2U	4,979	2.00%	0.091	453	-	594	1197	1269	D	C	38%
168	Rio Villa Drive	176	Deltona Dr.	U.S. 41	30	L	2U	3,382	5.00%	0.091	308	-	594	1197	1269	D	C	26%
169	Rotonda Blvd E	154	Boundary Blvd.	C.R. 771	35	UC	2U	3,989	5.00%	0.091	363	-	594	1197	1269	D	C	30%

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170	Rotonda Blvd N	122	Parade Cir.	Rotonda Cir.	35	RMC	2U	2,112	5.00%	0.091	192	-	594	1197	1269	D	C	16%
171	Rotonda Blvd W	135	Normandy Way	Boundary Blvd.	35	RMC	2U	5,545	5.00%	0.091	505	-	594	1197	1269	D	C	42%
172	Rotonda Blvd W	136	Boundary Blvd.	Parade Cir.	35	RMC	2U	2,524	5.00%	0.091	230	-	594	1197	1269	D	C	19%
173	Jones Loop Road S	193	Taylor Rd.	I-75	45	RMC	2U	2,399	5.00%	0.091	218	-	1359	1440	*	D	C	15%
174	San Casa Drive	138	Worth Ave.	C.R. 775	45	RMC	2U	5,117	2.00%	0.091	466	-	1359	1440	*	D	C	32%
175	San Casa Drive	139	S.R. 776	Worth Ave.	45	RMC	2U	6,240	5.00%	0.091	568	-	1359	1440	*	D	C	39%
176	Sandhill Blvd	109	Kings Highway	Deep Creek Blvd.	45	UC	2U	15,951	3.00%	0.091	1,452	-	1359	1440	*	D	E	101%
177	Sandhill Blvd	110	Deep Creek Blvd.	Rio De Janeiro Ave.	45	UC	2U	5,402	3.00%	0.091	492	-	1359	1440	*	D	C	34%
178	Sheehan Blvd	231	Midway Blvd.	Alton Rd.	30	L	2U	2,139	5.00%	0.091	195	-	594	1197	1269	D	C	16%
179	Shreve Street	150	Henry St.	Pompano Ter.	30	L	2U	4,723	2.00%	0.091	430	-	594	1197	1269	D	C	36%
180	Spinnaker Blvd	215	Cougar Way	Gulfstream Blvd.	30	RMC	2U	2,262	4.00%	0.091	206	-	594	1197	1269	D	C	17%
181	Spinnaker Blvd	214	Gulfstream Blvd.	S.R. 776	30	RMC	2U	1,997	2.00%	0.091	182	-	594	1197	1269	D	C	15%
182	Spinnaker Blvd	149	S.R. 776	Willmington Blvd.	40	RMC	2U	1,210	3.00%	0.091	110	-	1359	1440	*	D	C	8%
183	SR 776	306	Murdock Cir./Enterprise Dr.	U.S. 41	55	MA	4D	23,115	2.00%	0.091	2,104	-	3078	3222	*	D	C	65%
184	SR 776	86	Biscayne Dr.	Murdock Cir/Enterprise Dr.	55	MA	4D	28,285	2.00%	0.091	2,574	-	3078	3222	*	D	C	80%
185	SR 776	14	El Jobean Bridge	Biscayne Dr.	55	MA	4D	31,710	2.00%	0.091	2,886	-	3078	3222	*	D	C	90%
186	SR 776	13	C.R. 771	El Jobean Bridge	55	MA	4D	35,205	2.00%	0.091	3,204	-	3078	3222	*	D	D	99%
187	SR 776	160	Coliseum Blvd.	C.R. 771	55	MA	4D	25,219	2.00%	0.091	2,295	-	3078	3222	*	D	C	71%
188	SR 776	194	Oceanspray Blvd.	Coliseum Blvd.	55	MA	4D	23,717	2.00%	0.091	2,158	-	3078	3222	*	D	C	67%
189	SR 776	145	Sunnybrook Blvd.	Oceanspray Blvd.	55	MA	4D	24,372	2.00%	0.091	2,218	-	3078	3222	*	D	C	69%
190	SR 776	146	Spinnaker Blvd.	Sunnybrook Blvd.	55	MA	4D	17,948	2.00%	0.091	1,633	-	3078	3222	*	D	C	51%
191	SR 776	143	Gulfstream Blvd.	Spinnaker Blvd.	55	MA	4D	30,658	2.00%	0.091	2,790	-	3078	3222	*	D	C	87%
192	SR 776	144	Oriole Blvd.	Gulfstream Blvd.	45	MA	4D	31,345	2.00%	0.091	2,852	-	3078	3222	*	D	C	89%
193	SR 776	142	Pine St.	Oriole Blvd.	45	MA	4D	31,115	2.00%	0.091	2,832	-	3078	3222	*	D	C	88%
194	SR 776	120	Beach Rd.	Pine St.	45	MA	4D	24,959	2.00%	0.091	2,271	-	3078	3222	*	D	C	70%
195	Sunnybrook Blvd	134	Boundary Blvd.	Rotonda Blvd. North	35	RMC	2U	6,767	5.00%	0.091	616	-	594	1197	1269	D	D	51%
196	Sunnybrook Blvd	133	Gulfstream Blvd.	Boundary Blvd.	40	RMC	2U	9,002	5.00%	0.091	819	-	1359	1440	*	D	C	57%
197	Sunnybrook Blvd	148	S.R. 776	Oceanspray Blvd.	35	RMC	2U	6,053	5.00%	0.091	551	-	594	1197	1269	D	C	46%
198	Sunnybrook Blvd	147	Waterford Ave.	S.R. 776	35	RMC	2U	2,365	2.00%	0.091	215	-	594	1197	1269	D	C	18%
199	Sunnybrook Road	233	Highlands Rd.	Broadpoint Dr.	35	L	2U	5,567	3.00%	0.091	507	-	594	1197	1269	D	C	42%
200	Taylor Road	179	U.S. 41 N	Burnt Store Rd.	45	UC	2U	7,267	5.00%	0.091	661	-	1359	1440	*	D	C	46%
201	Taylor Road	180	Burnt Store Rd.	Airport Rd.	45	RMC	2U	8,841	3.00%	0.091	805	-	1359	1440	*	D	C	56%
202	Taylor Road	181	Airport Rd.	Cooper St.	45	RMC	2U	7,424	5.00%	0.091	676	-	1359	1440	*	D	C	47%
203	Toledo Blade Blvd	93	Collingswood Blvd.	S.R. 776	35	MA	2U	6,905	5.00%	0.091	628	-	594	1197	1269	D	D	52%
204	Toledo Blade Blvd	196	S.R. 776	U.S. 41 N	45	MA	2U	7,979	5.00%	0.091	726	-	1359	1440	*	D	C	50%
205	Toledo Blade Blvd	16	U.S. 41 N	Sarasota Co Line	45	UC	4D	14,135	5.00%	0.091	1,286	-	3078	3222	*	D	C	40%
206	Tucker's Grade	188	U.S. 41	I-75	45	MA	4D	12,480	5.00%	0.091	1,136	-	3078	3222	*	D	C	35%
207	US Highway 17	286	E of Nesbit					11,203		0.091		-						
208	US Highway 17	182	I-75	Marlympia Way	45	PA	6D	21,707	2.00%	0.091	1,975	-	5250	5390	*	D	C	37%
209	US Highway 17	183	Constitution Avenue	I-75	45	PA	6D	31,277	2.00%	0.091	2,846	-	5250	5390	*	D	C	53%

Contact: Ravi Kamarajugadda - Ravi.Kamarajugadda@charlottecountyfl.gov or (941) 575-3668

CHARLOTTE COUNTY: 2021 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Speed	Fed. Func. Class.	Lanes	2021 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
										K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
												B	C	D	E	Adopted	Current	
210	US Highway 17	284	Washington Loop Rd. S	Constitutional Ave.	45	PA	6D	22,850	2.00%	0.091	2,079	-	5250	5390	*	D	C	39%
211	US Highway 17	112	Peace River Shores Blvd.	Washington Loop Rd. S	45	PA	4D	15,509	2.00%	0.091	1,411	-	3078	3222	*	D	C	44%
212	US Highway 17	115	DeSoto Co Line	Peace River Shores Blvd.	55	PA	4D	11,650	2.00%	0.091	1,060	-	3078	3222	*	D	C	33%
213	US Highway 41	189	Lee County Line	Tuckers Grade	50	PA	4D	35,161	2.00%	0.091	3,200	-	3078	3222	*	D	D	99%
214	US Highway 41	328	Tuckers Grade	Taylor Rd.	45	PA	4D	38,339	2.00%	0.091	3,489	-	3420	3580	-	D	C	97%
215	US Highway 41	185	Taylor Rd	Burnt Store Rd.	45	PA	4D	17,735	2.00%	0.091	1,614	-	3078	3222	*	D	C	50%
216	US Highway 41	288	Burnt Store Rd.	Aqui Esta Dr.	45	PA	4D	30,969	2.00%	0.091	2,818	-	3078	3222	*	D	C	87%
217	US Highway 41	184	N of Aqui Esta		45	PA	4D	27,462	2.00%	0.091	2,499	-	3078	3222	*	D	C	78%
218	US Highway 41	290	at Gilcrest Bridge		45	PA	4D	25,690	2.00%	0.091	2,338	-	3078	3222	*	D	C	73%
219	US Highway 41	277	Harborview Rd.	Kings Highway	45	PA	6D	42,402	2.00%	0.091	3,859	-	5250	5390	*	D	C	72%
220	US Highway 41	278	Hancock Ave. (Beaver Ln.)	Harborview Rd./Edgewater Dr.	45	PA	6D	38,316	2.00%	0.091	3,487	-	5250	5390	*	D	C	65%
221	US Highway 41	285	Harbor Blvd.	Easy St.	45	PA	6D	41,392	2.00%	0.091	3,767	-	5250	5390	*	D	C	70%
222	US Highway 41	287	Olean Blvd.	Harbor Blvd.	45	PA	6D	39,178	2.00%	0.091	3,565	-	5250	5390	*	D	C	66%
223	US Highway 41	295	Forrest Nelson Blvd.	Midway Blvd.	45	PA	6D	50,786	2.00%	0.091	4,622	-	5250	5390	*	D	D	86%
224	US Highway 41	297	Carrousel Mall	Forrest Nelson Blvd.	45	PA	6D	47,299	2.00%	0.091	4,304	-	5250	5390	*	D	D	80%
225	US Highway 41	97	Murdock Circle	Cochran Blvd	45	PA	6D	44,283	2.00%	0.091	4,030	-	5250	5390	*	D	C	75%
226	US Highway 41	20	S.R. 776	Murdock Circle	45	PA	6D	32,679	2.00%	0.091	2,974	-	5250	5390	*	D	C	55%
227	US Highway 41	21	Enterprise Dr.	S.R. 776	45	PA	6D	32,378	2.00%	0.091	2,946	-	5250	5390	*	D	C	55%
228	US Highway 41	23	Toledo Blade Blvd.(N) (CR 39)	Enterprise Dr.	45	PA	6D	36,855	2.00%	0.091	3,354	-	5250	5390	*	D	C	62%
229	US Highway 41	22	Flamingo Blvd.	Toledo Blade Blvd. (N)	45	PA	6D	33,105	2.00%	0.091	3,013	-	5250	5390	*	D	C	56%
230	US Highway 41	17	Chamberlain Blvd.	Flamingo Blvd.	45	PA	6D	31,892	2.00%	0.091	2,902	-	5250	5390	*	D	C	54%
231	Veterans Blvd	89	US-41	Murdock Circle	45	MA	4D	25,829	5.00%	0.091	2,350	-	3078	3222	*	D	C	73%
232	Veterans Blvd	280	Murdock Circle	Cochran Blvd	45	MA	4D	26,623	5.00%	0.091	2,423	-	3078	3222	*	D	C	75%
233	Veterans Blvd	282	Cochran Blvd	Harbor Blvd.	55	MA	4D	24,763	5.00%	0.091	2,253	-	3078	3222	*	D	C	70%
234	Veterans Blvd	26	Harbor Blvd.	Loveland Blvd.	55	MA	4D	24,317	5.00%	0.091	2,213	-	3078	3222	*	D	C	69%
235	Veterans Blvd	258	Loveland Blvd.	Kings Highway	45	MA	4D	23,895	5.00%	0.091	2,174	-	3078	3222	*	D	C	67%
236	Veterans Blvd	308	Kings Highway	Peachland Blvd.	40	MA	4D	22,221	5.00%	0.091	2,022	-	3078	3222	*	D	C	63%
237	Westchester Blvd	99	Gardner Dr.	Beacon Dr.	30	L	2U	4,526	2.00%	0.091	412	-	594	1197	1269	D	C	34%
238	Westchester Blvd	98	Beacon Dr.	Kings Highway	30	L	2U	4,697	2.00%	0.091	427	-	594	1197	1269	D	C	36%
239	Wilmington Blvd	216	Coliseum Blvd.	Gondelier Waterway	40	RMC	2U	967	5.00%	0.091	88	-	1359	1440	*	D	C	6%
240	Wilmington Blvd	42	Gondelier Waterway	S.R. 776	40	RMC	2U	2,455	5.00%	0.091	223	-	1359	1440	*	D	C	16%
241	Winchester Blvd	310	S.R. 776	Sarasota Co Line	50	RMC	4D	8,560	5.00%	0.091	779	-	3078	3222	*	D	C	24%
242	Winchester Blvd	314	S.R.776	Apple Valley Ave	45	RMC	4D	7,388	5.00%	0.091	672	-	3078	3222	*	D	C	21%
243	Zemel Road	307	Burnt Store Rd.	County Landfill	45	L	2U	2,322	5.00%	0.091	211	-	1359	1440	*	D	C	15%
244	Zemel Road	257	County Landfill	U.S. 41	45	L	2U	2,905	5.00%	0.091	264	-	1359	1440	*	D	C	18%

Notes and Assumptions for the LOS Computations:

1. LOS Calculations are based on 2020 FDOT Generalized LOS Tables (TABLE 4)

	DWELLING UNITS	230		130		DRI		805		776		1762		894		1000		273		
	TRIPS	**159**		**127**		**1607**		**706**		**682**		**1474**		**779**		**865**		**255**		
	PERCENT BUILT	100%		100%		100%		100%		100%		100%		100%		100%		100%		
		Simple Life		**Heritage Station**		**Heritage Landing**		**Coral Lakes**		**Starling**		**Turnleaf**		**Firelight East**		**Firelight North**		**Firelight South**		
		Project Percentag	Project Trips	Project Percentage	Project Trips	Project Percentag	Project Trips	Project Percentage	Project Trips	Project Percentag	Project Trips	Project Percentag	Project Trips	Project Percentag	Project Trips	Project Percentag	Project Trips	Project Percentag	Project Trips	**Vested Trips**
Burnt Store	N. of Acline Rd	38%	60	29%	37	48%	771	44%	311	35%	239	35%	516	21%	164	21%	182	21%	54	2,279
	N. of Notre Dame	38%	60	36%	46	48%	771	53%	374	42%	286	42%	619	21%	164	21%	182	21%	54	2,502
	S. of Notre Dame	65%	103	43%	55	60%	964	76%	537	75%	512	75%	1106	21%	164	21%	182	21%	54	3,621
	S. of Coral Creek	35%	56	43%	55	60%	964	24%	169	25%	171	25%	369	21%	164	21%	182	21%	54	2,128
	S. of Heritage	35%	56	57%	72	40%	643	24%	169	25%	171	25%	369	21%	164	37%	320	21%	54	1,963
	S. of Zemel Rd	30%	48	38%	48	34%	546	16%	113	18%	123	18%	265	22%	171	22%	190	22%	56	1,505
US41	S. of Notre Dame	27%	43	4%	5	12%	193	29%	205	29%	198	29%	427	3%	23	3%	26	3%	8	1,120
	N. of Burnt Store	16%	25	17%	22	28%	450	14%	99	16%	109	16%	236	3%	23	3%	26	3%	8	990
Tuckers	E. ofUS41	16%	25	3%	4	9%	145	6%	42	16%	109	16%	236	6%	47	6%	52	6%	15	660
Notre Dame	E. of Burnt Store	27%	43	6%	8	12%	193	23%	162	31%	211	31%	457	1%	8	1%	9	1%	3	1,091
Zemel Rd	W of Landfill -2L	2%	3	16%	20	6%	96	8%	56	7%	48	2%	29	46%	358	46%	398	46%	117	1,010
Zemel Rd	E of Landfill- 2L	2%	3	16%	20	6%	96	8%	56	7%	48	2%	29	54%	421	54%	467	54%	138	1,141

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

Table 21 b) 1 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)														
Link No.	NAME	ROADWAY LINK		F. Class	ROAD TYPE	PERFORMANCE STANDARD		2021 100TH HIGHEST HOUR			FUTURE FORECAST (2026)			Notes
		FROM	TO			LOS	DIRECTIONAL CAPACITY	LOS	VOL	V/C	LOS	VOL	V/C	
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	Maj. Col	2LN	E	860	C	342	0.40	C	360	0.42	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	M. Art	2LN	E	990	C	265	0.27	C	279	0.28	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	M. Art	2LN	E	990	C	349	0.35	C	367	0.37	
00400	ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	M. Art	2LN	E	990	D	561	0.57	D	590	0.60	
00500	ALEXANDER BELL BLVD	MILWAUKEE BLVD	LEELAND HEIGHTS	M. Art	2LN	E	990	D	561	0.57	D	654	0.66	Shadow Lakes
00590	ALICO RD	US 41	DUSTY RD	P. Art	4LD	E	1,980	B	1,171	0.59	B	1,230	0.62	
00600	ALICO RD	DUSTY RD	LEE RD	P. Art	6LD	E	2,960	B	1,171	0.40	B	1,532	0.52	Alico Business Park
00700	ALICO RD	LEE RD	THREE OAKS PKWY	P. Art	6LD	E	2,960	B	1,171	0.40	B	1,419	0.48	Three Oaks Regional Center
00800	ALICO RD	THREE OAKS PKWY	I-75	P. Art	6LD	E	2,960	B	2,428	0.82	B	2,552	0.86	EEPCO Study
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	P. Art	6LD	E	2,960	B	1,278	0.43	B	1,425	0.48	EEPCO Study
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	Maj. Col	2LN	E	1,100	C	395	0.36	E	808	0.73	4 Ln constr 2018, EEPCO Study*
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	Maj. Col	2LN	E	1,100	B	131	0.12	B	224	0.20	EEPCO Study
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	Min. Col	2LN	E	860	C	55	0.06	C	162	0.19	old count
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD (US 78)	Maj. Col	2LN	E	860	C	103	0.12	C	116	0.14	old count projection(2009)
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	Maj. Col	4LN	E	1,790	C	564	0.32	C	822	0.46	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	State	4LD	D	2,100	C	1,975	0.94	D	2,076	0.99	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	State	4LD	D	2,100	C	1,821	0.87	F	2,152	1.02	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	State	4LD	D	2,100	C	1,222	0.58	C	1,441	0.69	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	State	2LN	D	924	C	741	0.80	F	941	1.02	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	State	2LN	D	924	C	741	0.80	F	941	1.02	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	P. Art	4LD	E	2,000	B	1,361	0.68	B	1,763	0.88	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	P. Art	4LD	E	2,000	B	1,361	0.68	B	1,430	0.72	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	P. Art	6LD	E	3,000	A	1,123	0.37	A	1,215	0.41	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	Controlled xs	4LD	E	1,980	A	980	0.49	A	1,030	0.52	
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	Maj. Col	2LN	E	860	C	340	0.40	C	565	0.66	
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	P. Art	4LD	E	1,900	C	736	0.39	C	774	0.41	Constrained In City Plan *
02500	BONITA BEACH RD	VANDERBILT DR	US 41	P. Art	4LD	E	1,900	C	1,433	0.75	C	1,506	0.79	Constrained In City Plan
02600	BONITA BEACH RD	US 41	OLD 41	P. Art	4LD	E	1,860	C	1,427	0.77	C	1,500	0.81	Constrained, old count projection(2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	P. Art	6LD	E	2,800	C	1,908	0.68	C	2,005	0.72	Constrained In City Plan(2010)
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	P. Art	6LD	E	2,800	C	2,091	0.75	C	2,197	0.78	Constrained In City Plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	M. Art	4LD	E	2,020	B	626	0.31	B	658	0.33	Constrained In City Plan
02950	BONITA BEACH RD	BONITA GRANDE DR	Logan Boulevard	M. Art	4LD	E	2,020	B	626	0.31	B	658	0.33	Constrained In City Plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	Maj. Col	2LN	E	860	D	692	0.80	E	782	0.91	old count projection(2009)
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	P. Art	6LN	E	2,520	E	1,847	0.73	E	1,941	0.77	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	Maj. Col	2LN	E	860	C	287	0.33	C	302	0.35	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	Maj. Col	2LN	E	860	C	158	0.18	C	166	0.19	
03500	BROADWAY RD (ALVA)	SR 80	North RIVER RD	Maj. Col	2LN	E	860	C	280	0.33	C	294	0.34	old count projection(2009)
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	P. Art	2LN	E	990	D	491	0.50	D	516	0.52	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	P. Art	2LN	E	990	C	395	0.40	C	415	0.42	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	P. Art	2LN	E	990	D	644	0.65	F	1,057	1.07	Buckingham 345 & Portico
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	Controlled xs	4LD	E	2,950	B	828	0.28	B	870	0.29	
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	Controlled xs	2LN	E	1,140	C	528	0.46	C	626	0.55	
04200	BUS 41 (N TAMIAMI TR, S	CITY LIMITS (N END EDISON BRG)	PONDELLA RD	State	6LD	D	3,171	C	1,715	0.54	C	2,082	0.66	
04300	BUS 41 (N TAMIAMI TR, S	PONDELLA RD	SR 78	State	6LD	D	3,171	C	1,715	0.54	C	2,082	0.66	
04400	BUS 41 (N TAMIAMI TR, S	SR 78	LITTLETON RD	State	4LD	D	2,100	C	994	0.47	C	1,245	0.59	
04500	BUS 41 (N TAMIAMI TR, S	LITTLETON RD	US 41	State	4LD	D	2,100	C	596	0.28	C	796	0.38	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	P. Art	4LB	E	4,000	D	3,097	0.77	D	3,255	0.81	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS	Maj. Col	2LN	E	860	C	267	0.31	C	302	0.35	Constrained, old count(2010)

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Controlled Access Aterial Facility

County Maintained Expressway

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

D1RPMv2.1 2045 Cost Feasible Model - Project Traffic Percent Distribution

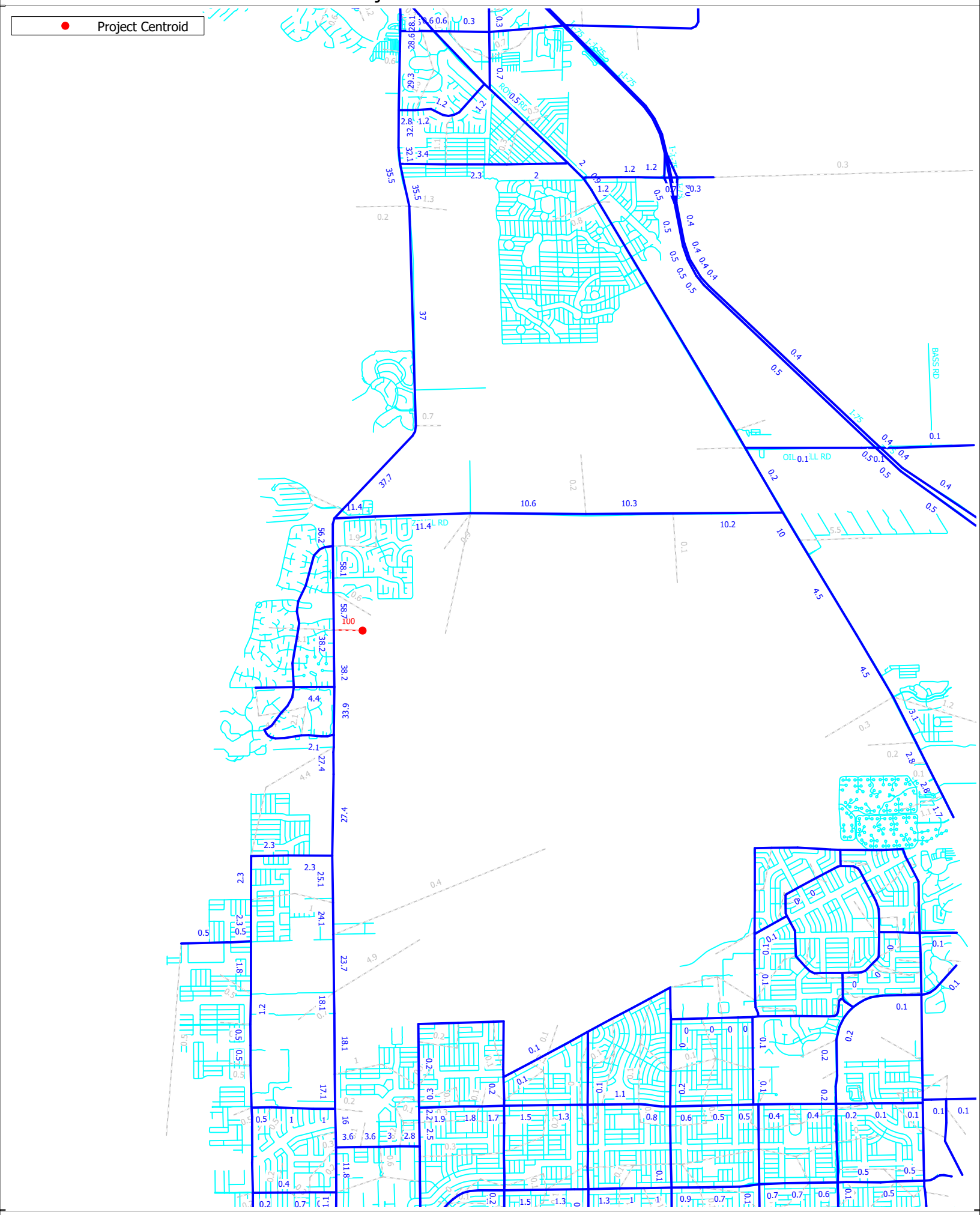

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Table 3(a)
Capital Improvement Program Detail Report FY22/23-FY26/27

Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
Community Development							**5,004,630**	**502,313**					**502,313**		**5,506,943**
	Wild Turkey Strand						5,004,630	401,728					401,728		5,406,358
Community Development	Wild Turkey Strand	20500948730	48730	E			2,502,315	200,864					200,864		2,703,179
Community Development	Wild Turkey Strand	20500930700	30700	GT			2,502,315	200,864					200,864		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					**339,924,793**	**25,000**	**248,250**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**125,000**		**340,298,043**
County Lands	Conservation 2020	20880030103	30103	CONS	339,924,793	25,000	248,250	25,000	25,000	25,000	25,000	25,000	125,000		340,298,043
Library					**324,377**	**4,979,674**	**8,529,085**	**10,453,903**	**57,500**				**10,511,403**		**19,364,865**
Library	Exterior Shade Structure	20073634800	34800	L		884,000	1,000,000	100,000	57,500				157,500		1,157,500
Library	Library Admin Relocation	20071234800	34800	L	141,261	717,470	2,621,787								2,763,048
Library	Riverdale Library Renovations	20070634800	34800	L	183,033	2,703,204	3,907,298								4,090,331
Library	South Cty Regional Renovations	20070734800	34800	L	83	675,000	1,000,000	10,353,903					10,353,903		11,353,986
Natural Resources					**3,744,590**	**8,829,823**	**19,661,775**	**5,835,266**	**10,422,270**	**4,491,500**	**15,862,790**	**14,831,640**	**51,443,466**	**7,900,000**	**82,749,831**
Natural Resources	Alico Rd. Drainage Imp	20072830100	30100	GF-CIP			115,970			1,000,000			1,000,000		1,115,970
Natural Resources	Bob Janes Restoration Project	20859930100	30100	GF-CIP	228,423	300,000	1,071,577		1,090,270				1,090,270		2,390,270
Natural Resources	Brantley-Dover Canal Impr	20073730100	30100	GF-CIP		150,000	150,000	212,000					212,000		362,000
Natural Resources	Caloosahatchee TMDL Compl	20858830100	30100	GF-CIP	2,164,732		720,000	400,000	400,000	400,000	400,000	400,000	2,000,000		4,884,732
Natural Resources	Canal H-7 Drainage Improvement	20071330100	30100	GF-CIP	145,731		47,998	130,000					130,000		323,729
Natural Resources	**Crew Flint Pen Hydrologic Restoration**	**20077230100**	**30100**	**GF-CIP**				**500,000**	**1,400,000**				**1,900,000**		**1,900,000**
Natural Resources	Deep Lagoon Hydro Presv Rest	20851730100	30100	GF-CIP	177,341	1,000,000	1,549,075		1,600,000				1,600,000		3,326,416
Natural Resources	EMWCD-Infrastructure Rep Grant	21072730100	30100	G		1,779,823	7,119,293								7,119,293
Natural Resources	Flood Remediation	20064830100	30100	GF-CIP	529,571	2,500,000	3,314,459							100,000	3,944,030
Natural Resources	Industrial Park Berm Improv	20071430100	30100	GF-CIP	82,039		80,494		180,000				180,000		342,533
Natural Resources	Kiker Preserve Berm	20073830100	30100	GF-CIP,G		700,000	700,000		1,500,000		6,000,000	6,000,000	13,500,000	7,800,000	22,000,000
	Lakes Park Phase III				77,520		776,480	1,800,000					1,800,000		2,654,000
Natural Resources	Lakes Park Phase III	20070930100	30100	GF-CIP	77,520		776,480	1,325,000					1,325,000		2,179,000
Natural Resources	Lakes Park Phase III	22070930100	30100	G				475,000					475,000		475,000
Natural Resources	Palm Creek Filter Marsh	20076130100	30100	GF-CIP	21,427		284,233		750,000	750,000			1,500,000		1,805,660
	Powell Creek/Old Bridge Park				199,344	100,000	1,250,656								1,450,000
Natural Resources	Powell Creek/Old Bridge Park	20860130100	30100	GF-CIP	199,344	70,000	476,656								676,000
Natural Resources	Powell Creek/Old Bridge Park	22860130100	30100	G		30,000	774,000								774,000
Natural Resources	Six Mile Cypress Slough South	20073930100	30100	GF-CIP		300,000	300,000	500,000	1,400,000				1,900,000		2,200,000
	Sunniland/9 Mile Run Drainage				118,462	1,000,000	1,181,540								1,300,002
Natural Resources	Sunniland/9 Mile Run Drainage	20855730100	30100	CIP	118,462	700,000	881,540								1,000,002
Natural Resources	Sunniland/9 Mile Run Drainage	22855730100	30100	G		300,000	300,000								300,000
Natural Resources	Ten Mile Canal South	20075530100	30100	GF-CIP		1,000,000	1,000,000	2,293,266	2,102,000	2,341,500	9,462,790	8,431,640	24,631,196		25,631,196
Parks and Recreation					**2,293,942**	**11,472,657**	**26,594,630**	**10,602,150**	**18,389,800**	**7,350,000**		**500,000**	**36,841,950**		**63,696,522**
	Able Canal Pathway				153,342		973,584		7,362,650				7,362,650		8,489,576
Parks and Recreation	Able Canal Pathway	20215438700	38700	I	76,348		423,652		3,000,000				3,000,000		3,500,000
Parks and Recreation	Able Canal Pathway	21215430100	30100	G	76,994		549,932		4,362,650				4,362,650		4,989,576
	Boca Grande Dog Park				60,260	101,000	1,040,740								1,502,000
Parks and Recreation	Boca Grande Dog Park	20071838651	38651	I	60,260	101,000	690,740								751,000
Parks and Recreation	Boca Grande Dog Park	20071830100	30100	GF-CIP			350,000								751,000
Parks and Recreation	**Boca Grande Tennis and Pickleball Courts**	**20077830100**	**30100**	**GF-CIP**				**85,000**	**850,000**				**935,000**		

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	Larry Kiker Preserve				83		6,499,917		6,000,000				6,000,000		12,500,000
Parks and Recreation	Larry Kiker Preserve	20071930105	30105	GF,I,T,G	83		499,917								500,000
Parks and Recreation	Larry Kiker Preserve	20071930102	30102	T		6,000,000	6,000,000		6,000,000				6,000,000		12,000,000
Parks and Recreation	**Lavender's Landing Improvements**	**20073030100**	**30100**	**GF-CIP**				**200,000**	**1,300,000**				**1,500,000**		
	Lehigh Community Park Expansion				1,914,520	6,289,507	11,327,518	4,200,000					4,200,000		17,442,038
Parks and Recreation	Lehigh Community Park Expansion	20065138652	38652	I	1,914,520	1,929,694	5,567,705	3,000,000					3,000,000		10,482,225
Parks and Recreation	Lehigh Community Park Expansion	20065138700	38700	I		4,359,813	5,759,813	1,200,000					1,200,000		6,959,813
Parks and Recreation	NFM Shuffleboard Shade	20076430100	30100	GF-CIP		650,000	650,000	950,000					950,000		1,600,000
Parks and Recreation	Pine Island Dog Park		38651	I								500,000	500,000		500,000
Parks and Recreation	Player Development Complex	20926030102	30102	T			2,863,631	1,350,000					1,350,000		4,213,631
	Playground&Splashpad Shade Enhancements					360,000	360,000								360,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238651	38651	I		45,000	45,000								45,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238652	38652	I		90,000	90,000								90,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238653	38653	I		45,000	45,000								45,000
Parks and Recreation	Playground&Splashpad Shade Enhancements	20073238700	38700	I		180,000	180,000								180,000
Parks and Recreation	Rutenburg Park Improvements	20073338653	38653	I		245,000	245,000	1,790,000					1,790,000		2,035,000
Parks and Recreation	Schandler Hall Skate Park	20073438652	38652	I		275,000	275,000								275,000
Parks and Recreation	Shade Structures Parks & Playgrounds	20076330100	30100	GF-CIP		1,827,150	1,827,150	1,827,150	1,827,150				3,654,300		5,481,450
Parks and Recreation	Six Mile Slough Preserve Impr	20072038700	38700	I	64,310	290,000	497,090								561,400
Parks and Recreation	Telegraph Creek Kayak Launch	20067038700	38700	I	101,427	35,000	35,000	200,000					200,000		336,427
Parks and Recreation	Trail System Expansion	200735		T		1,400,000			1,050,000	7,350,000			8,400,000		8,400,000
Public Safety					**4,824,536**	**6,443,762**	**48,468,086**	**3,311,801**	**4,439,696**	**4,035,696**			**11,787,193**		**65,079,815**
Public Safety	**East Station**	**20077530100**	**30100**	**GF-CIP**				**96,000**	**1,500,000**				**1,596,000**		**1,596,000**
Public Safety	EOC Expansion	20066430100	30100	GF-CIP,G	1,312,554		35,861,338								37,173,892
Public Safety	**Fire Station Alerting**	**20077330100**	**30100**	**GF-CIP**				**315,000**	**250,000**	**250,000**			**815,000**		**815,000**
	HMGP - Generators				505,681	4,882,146	8,280,284								8,785,965
Public Safety	HMGP - Generators	21071618200	18200	H		4,882,146	4,616,748								4,616,748
Public Safety	HMGP - Generators	20071630100	30100	GF-CIP			2,248,352								2,248,352
Public Safety	HMGP - Generators	20071618200	18200	H	505,681		1,415,184								1,920,865
Public Safety	Hurricane Mitigation	20074018200	18200	H		500,000	500,000								500,000
Public Safety	Next Generation E911	20074115200	15200	E-911	1,445,804	871,920	1,460,596	423,105					423,105		3,329,505
Public Safety	**North Station**	**20077730100**	**30100**	**GF-CIP**				**96,000**		**3,096,000**			**3,192,000**		**3,192,000**
Public Safety	PS/LCSO CAD Hardware	20074330100	30100	GF-CIP		189,696	189,696	189,696	189,696	189,696			569,088		758,784
Public Safety	PS/LCSO CAD System	20074230100	30100	GF-CIP	1,560,497		2,176,172								3,736,669
Public Safety	**South Central Station**	**20077430100**	**30100**	**GF-CIP**				**96,000**	**1,500,000**				**1,596,000**		**1,596,000**
Public Safety	**Southeast Station**	**20077630100**	**30100**	**GF-CIP**				**2,096,000**	**1,000,000**	**500,000**			**3,596,000**		**3,596,000**
Solid Waste					**904,621**	**8,223,300**	**15,609,227**	**18,888,840**	**23,180,400**	**46,789,850**	**8,533,600**	**40,800**	**97,433,490**		**113,947,338**
Solid Waste	Buckingham Resource Area	20075140132	40132	E				330,000	570,000				900,000		900,000
Solid Waste	Buckingham Scale Improvements	20068040132	40132	E			658,921								658,921
Solid Waste	Compost Facility & Well Imprvmnt	20065740132	40132	E	61,881		689,514								751,395
Solid Waste	Hendry Cnty Transfer Station	20062440132	40132	E	109,492	2,040,000	3,215,508	700,000					700,000		4,025,000
Solid Waste	Landfill Class I Update	20095640132	40132	E	520,690	2,500,000	4,643,483	6,000,000	4,230,000				10,230,000		15,394,173
Solid Waste	Landfill Class III Update	20071540132	40132	E				400,000	2,400,000	1,000,000			3,800,000		3,800,000
Solid Waste	Landfill Gas Collection System	20093640132	40132	E	5,479		100,000	1,300,000	8,000,000	400,000			9,700,000		9,805,479
Solid Waste	Lee County Compost Facility	20075240132	40132	E		800,000	800,000	1,400,000	2,200,000				3,600,000		4,400,000
Solid Waste	Lee Hendry Landfill Connectivity	20075340132	40132	E		476,000	476,000								476,000
Solid Waste	LHLF Ash Monofill Leachate Imp	20071040132	40132	E	16,179		1,041,900								1,058,079
Solid Waste	Material Recovery Facility	20075440132	40132	E		1,500,000	1,500,000	7,620,000	1,620,000	37,414,000	8,500,000		55,154,000		56,654,000
Solid Waste	Parts and Equipment Storage	20095540132	40132	E			837,000								837,000

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Solid Waste	**Recycling Facilities**	**20076840132**	**40132**	**E**				**904,000**	**3,800,000**	**7,796,000**			**12,500,000**		**12,500,000**
Solid Waste	Umbrella-Buckingham Upgrades	20068140132	40132	E	15,551	150,000	245,450		190,800				190,800		451,801
Solid Waste	Umbrella-Equip for MRF Agrmt	20068240132	40132	E		577,000	781,000								781,000
Solid Waste	Umbrella-Generators-mult sites	20068340132	40132	E	30,457		345,543								376,000
Solid Waste	Umbrella-Mechanical Systems	20068440132	40132	E	144,892	58,300	152,908	30,900	31,800	32,700	33,600	40,800	169,800		467,600
Solid Waste	Umbrella-Scales	20068540132	40132	E		122,000	122,000	203,940	137,800	147,150			488,890		610,890
Transit					**3,483,148**	**1,700,000**	**15,602,679**	**3,260,182**					**3,260,182**		**22,346,009**
	ADA & Passenger Amenities				2,793,097		600,000								3,393,097
Transit	ADA & Passenger Amenities	20886430100	30100	GF-CIP	913,042										913,042
Transit	ADA & Passenger Amenities	20886448640	48640	G	1,597,347		30,000								1,627,347
Transit	ADA & Passenger Amenities	21886448640	48640	G	71,104		570,000								641,104
Transit	ADA & Passenger Amenities	22886448640	48640	G	211,604										211,604
Transit	Lehigh Acres Park & Ride	21072448640	48640	G			3,280,164	2,860,182					2,860,182		6,140,346
Transit	**NFM Super Stop**	**21077048640**	**48640**	**G**				**400,000**					**400,000**		**400,000**
Transit	Rosa Pks Intermodel Expansion	22060448640	48640	G	357,700	1,700,000	4,144,257								4,501,957
	South Park&Ride Trsf Stations				332,351		7,578,258								7,910,609
Transit	South Park&Ride Trsf Stations	20889448640	48640	G	209,530		1,240,305								1,449,835
Transit	South Park&Ride Trsf Stations	21889448640	48640	G	122,821		6,337,953								6,460,774
Transportation					**67,953,936**	**111,928,657**	**194,099,284**	**119,124,107**	**116,065,520**	**42,673,369**	**278,661,289**	**2,390,864**	**558,915,149**	**390,067,700**	**1,211,036,069**
	Alico Road Connector				6,687,358		12,481,113	10,759,314	33,350,000		108,100,000		152,209,314		171,377,785
Transportation	Alico Road Connector	20924530700	30700	GT	6,687,358		7,887,898	6,759,314	33,350,000		5,100,000		45,209,314		59,784,570
Transportation	Alico Road Connector	20924538825	38825	I			4,593,215	4,000,000			11,000,000		15,000,000		19,593,215
Transportation	Alico Road Connector	20924538823	38823	I							52,000,000		52,000,000		52,000,000
Transportation	Alico Road Connector	20924530720	30720	ST							40,000,000		40,000,000		40,000,000
	Bicycle/Pedestrian Facilities				18,039,316	5,784,748	8,169,816	2,003,160	7,907,172	9,231,278	4,902,250	1,490,864	25,534,724		51,743,856
Transportation	Bicycle/Pedestrian Facilities	20600238822	38822	I		1,123,368	2,084,344	495,000	271,073	546,250	1,549,506		2,861,829		4,946,173
Transportation	Bicycle/Pedestrian Facilities	20600238823	38823	I		2,167,027	2,779,958		245,575		1,412,056		1,657,631		4,437,589
Transportation	Bicycle/Pedestrian Facilities	20600238824	38824	I			188,303	138,793	337,511	259,280	1,940,688	1,490,864	4,167,136		4,355,439
Transportation	Bicycle/Pedestrian Facilities	20600238825	38825	I		1,139,782	1,379,107		1,227,048	1,578,915			2,805,963		4,185,070
Transportation	Bicycle/Pedestrian Facilities	20600230700	30700	GT	18,039,316	1,354,571	1,738,104	1,369,367	5,825,965	6,846,833			14,042,165		33,819,585
	Big Carlos Pass Bridge Replace				5,214,942	47,810,820	51,617,094								56,832,036
Transportation	Big Carlos Pass Bridge Replace	20572430720	30720	ST	5,214,942	22,810,820	26,617,094								31,832,036
Transportation	Big Carlos Pass Bridge Replace	20572431203	31203	D		25,000,000	25,000,000								25,000,000
	Burnt Store N/Charlotte Line								**23,000,000**				**23,000,000**	**140,647,723**	**163,647,723**
	Burnt Store N/Charlotte Line			**G**					**2,000,000**				**2,000,000**		**2,000,000**
	Burnt Store N/Charlotte Line		**30721**	**ST**					**21,000,000**				**21,000,000**	**140,647,723**	**161,647,723**
Transportation	Cape Coral Bdg WP Span Repl	20924830721	30721	ST		13,148,702	16,348,702	3,119,516			164,759,039		167,878,555		184,227,257
Transportation	**Colonial/Summerlin Flyover-MidPoint Bridge 6l**	**20076930721**	**30721**	**D,ST**				**15,473,314**					**15,473,314**	**177,943,112**	**193,416,426**
	Corkscrew Road				8,578,845	1,000,000	20,525,383	26,180,139					26,180,139		55,284,367
Transportation	Corkscrew Road	20066930700	30700	GT,CONT	8,578,845		14,329,328								22,908,173
Transportation	Corkscrew Road	20066931203	31203	D			2,000,000	26,180,139					26,180,139		28,180,139
Transportation	Corkscrew Road	24066930700	30700	GIF			3,117,230								3,117,230
Transportation	Corkscrew Road	20066938825	38825	I		1,000,000	1,078,825								1,078,825
Transportation	Gateway/Griffin Roundabout	20067138823	38823	I		3,220,000	3,220,000								3,220,000
Transportation	Hickory Bridge Replacement	20508330720	30720	ST				8,188,912					8,188,912	71,476,865	79,665,777
Transportation	Lee Blvd Traffic Signals	20063730700	30700	GT	745,130	690,000	690,000								1,435,130
	Ortiz 4L/Colonial-MLK				1,492,002	16,597,768	19,872,296								21,364,298
Transportation	Ortiz 4L/Colonial - MLK	20061338823	38823	I	1,492,002	16,597,768	8,309,914								9,801,916
Transportation	Ortiz 4L/Colonial - MLK	20061331203	31203	D			11,562,382								11,562,382

Table 3(a)
Capital Improvement Program Detail Report FY22/23-FY26/27

Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
	Ortiz Ave MLK to Luckett				9,250,987		554,695	4,242,273		32,542,091			36,784,364		46,590,046
Transportation	Ortiz Ave MLK to Luckett	20407230700	30700	GT				4,242,273		32,542,091			36,784,364		36,784,364
Transportation	Ortiz Ave MLK to Luckett	20407238823	38823	I	9,250,987		554,695								9,805,682
Transportation	Signal System ATMS Upgrade	20675930700	30700	GT	5,426,932	750,000	1,713,880	750,000	750,000	750,000	750,000	750,000	3,750,000		10,890,812
	Three Oaks Extension North				12,016,342	22,776,619	58,288,113	35,257,479	50,908,348				86,165,827		156,470,282
Transportation	Three Oaks Extension North	20405330700	30700	GT	12,016,342	6,776,619	24,843,911		11,908,348				11,908,348		48,768,601
Transportation	Three Oaks Extension North	20405331203	31203	D				35,257,479					35,257,479		35,257,479
Transportation	Three Oaks Extension North	24405330700	30700	GIF		5,000,000	22,444,202								22,444,202
Transportation	Three Oaks Extension North	20405338823	38823	I		1,000,000	1,000,000		25,000,000				25,000,000		26,000,000
Transportation	Three Oaks Extension North	20405338824	38824	I		10,000,000	10,000,000		14,000,000				14,000,000		24,000,000
	Toll Interoperability				502,082	150,000	368,192	150,000	150,000	150,000	150,000	150,000	750,000		1,620,274
Transportation	Toll Interoperability	20581842133	42133	ST		30,000	90,263	30,000	30,000	30,000	30,000	30,000	150,000		240,263
Transportation	Toll Interoperability	20581842135	42135	ST	502,082	120,000	277,929	120,000	120,000	120,000	120,000	120,000	600,000		1,380,011
	Toll System Replacement						250,000	13,000,000					13,000,000		13,250,000
Transportation	Toll System Replacement	20061542133	42133	ST			50,000	2,600,000					2,600,000		2,650,000
Transportation	Toll System Replacement	20061542135	42135	ST			200,000	10,400,000					10,400,000		10,600,000
Utilities					**68,351,082**	**75,252,103**	**148,884,892**	**81,985,440**	**75,262,000**	**97,060,000**	**108,155,000**	**75,105,000**	**437,567,440**	**71,745,000**	**726,548,414**
Utilities	**Alico Road Connector - LCDOT**		**48730**	**E**					**4,000,000**				**4,000,000**		4,000,000
Utilities	Ben Hill Griffin FM Improve S	20733448713	48713	E	148,394	300,000	801,606	3,136,440	4,112,000				7,248,440		8,198,440
Utilities	Big Carlos Pass	20074448730	48730	E				1,500,000					1,500,000		1,500,000
Utilities	CFM Flow Diversion	20074648713	48713	E		700,000	700,000		3,335,000	2,850,000			6,185,000		6,885,000
Utilities	Corkscrew Production Well Panel Replacement	20762248720	48720	E	322,939		6,829,260	500,000	500,000				1,000,000		8,152,199
Utilities	Corkscrew Road Widening	20067548730	48730	E	1,776,524	2,403,000	6,449,558	3,400,000	5,570,000	7,000,000			15,970,000		24,196,082
Utilities	**Corkscrew Wellfield Expansion**	**20077948730**	**48730**	**E**				**500,000**					**500,000**		**500,000**
Utilities	**Cybersecurity Risk Assessment & Hardware S**	**20078048730**	**48730**	**E,G**				**750,000**	**1,350,000**				**2,100,000**		**2,100,000**
Utilities	**Daniels/I-75 Diverging Diamond WM Relocation - FDOT**		**48730**	**E**						**3,000,000**			**3,000,000**		**3,000,000**
Utilities	DOT Proj Utility Relocations	20741648730	48730	E	4,079,255	500,000	2,209,120	500,000	500,000	500,000	500,000	500,000	2,500,000	2,500,000	11,288,375
Utilities	Electrical Equip Upgrd&Repl	20742948730	48730	E	5,716,905	735,000	1,035,000	210,000	210,000	210,000	235,000	135,000	1,000,000	775,000	8,526,905
Utilities	FGCU Sewer	20730448730	48730	E	3,059,415		119,622		50,000	250,000			300,000		3,479,037
Utilities	FGCU Water	20719748730	48730	E	1,745,505		81,612		50,000	255,000			305,000		2,132,117
Utilities	Fiesta Village Swr Coll Sys Im	20729348713	48713	E	192,817	2,300,600	2,510,294								2,703,111
Utilities	Flesta Village WWTP Deep Well	20925148730	48730	E,D	564,985	10,000,000	13,558,110	7,800,000					7,800,000		21,923,095
	Fiesta Village WWTP Rm Upgrd			E	815,675	3,520,000	8,027,648	3,020,000	500,000				3,520,000		12,363,323
Utilities	Fiesta Village WWTP Rm Upgrd	20061648730	48730	E	815,675	3,520,000	5,727,648	3,020,000	500,000				3,520,000		10,063,323
Utilities	Fiesta Village WWTP Rm Upgrd	22061648730	48730	E			2,300,000								2,300,000
Utilities	FMB Belt Press Replacement	20067648730	48730	E,G	73,426		334,516	3,000,000	2,000,000				5,000,000		5,407,942
Utilities	FMB Deep Injection Well #2	20061748730	48730	E	474,311	8,000,000	11,274,784								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	33,325	25,000	491,675	2,500,000	4,625,000				7,125,000		7,650,000
	FMB WRF Capacity Restoration Project				163,991		536,009	2,000,000	3,000,000	15,000,000	21,000,000	21,000,000	62,000,000	16,000,000	78,700,000
Utilities	FMB WRF Capacity Restoration Project	20061948713	48713	E				2,000,000	3,000,000	15,000,000	5,000,000		25,000,000		25,000,000
Utilities	FMB WRF Capacity Restoration Project	20061948730	48730	E	163,991		536,009				16,000,000	21,000,000	37,000,000	16,000,000	53,700,000
Utilities	GM Floridian Wells 10F,11F,12F,13F	20074948712	48712	E				800,000		3,500,000	3,500,000		7,800,000		7,800,000
Utilities	Green Meadows 2nd Deep Inj	20746148730	48730	E				500,000	200,000	7,000,000	7,500,000	7,000,000	22,200,000		22,200,000
Utilities	**Green Meadows WTP Upgrades**	**20078148712**	**48712**	**E**				**500,000**	**1,000,000**				**1,500,000**	**21,500,000**	**23,000,000**
Utilities	Lazy Days Water Main Replaceme	20065548720	48720	E	844,521	240,000	345,478	319,000	200,000				519,000		1,708,999
Utilities	LCU Generator Replace/Improve	20744448730	48730	E	2,018,618	275,000	1,121,908	660,000	50,000	50,000	200,000	50,000	1,010,000	250,000	4,400,526
Utilities	Littleton Road Widening - LCDOT	20078248730	48730	E				**500,000**	**500,000**				**1,000,000**		**1,000,000**

Table 3(a)
Capital Improvement Program Detail Report FY22/23-FY26/27

Responsible Department	Project Title	Project #	Fund	Code	Spent thru FY20/21	FY 21/22 Adopted Budget	FY 21/22 Amended Budget	FY 22/23 Proposed Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY25/26 Proposed Budget	FY26/27 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
Utilities	Master Pump Station 6600 Upgrd	20063848730	48730	E	132,011		412,989	800,000					800,000		1,345,000
Utilities	**Metro Pkwy - FDOT**	**20078348730**	**48730**	**E**				**500,000**		**500,000**	**6,500,000**		**7,500,000**		**7,500,000**
	NLC WTP Expansion to 15 MGD			E	2,979,888	13,536,000	14,820,112	18,500,000	7,500,000	6,500,000			32,500,000		50,300,000
Utilities	NLC WTP Expansion to 15 MGD	20063348712	48712	E,D	2,979,888	13,536,000	14,820,112	10,000,000					10,000,000		27,800,000
Utilities	NLC WTP Expansion to 15 MGD	20063348730	48730	E,D				8,500,000	7,500,000	6,500,000			22,500,000		22,500,000
Utilities	**NLC WTP RO Pump Upgrades**		**48730**	**E**										**9,000,000**	**9,000,000**
	NLC WTP Wellfield Expansion to			E	4,640,409	12,800,000	26,330,529		9,725,000	9,725,000			19,450,000		50,420,938
Utilities	NLC WTP Wellfield Expansion to	20761948712	48712	E	2,768,042	12,300,000	24,991,118		3,725,000	2,500,000			6,225,000		33,984,160
Utilities	NLC WTP Wellfield Expansion to	20761948730	48730	E	1,409,015				6,000,000	7,225,000			13,225,000		14,634,015
Utilities	NLC WTP Wellfield Expansion to	20761948735	48735	E	463,352	500,000	1,339,411								1,802,763
Utilities	North-South WM-SR 80	20062848730	48730	E	400,868	2,000,000	3,599,132								4,000,000
Utilities	Operations Building Replacement	20745448730	48730	E	2,434,444		499,810								2,934,254
Utilities	Ortiz Av FM-SR 82 to Colonial	20065648720	48720	E	88,009		2,468,724		1,250,000				1,250,000		3,806,733
Utilities	Ortiz Utility Relocation MLK-SR80	20075048730	48730	E		500,000	500,000			2,000,000	4,000,000		6,000,000		6,500,000
Utilities	Pine Island WWTP Deep Bed Sand Filters	20746548730	48730	E				470,000		1,600,000			2,070,000		2,070,000
Utilities	**Pinewoods Wellfield - 3 Well Expansion**	**20078448730**	**48730**	**E**				**250,000**	**500,000**		**7,000,000**		**7,750,000**		**7,750,000**
Utilities	Remote Telemetry Replacement	20762348730	48730	E	1,885,803		5,725,710						-		7,611,513
Utilities	RSW Trans Line-Ben Hill/Treeln	20719348712	48712	E	3,805,080		2,041,724	4,400,000	3,000,000				7,400,000		13,246,804
Utilities	SE Force Mains	20067348730	48730	E				500,000		6,500,000	12,000,000	10,000,000	29,000,000	1,000,000	30,000,000
Utilities	Secondary Containments for Chemical Tanks	20745648730	48730	E	361,570		150,000	270,000	1,320,000				1,590,000		2,101,570
	SEWRF-SE Water Reclaim Fac				2,054,425	200,000	1,658,027	1,750,000	4,500,000	15,000,000	35,000,000	35,000,000	91,250,000	15,000,000	109,962,452
Utilities	SEWRF-SE Water Reclaim Fac	20746748713	48713	E	2,054,425	200,000	1,658,027	1,750,000	4,500,000				6,250,000		9,962,452
Utilities	SEWRF-SE Water Reclaim Fac	20746748730	48730	E						15,000,000	35,000,000	35,000,000	85,000,000	15,000,000	100,000,000
Utilities	Summerlin Rd 20" FM Replacemen	20065348730	48730	E	627,433	4,205,003	10,911,569								11,539,002
Utilities	**Three Oaks Second DIW**	**20078548730**	**48730**	**E**				**500,000**	**200,000**	**7,500,000**	**7,500,000**		**15,700,000**		**15,700,000**
Utilities	Three Oaks WRF Expansion	20072348713	48713	E,D	815,527	10,200,000	14,384,473	16,700,000	9,300,000	3,000,000			29,000,000		44,200,000
Utilities	Tice Area WM Replacement	20063948730	48730	E	992,442	350,000	1,680,824	650,000	300,000	300,000			1,250,000		3,923,266
Utilities	US 41 WM Replacements	20067848730	48730	E	39,628		485,373		3,015,000				3,015,000		3,540,001
Utilities	**US41 S WM Replacement (Isl Pk Rd. to Jonath**	**20078648720**	**48720**	**E**				**250,000**		**800,000**			**1,050,000**		**1,050,000**
Utilities	Wastewater System Improvements	20722948730	48730	E	4,447,165	350,000	740,294	350,000	700,000	700,000	700,000	350,000	2,800,000	1,400,000	9,387,459
Utilities	Wastewater Treatment Plant Improvements	20713848730	48730	E	641,171	395,000	895,000	195,000	145,000	445,000	645,000	195,000	1,625,000	725,000	3,886,171
Utilities	Water System Improvements	20709448730	48730	E	8,479,998	700,000	1,681,914	1,750,000	650,000	650,000	650,000	650,000	4,350,000	2,600,000	17,111,912
Utilities	Water Treatment Plt Improv	20726848730	48730	E	6,607,857	587,500	1,628,268	95,000	125,000	95,000	95,000	95,000	505,000	475,000	9,216,125
Utilities	Well Redevelop/Upgrd&Rebuild	20714948720	48720	E	4,440,831	130,000	173,476	130,000	130,000	130,000	130,000	130,000	650,000	520,000	5,784,307
Utilities	Wells D25&S25 Relocation/Repla	20065248730	48730	E	400,000		600,000	1,250,000	1,150,000				2,400,000		3,400,000
Utilities	Wtr/Swr Line Reloc-3 Oaks	20742648730	48730	E	45,916	300,000	1,070,744			2,000,000	1,000,000		3,000,000		4,116,660
Grand Total					**491,805,025**	**228,854,976**	**482,702,538**	**253,989,002**	**247,842,186**	**202,425,415**	**411,237,679**	**92,893,304**	**1,208,387,586**	**469,712,700**	**2,650,573,849**

TDC project(s) reported on MM	1,200,000
Grant Funded	(3,750,000)
E-1	251,439,002

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

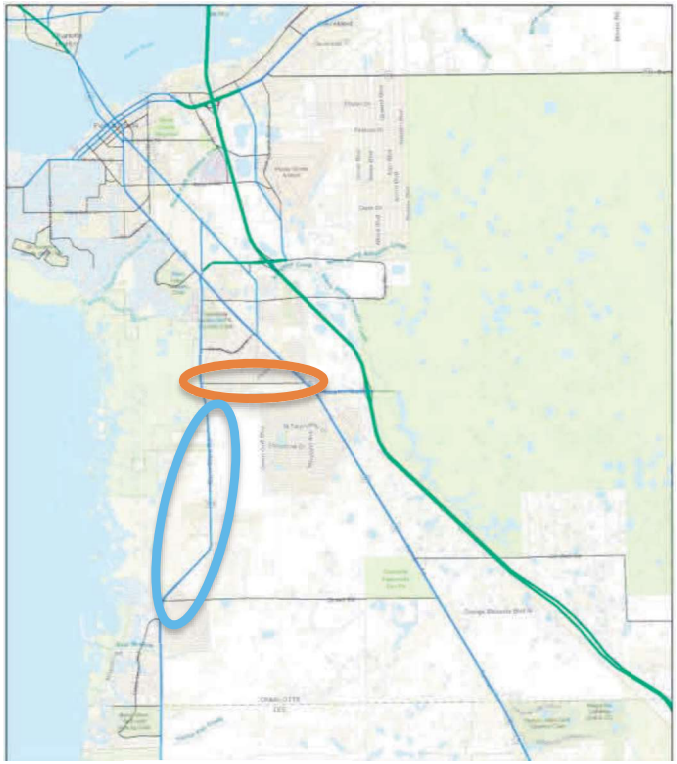
Future Capacity Needs

East-West Connector

- Construct new 2-lane roadway within year 2030 - 2035
- Widen from 2-lane roadway to 4-lane roadway by 2045

Burnt Store Road

- Widen 4-lane roadway to 6-lane roadway within the year 2035 - 2045



CHARLOTTE COUNTY
FLORIDA

Table 2-1: Existing Priority Projects

Project Location	Project Description	Construction Timeframe
I-75 at Daniels Parkway	Interchange Improvement	2021—2025
I-75 at Colonial Blvd	Interchange Improvement	2021—2025
SR 31 from SR 78 to Cook Brown Road (Charlotte County)	Widen to 4 lanes	2021—2025
SR 865 from Estero Blvd to Summerlin Rd	Roadway Reconstruction	2021—2025
Big Carlos Bridge	Bridge Replacement	2021—2025
Advanced Traffic Management System	Traffic Signal Upgrades	2026—2030
Metro Parkway from Daniels Pkwy to Winkler Ave	Widen to 6 lanes	2026—2030
US 41 at SR 78	Intersection Improvement	2026—2030
Burnt Store Rd from Van Buren Pkwy to Charlotte County	Widen to 4 lanes	2031—2035
Old US 41 from Collier County to Bonita Beach Rd	Widen to 4 lanes	2031—2035
SR 31 from SR 80 to SR 78	Widen to 6 lanes	2031—2035
SR 78 from I-75 to SR 31	Widen to 4 lanes	2031–2035
US 41 at Six Mile Cypress Parkway	Intersection Improvement	2031—2035
US 41 at Bonita Beach Road	Intersection Improvement	2031—2035

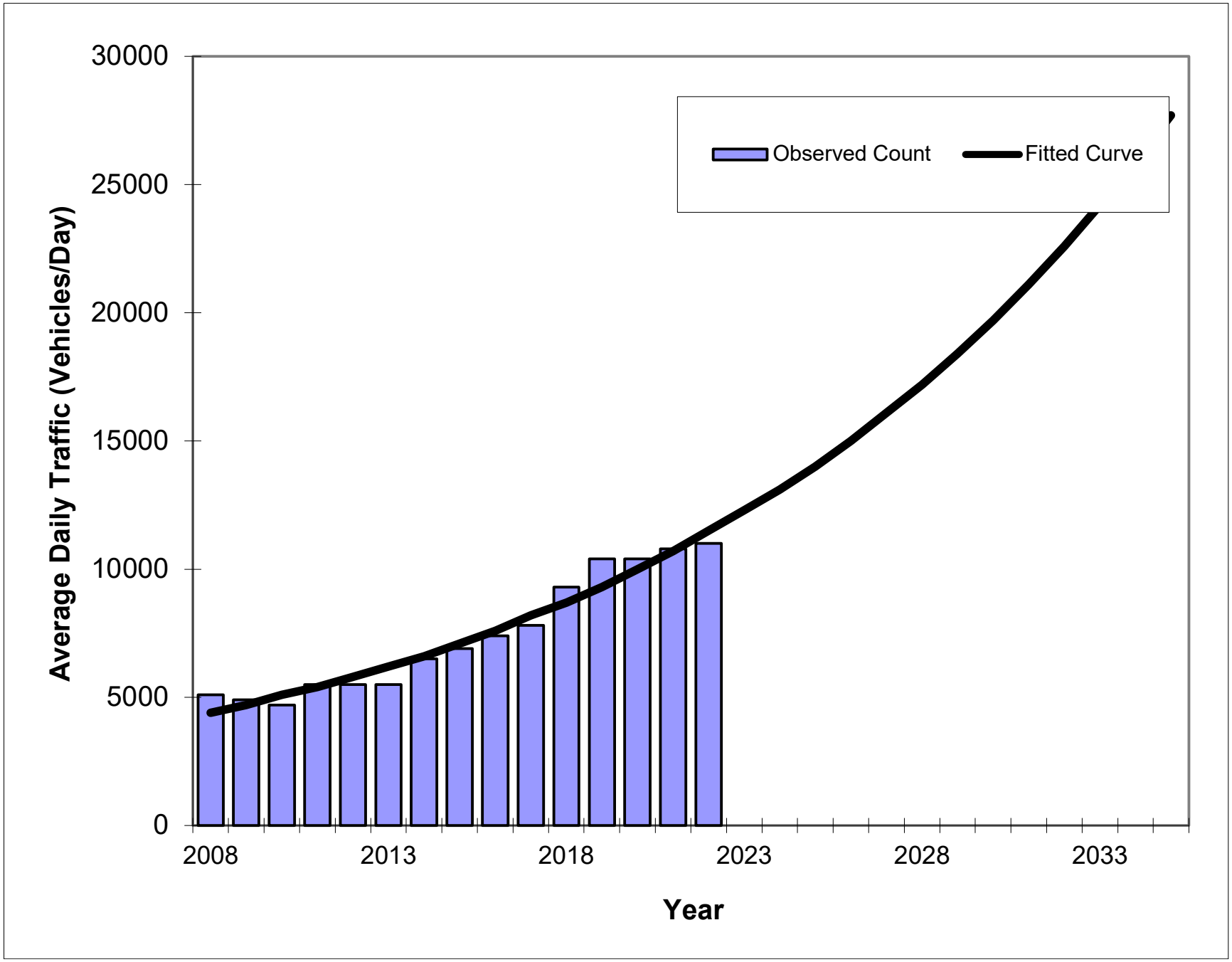
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

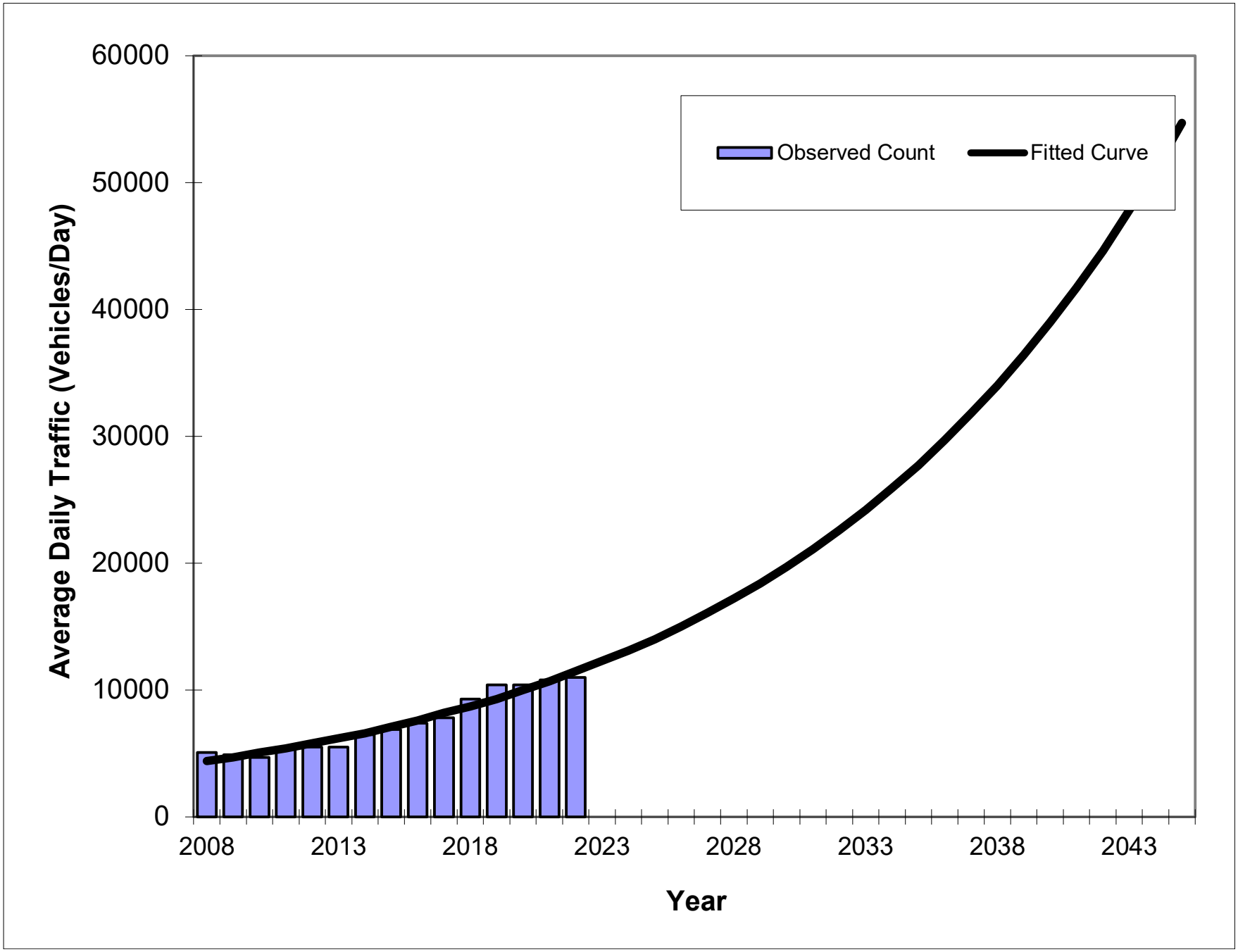
COUNTY: 01 - CHARLOTTE

SITE: 4187 - BURNT STORE RD/CR 765, AT LEE COUNTY LINE CC 187

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	11000 E			9.50	52.30	11.70
2021	10800 S	N 5300	S 5500	9.50	52.60	10.80
2020	10400 F	N 5100	S 5300	9.50	51.70	11.40
2019	10400 C	N 5100	S 5300	9.50	51.90	10.20
2018	9300 C	N 4600	S 4700	9.50	52.30	9.00
2017	7800 T			9.50	51.40	8.30
2016	7400 S	N 3600	S 3800	9.50	53.10	7.90
2015	6900 F	N 3400	S 3500	9.50	52.00	7.90
2014	6500 C	N 3200	S 3300	9.50	52.20	7.90
2013	5500 S	N 2800	S 2700	9.50	51.90	6.60
2012	5500 F	N 2800	S 2700	9.50	51.90	6.60
2011	5500 C	N 2800	S 2700	9.50	52.00	6.60
2010	4700 S	N 2300	S 2400	10.58	53.04	8.00
2009	4900 F	N 2400	S 2500	10.63	52.44	8.00
2008	5100 C	N 2500	S 2600	11.00	51.25	8.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES


30000
25000
20000
15000
10000
5000
0
Average Daily Traffic (Vehicles/Day)
2008
2013
2018
2023
2028
2033
Year
Observed Count
Fitted Curve


60000
50000
40000
30000
20000
10000
0
Average Daily Traffic (Vehicles/Day)
Observed Count
Fitted Curve
2008
2013
2018
2023
2028
2033
2038
2043
Year