

Table 21.F-1 (Continued) BRC MTSU (2024) Without BRC DRI Year 2045 - Needed Improvements for Transportation Deficient Roadways ⁽¹⁾			
Lee County			
Roadway	From	To	Improvement
	CR 884/Colonial Blvd/Lee Blvd	Gateway Blvd	Widen From 6L to 8L
SR 93/I-75	Terminal Access Rd	Daniels Pkwy	Widen From 6L to 8L
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78 (Bayshore Rd)	Widen From 2L to 4L
	CR 78/N River Rd./Old Bayshore Rd.	Shirley Ln.	Widen From 4L to 6L
	Shirley Ln.	Fox Hill Rd.	Widen From 4L to 6L

Footnote:

(1) Transportation Deficient per Chapter 163.3180, F.S.

(2) Desoto County

The roadway improvements needed to address the transportation deficiencies identified above are depicted in Exhibit 21.F-2. In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The Project is not responsible to help improve or eliminate deficiencies that are projected “without” the BRC DRI.

Segment Analysis - Future Traffic Conditions With BRC DRI

Under future conditions “With BRC DRI”, the segment analysis coincident with Year 2045 is presented Exhibit 21.F-3a and 3b. As shown, all components of the segment analysis are provided including background traffic, MPD traffic, Master DRI traffic, significant and adverse impacts, services volumes, LOS and recommended number of lanes to maintain LOS standard.

Trip Distribution/Assignment With BRC DRI

The cumulative DRI trip distribution and assignment based on the D1RPM model is detailed in Exhibit 21.F-4.

Significantly Impacted Roadways

The BRC DRI is deemed to have significant impact on a roadway segment if the Project’s consumption of the E+C roadway service volume is five percent (5%) or greater (Exhibit 21.F-5). For purposes of the traffic study, the Lee County MPD is considered a portion of the background traffic.

The BRC DRI is expected to have significant impact on the following roadways.