BABCOCK RANCH COMMUNITY

MASTER DEVELOPMENT
OF
REGIONAL IMPACT

MASTER DRI DEVELOPMENT ORDER

BOARD OF COUNTY COMMISSIONERS
CHARLOTTE COUNTY, FLORIDA

AMENDED NOVEMBER 25, 2025

RESOLUTION NO. 2025-_____

AN AMENDMENT AND RECODIFICATION OF THE MASTER DEVELOPMENT ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA FOR THE BABCOCK RANCH COMMUNITY (CHARLOTTE COUNTY), A MASTER DEVELOPMENT OF REGIONAL IMPACT.

WHEREAS, on February 23, 2007, Babcock Property Holdings, LLC ("Developer"), by and through its authorized agent, WilsonMiller, Inc. (now known as Stantec Consulting Services Inc.), in accordance with Subsections 380.06(6) and (21), Florida Statutes (F.S.), filed an Application for Master Development Approval ("AMDA") of a Development of Regional Impact (DRI) known as the Babcock Ranch Community (hereinafter "BRC") with Charlotte County, Florida ("County") and the Southwest Florida Regional Planning Council ("SWFRPC"); and

WHEREAS, Developer, County, and the SWFRPC entered into a Master DRI Agreement on March 13, 2007 (fully executed March 16, 2007), as required by Section 380.06(21)(b), F.S. ("AMDA Agreement"); and

WHEREAS, the Babcock Ranch Community Independent Special District ("District") was established by the 2007 Session of the Florida Legislature to design, finance, construct, operate, and maintain various infrastructure elements within BRC; and

WHEREAS, on December 13, 2007, the Board of County Commissioners of Charlotte County, Florida ("Board") approved and adopted the Babcock Ranch Community Master Development of Regional Impact Master DRI Development Order ("MDO") under Resolution 2007-196; and

WHEREAS, the MDO was amended on June 17, 2008 under Resolution 2008-063 thereby giving the MDO an effective date of September 1, 2008; and subsequently amended on December 15, 2009 by Resolution 2009-283; on December 13, 2011 by Resolution 2011-485; on April 24, 2012 by Resolution 2012-024; on June 11, 2013 by Resolution 2013-033; on January 28, 2014 by Resolution 2014-047; on March 22, 2016 by Resolution 2016-034; on July 25, 2017 by Resolution 2017-187; on June 12, 2018 by Resolution 2018-077; ~~and~~ on July 27, 2021 by Resolution 2021- 108; ~~and~~ on May 23, 2023 by Resolution 2023-078;

WHEREAS, the Developer has timely notified the County of the extension of the phase, expiration and buildout dates for the MDO, as well as the associated mitigation requirements, under Section 73, Chapter 2011-139 Laws of Florida, and in accordance with Section 252.363, F.S., so that all phase, expiration and buildout dates, as well as associated mitigation dates contained within the MDO were cumulatively extended as hereinafter provided; and

WHEREAS, the Developer has filed an application to amend the MDO; and

WHEREAS, the Charlotte County Planning and Zoning Board has reviewed and considered the report and recommendations of the SWFRPC and held a public hearing to consider the amendments to the MDO on October 13, 2025; and

WHEREAS, on November 25, 2025, the Board, at a public hearing in accordance with Section 380.06, F.S., considered the application for amendment to the MDO submitted by Developer, the report and recommendations of the SWFRPC, the documentary and oral evidence presented at the hearing before the Board, the report and

recommendations of the Charlotte County Planning and Zoning Board, and the recommendations of County staff.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA THAT:

RECITALS

The recitals set forth above are true and correct and are incorporated herein and made a part hereof and the MDO is amended to provide as follows.

FINDINGS OF FACT AND CONCLUSIONS OF LAW

1. The real property constituting the BRC in Charlotte County consists of approximately 13,630 acres and is legally described as set forth in Exhibit “A” attached hereto and made a part hereof (“Property” or “Community”).

2. The AMDA is consistent with Subsections 380.06(6) and (21), F.S..

3. The Developer submitted to the County an AMDA in February, 2007 and responses to sufficiency questions in June, 2007 and in July, 2007. The representations and commitments of Developer which are made conditions of this development order are identified and set forth in the relevant provisions of this development order (“Representations and Commitments as Conditions”).

4. According to Map #64, Landfalling Storm Surge Zones, included in the Supporting Policy and Analysis Map Series (SPAM) of the Charlotte 2050 Comprehensive Plan, portions of BRC are located within the Category 4/5 Storm Surge Zone, and the balance of the BRC is located outside of any listed storm surge zone.

5. The Developer proposes to develop BRC in accordance with the Babcock Master Concept Plan (Map “H”) attached hereto as Exhibit “B” attached hereto and made a part

hereof. Map "H" will be further revised as part of each Incremental development order. The development program authorized by this development order is as follows ("Development Program" or "Project"), subject to utilizing the Land Use Equivalency Matrix"):

(i) 17,870 residential dwelling units (recreational vehicle park uses shall count as dwelling units. i.e., each rental or owned vehicle equals one dwelling unit);

(ii) RV Parks, per the Land Use Equivalency Matrix;

(iii) 1,400,0004,900,000 square feet of commercial/retail/office (including medical);

(iv) 3,500,000150,000 square feet of office (general office; medical office; and government/civic uses);

(v) 600 hotel rooms (assumes 360,000 square feet of building);

(vi) 650,000 square feet of industrial;

(vii) 177 hospitals beds;

(viii) 418 units of assisted living facilitiesfacility (ALF) beds;

(ix) 54 golf holes;

(x) Supporting community facilities such as the educational service center, schools, university facilities, libraries, places of worship, fire, EMS and Sheriff facilities, regional and community park facilities, clubhouses and similar neighborhood amenities, and the necessary utility infrastructure including, but not limited to, water, wastewater and reuse water systems, electric, telephone and cable systems, will not be attributed to the

development components set forth above, and will not count towards the maximum thresholds of development as established in this Development Order and the Babcock Ranch Overlay District ("BROD") policies of the Charlotte 2050 Comprehensive Plan;

(xi) All other ancillary facilities, together with the development components set forth above (excluding x) shall not exceed the maximum thresholds established in this Development Order and the BROD policies of the Charlotte 2050 Comprehensive Plan;

(xii) Temporary housing for construction workers and their families will not count against the residential dwelling units allowed by subsection (i) above; and

(xiii) The total development within the BROD shall not exceed 17,870 dwelling units and 6,000,000 square feet of non-residential uses, not including the educational service center, schools, university facilities, libraries, places of worship, regional and community park sites, clubhouses and similar neighborhood amenities, which square footage will be additional. Notwithstanding the foregoing, the development within the DRI may exceed the development category thresholds listed above in accordance with the Land Use Equivalency Matrix attached as Exhibit "H".

6. The development is not in an area designated as an Area of Critical State Concern pursuant to the Provisions of Section 380.05, F.S., as amended.

7. The development of BRC is consistent with the current land development regulations and the Comprehensive Plan of County, as amended, adopted pursuant to Chapter 163, Part II, F.S..

8. The BRC development is consistent with the State Comprehensive Plan.

9. BRC is expected to be developed in increments pursuant to applications for incremental development approval ("AIDA's"). The DRI questions which must be addressed by those applications and the scopes of review of those applications are set forth in the pertinent provisions of this MDO and are repeated in Exhibit "C" attached hereto and made a part hereof.

CONDITIONS

1. **APPLICATIONS FOR INCREMENTAL DEVELOPMENT APPROVAL.**

AIDA's shall be required to address only those application questions identified for increments or to provide the documentation described in Exhibit "C" attached hereto and made a part hereof.

2. **GROSS RESIDENTIAL DENSITY CONDITION AND DEVELOPMENT PROGRAM**.

A. Representations and Commitments as Conditions.

The gross residential density for the 13,630.6 acres is anticipated to be approximately 1.31 dwelling units per acre. The net density of the development areas is anticipated to be approximately 4.05 dwelling units per acre. The calculation for net density is based on the area of the development pods. The net densities within the development pods will increase consistent with the planning approach to cluster development. At buildout, densities will be permitted up to 16 units per acre in Villages and Hamlets, and up to 24 units per acre in the Town Center.

B. Other Conditions.

The Development Program is approved and may be adjusted by Developer in accordance with the Land Use Equivalency Matrix attached as Exhibit "H".

C. Incremental Review.

(1) The BROD Summary Phasing Plan is subject to adjustment through the DRI, State and Federal permitting processes. Incremental Development Orders shall establish the phasing of development within an increment by determining the amount of residential and non-residential development within the Mixed Use/Residential/Commercial (MURC) development areas.

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3. **AFFORDABLE HOUSING**

A. Representations and Commitments as Conditions.

(1) Provide a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within the BRC. This would include the provision of workforce housing at a level of ten percent (10%) of the total number of residential housing units built within the BRC. Workforce housing is defined as housing affordable to natural persons or families whose total annual household income does not exceed 140 percent of area median income, adjusted for household size ("Workforce Income").

(2) The County recognizes that adequate workforce housing should be provided only when a demonstrated need for housing among Workforce Income groups is clearly identified and directly attributed to the development and buildout of the BRC.

(3) A "Determination of Adequate Need" for housing in the BRC shall be assessed through the completion of a workforce housing market analysis which evaluates the workforce housing demand within the BRC and researches the available adequate workforce housing supply reasonably accessible to the BRC, which is defined as a 10-mile radius or 20-minute drive during peak hour, whichever is less, from the BRC, but may be adjusted with the agreement of the County.

(4) The Developer commits to undertaking the "Determination of Adequate Housing Need" analysis to assess the demand, supply, and need for workforce housing based on a market housing analysis at a point in time when the BRC has reached a significant non-residential buildout stage. That threshold is defined as the time when building permits have been issued for the 1.5 millionth square foot of non-residential construction.

(5) The Developer is required to initiate the first housing needs analysis within 6 months from the time that the analysis is triggered.

(6) The housing needs analysis will evaluate the BRC's Workforce Income housing demand, and determine if there is a significant need for housing for that defined income level.

(7) The Developer, SWFRPC, and the County must agree upon the methodology utilized to conduct the Determination of Adequate Housing Need analysis. The market area assessed would be as agreed upon by Developer, the SWFRPC and the County, which examines whether or not there is a significant housing demand for the workforce income group and whether there is available adequate housing that is reasonably accessible to the BRC. Each party shall designate a representative to act on behalf of the party for this subsection.

(8) If the Determination of Adequate Housing Need analysis documents that there is a significant impact, then the Developer shall be

required to submit an amendment to the MDO to incorporate the findings of the analysis and the agreed upon mitigation.

(9) The Developer may choose to mitigate any significant impact identified by the analysis through a variety of options including, but not limited to: 1) incentivizing or building adequate housing onsite, or reasonably accessible to the site; 2) payment to an affordable housing trust fund sufficient to meet the cost of rehabilitating existing units or construction of new units; or 3) dedicated rent or payment subsidies to Workforce Income employees within the BRC.

(10) The mitigation strategy recommended by the BRC must be approved by the County and must be initiated within 6 months of approval as an amendment to the MDO.

(11) Requirements to undertake further housing needs assessments through methods described above shall occur at each additional 1.5 million sq. feet of permitted non-residential through buildout.

(12) Developer shall not be required to provide workforce housing mitigation in excess of ten (10%) percent of the total number of residential units constructed within the BRC.

(13) The County commits that workforce housing units shall be eligible for whatever incentives and/or programs that it may establish after the actual date of offering of said unit to the public by the Developer, subject to funding by the Board of County Commissioners. The County shall use its best efforts to continue to develop and maintain

incentives and programs specifically targeted at workforce units within the BRC. The Developer and the County shall comply with Section 125.01055, F.S.

(14) Subject to funding by the Board of County Commissioners, the County shall include the needs of the BRC in its annual Local Housing Action Plan and, to the extent available, shall provide impact fee waivers, credits, deferrals, or other regulatory and financial incentives for programs to all qualified buyers, builders or developers within the BRC that may qualify for such credits or deferrals.

B. Other Conditions. – None.

C. Incremental Review. – None.

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4. **STORMWATER MANAGEMENT AND FLOOD PLAINS**

A. Representations and Commitments as Conditions.

(1) Silt fences or silt screens will be installed prior to land clearing to protect water quality and to identify areas to be protected from clearing activities and maintained for the duration of the project until all soil is stabilized.

(2) Floating turbidity barriers or other devices will be in place on flowing systems or in open water lake edges prior to initiation of earthwork and maintained for the duration of the project until all soil is stabilized.

(3) The installation of temporary erosion control barriers will be coordinated with the construction of the permanent erosion control features to the extent necessary to assure effective and continuous control of erosion and water pollution throughout the life of the construction phase.

(4) Turbidity resulting from construction dewatering will be managed using structural best management practices (BMPs) prior to discharge to receiving waters. Structural BMPs may include, but are not limited to, vegetated systems, detention systems (e.g., sedimentation basins), geotextiles, and other methods. Turbidity and other pollutants from construction dewatering on the Property will be reduced to meet the levels required by applicable State Water Quality Standards and as required by the National Pollutant Discharge Elimination System ("NPDES") general permit for

construction. Copies of any reports required by the NPDES permit will be maintained at the appropriate construction site.

(5) Clearing and grubbing will be so scheduled and performed such that grading operations can follow thereafter. Grading operations will be so scheduled and performed that permanent erosion control features can follow thereafter if conditions on the project permit, and not beyond the time limits established in the NPDES general construction permit.

(6) Exposed soils will be stabilized as soon as possible, especially slopes leading to wetlands. Stabilization methods include solid sod, seeding and mulching or hydromulching to provide a temporary or permanent grass cover.

(7) Energy dissipaters (such as rip rap, gravel beds, hay bales) shall be installed at the discharge point of pipes or swales if scouring is observed.

(8) Implementation of storm drain inlet protection (such as hay bales or gravel) to limit sedimentation within the stormwater system.

(9) The allowable discharge in a 25 year 3-day design event will be limited to the South Florida Water Management District ("SFWMD") permit for the site.

(10) The development within the FEMA floodplain will have finished floor elevations in each development pod which exceeds the 100 year 3-day design event for the adjacent water course as calculated by the

backwater profile for the respective conveyance. Compensating storage will be provided to replace lost storage as part of the SFWMD permit requirements. The SFWMD standard of head loss in a 25-year 3-day design event will be met at each water crossing.

(11) The proposed development will be designed such that the potential for offsite flooding of other private property will be mitigated. This will primarily be accomplished by maintaining the existing conveyances without additional control structures except for restoration efforts. Water management control will be accomplished primarily by structures off-line from these conveyances. Off-site discharges onto the property will be properly routed around and through the property to maintain or lessen off-site flooding.

(12) Open stormwater ponds will be used for the primary volume attenuation and wet detention of water quality in accordance with Best Management Practices as outlined in the current Southwest Florida Basin Rule criteria of the SFWMD for water quality improvement.

(13) On-site wetlands within the project may be incorporated into the stormwater management system. Those wetlands outside that system will continue to store and transmit water as they do today except where modifications are made to facilitate hydrologic restoration.

(14) The stormwater treatment will include a backbone system consisting of wet detention areas and dry detention areas. Dry detention areas will not be used as the primary detention/retention component, but may be utilized in combination with wet detention/retention facilities. The stormwater treatment system will be designed in accordance with the then current Southwest Florida Basin Rule Criteria of the SFWMD and will provide 50% more retention/detention water quality treatment above that required by Section 5.2.1(a) of the SFWMD Basis of Review. Best Management Practices will include reduced turf coverage, native landscaping, created wetlands, filter marshes, phyto-zones, extended hydraulic residence times and increased flow paths.

(15) The low edge of pavement for local roads is to be at or above the peak stage for the 5 year-1 day event. The arterials and collectors will have one lane above the 25 year-3-day event peak stage. Parking lots will be at or above the 5 year-1 day event. Minimum swale grades in urban and suburban areas will have a minimum longitudinal slope of 0.2%. Ditches may have flatter longitudinal slopes. The minimum longitudinal slope on roads with curb and gutter will be 0.3%.

(16) The perimeter berm elevation will be 0.3 feet above the peak stage for the 25 year-3-day event and the 100 year-1 day event.

(17) The treatment system will provide equal or greater post development storage volume for the 100 year -3-day event than provided by predevelopment conditions.

(18) There will be no increase in stream stage elevation offsite, except as permitted by the SFWMD.

(19) Finished floor elevations will be at least the 100 year-3-day event peak stage plus 0.5 feet.

(20) An Urban Water Management Plan ~~will be~~has been developed for the site as part of the construction Environmental Resource Permit ("ERP") process and ~~will~~ addresses the handling of waste from equestrian facilities on the site. Water quality monitoring will be conducted pursuant to the SFWMD Conceptual ERP.

B. Other Conditions.

(1) All internal stormwater management lakes and ditches, and any on-site preserved/enhanced wetland areas, shall be set aside as platted and/or recorded drainage and/or conservation easements and/or tracts granted to the SFWMD, District, or other appropriate governmental entity with a compliance monitoring staff. Stormwater lakes shall include adequate maintenance easements around the lakes, with access to a paved roadway, as required by the appropriate governmental entity.

(2) Any silt barriers and any anchor soil, as well as accumulated silt, shall be removed upon completion of construction. Either the

Developer or the entities responsible for the specific construction activities requiring these measures shall assume responsibility for having them removed upon completion of construction.

(3) Any shoreline banks created along the on-site stormwater management system shall include littoral zones constructed on slopes consistent with SFWMD, Florida Department of Environmental Protection ("FDEP"), and County requirements and shall be planted in native emergent or submergent aquatic vegetation. The District shall ensure, by supplemental replanting as necessary, that at least 80% cover by native aquatic vegetation is established within the littoral zone planting areas for the duration of the project.

(4) The District shall conduct annual inspections in accordance with the conditions of the approved SFWMD ERP of the BRC Master Stormwater Management System and any preserved/enhanced wetland areas on the project site so as to ensure that these areas are maintained in keeping with the final approved designs, and that the water management system is capable of accomplishing the level of stormwater storage and treatment for which it was intended.

(5) The District or a master or neighborhood property owner's association (POA) shall undertake a regularly scheduled vacuum sweeping, as may be required by permit, of all common District or POA owned streets and District or POA owned parking areas within

the MURC. The Developer, District and POA shall encourage private parcel owners within the MURC to institute regularly scheduled vacuum sweeping of their respective streets and parking areas.

(6) Design considerations will be given to ditch and swale slopes, where practicable, so that these facilities provide some additional water quality treatment prior to discharge. Treatment swales shall be planted with vegetation as reviewed and approved during the ERP approval process, and where practicable, landscape islands shall accommodate the detention of runoff. Design consideration will be given to the use of pervious construction materials for the surfaces of trails, walkways, and non-vehicular travel ways.

(7) Any debris that may accumulate in project lakes, ditches or swales, or which may interfere with the normal flow of water through discharge structures and under drain systems, shall be cleaned from the detention/retention areas on a regular basis. Any erosion to banks shall be repaired.

(8) Grease baffles shall be inspected and cleaned and/or repaired on a regular basis. In no instance shall the period between such inspections exceed eighteen months.

(9) Isolated wading bird “pools” shall be constructed to provide aquatic habitat for mosquito larvae predators, such as *Gambusia affinis*, and foraging areas for wading bird species, such as wood stork, consistent with SFWMD, FDEP, and County requirements.

(10) The open drainage system will be designed to provide additional water quality treatment prior to discharge. Design elements may include rainwater gardens, treatment swales planted with native vegetation, and entrainment systems. These will be reviewed and approved during the ERP approval process.

(11) Stormwater runoff should be minimized through a variety of techniques that may include rainwater gardens, bottomless planter boxes, green roofs and pervious surfaces, as well as rainwater harvesting techniques that may include cisterns and rain barrels.

(12) Landscape irrigation will be provided first through the use of reuse water, where reasonably available, and surface water from lakes.

(13) The master stormwater management system will be maintained by District or a POA established by covenants and restrictions on the Property.

(14) The SFWMD has issued Permit No. 08-00004-S-05 (Application No. 070330-5), as supplemented by Permit No. 08-105624-P (Application No. 200526-3536) to Developer for a conceptual ERP in accordance with its jurisdiction over such matters and the Property. Developer will follow the authorizations and permit conditions, as may be amended from time to time, which will be a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, will address mitigation of certain impacts of the BRC development.

The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

(15) The United States Army Corps of Engineers ("USACOE") issued Permit No. SAJ-2006-6656 (IP-MJD) in 2010 to Developer in accordance with its jurisdiction over such matters and the Property. Due to State assumption of Section 404 permitting by the Florida Department of Environmental Protection (FDEP) from the USACOE on December 23, 2020, FDEP State 404 Permit No. 396574-001 was obtained in November 2021 for a modified site plan east of the Curry Canal and an updated BRC Mitigation Plan. Development west of the Curry Canal remains consistent with impacts authorized by the referenced USACOE permit. Developer will follow the authorizations and permit conditions of each permit, as may be applicable, although through the referenced FDEP State 404 Permit, the FDEP now has Section 404 regulatory oversight of the entire BRC development and associated mitigation. Developer will follow the FDEP authorizations and permit conditions, as may be amended from time to time, which is a separate and enforceable legal document in accordance with its

terms. Compliance with this permit, as it may be amended from time to time, will address mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

(16) As part of any AIDA phase that will discharge to Owl Creek, Trout Creek, and /or Telegraph Creek, 100-year three-day storm event calculations will be provided for the setting of finished floor elevation and the determination that the peak volume stored in the pre-development condition is equal or exceeded by that stored in the post development condition. (Completed)

(17) The Developer shall reduce the introduction of fill material outside approved development pods into the 100-year flood plain where practical. Structures outside approved development pods, but built in the 100-year flood plain, should be built as elevated structures and not as monolithic slabs on fill soil.

C. Incremental Review.

(1) Subsection A and B above in this provision 4 (Stormwater Management) constitute the "Stormwater Plan" for BRC.

(2) The Incremental review will address compliance of the Increment with the Stormwater Plan and any changes to the adopted floodplain maps.

(3) The Incremental review will include an assessment of any pertinent information developed pursuant to a condition of the MDO ~~development order~~ which has been developed since the MDO ~~development order~~ was issued in order to determine if that new information shows that a change in the Stormwater Plan is needed in order to provide the same level of protection, remediation, or mitigation that is contemplated in the MDO ~~Development order~~.

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5. **TRANSPORTATION**

A. Representations and Commitments as Conditions. – None.

B. Conditions for Development Approval.

(1) Master Traffic Study

(a) The Master Traffic Study is the analysis of the buildout of the Development Program and the horizon year traffic conditions in year 204~~0~~5. It is a guide to the roadway network and improvements anticipated to be needed to support all area development including the BRC Development Program by the year ~~2040~~ 2045 and it is intended for use only with the BRC Development Program. ~~-~~As a long range "snapshot" of horizon year conditions, it is anticipated that the mobility network and area growth will change and be revised as the BRC develops. By way of background, the initial Master Traffic Study was prepared by the Developer ("Developer's Initial Master Traffic Study"), which was adequate for the "snapshot" purpose of the ~~Master Development Order~~MDO, recognizing that additional validation adjustments would be needed for use in Incremental Development Orders. At the time of initial approval of the Master Development Order, the Florida Department of Transportation ("FDOT") was working on a district-wide travel demand model, but it was not yet completed. On August 27, 2008, FDOT informed the

Developer, County and Lee County that the FDOT district-wide travel demand model ("FDOT D1 District-wide Model") was available for use for Babcock Ranch. FDOT, County, Lee County and the SWFRPC accepted the use of the FDOT D1 District-wide Model for Babcock Ranch, without sub-area or corridor model refinements for Increment 1-Phase 1. Recognizing that the FDOT D1 District-wide Model may require sub-area and/or corridor model refinements to be made within the transportation impact area of the BRC for future increments, refinements, if any, will be made consistent with the procedures outlined in Chapter 4 of the FDOT Project Traffic Forecasting Handbook.

The Charlotte County Babcock Ranch Overlay District (the BROD), FLU Policy 6.4.19, recognizes that the BROD is a mixed-use community with a compact urban form that contemplates commercial, office, industrial and institutional uses, and specifies that the community capture rate ("CCR") for the BRC shall be maximized, with a targeted internalization of between 50% - 70%. The Developer's Master Traffic Study Update reflects the mixed-use character of the Community and consequently maximizes the "community capture" elements, resulting in a trip capture rate for the buildout of the BRC of 67~~6~~% on a peak hour basis. The 204~~0~~5 roadway network and

candidate roadway improvements resulting from the Developer's Master Traffic Study Update based on that trip capture rate for the development components are set forth in Exhibit "F" attached hereto and made a part hereof by reference. Exhibit "F" also identifies, under 2040~~0~~5 conditions and the 66% CCR, those regionally and locally significant road segments that are projected to be significantly impacted by the BRC and for which a service deficiency is also projected ("Impacted Segments"). The Developer's Master Traffic Study Update also identifies the improvements which may be anticipated by ~~2040~~ 2045 under the 6~~6~~7% CCR to the Impacted Segments and may be subject to mitigation for Babcock's traffic impacts in order to maintain the adopted level of service (LOS) targets at the time of an incremental traffic assessment.

(b) ~~A supplemental traffic assessment was also prepared for the Master Development Order by the Developer at the request of review agencies to identify the potential 2040 roadway conditions and candidate roadway improvements resulting from the~~ MDO Traffic Study Update~~s included a supplemental analysis~~ based on the initial internal capture rate ("ICR") of 22%, as mandated in the initial Master Traffic Study. ~~The roadway network and candidate roadway improvements~~

based on that 22% ICR also are set forth in Exhibit "F" attached hereto and made a part hereof by reference. Exhibit "F" also identifies, under those 2040 conditions, the same information for the 22% ICR scenario as for the 66% CCR scenario, including those regionally and locally significant road segments that are projected to be significantly impacted by the BRC and for which a service deficiency is also projected ("Impacted Segments") and the improvements which may be anticipated by 2040 to the Impacted Segments under a 22% ICR in order to maintain the adopted level of service (LOS) targets. The road network presented in Exhibit "F" is a 2040 horizon year projection that will be updated periodically as set forth below in Condition 5.B.(2) to reflect changing conditions in the area. This 22% ICR is to be applied only for the First Increment and will not be used with future increments or Master Traffic Study Updates.

(c) The significant impacts, roadway network, and roadway improvements identified in Exhibit "F" hereto are provided for comparison informational purposes between the ICR and CCR scenarios described above. As specified under Conditions 5.B.(2)(a), (2)(b), (2)(c), and (2)(d) below, as data from the traffic monitoring program becomes available, as specified under Conditions 5.B.(3)(a) and 5.B.(3)(b) below,

this data will be incorporated into the Master Traffic Study Updates as described in Condition 5.B.(2) below. Exhibit "F" will then be re-evaluated and revised as specified in Condition 5.B.(2) below.

(d) For purposes of the First Increment, the 22% ICR portions of Exhibit "F" controlled the measurement of significant impact for the Incremental DRI traffic study. Future Increments shall use the revised Exhibit "F" as re-evaluated either under Condition 5.B.(2)(a) or B.(2)(b), as applicable.

(2) Master Traffic Study Updates

(a) (1) The first update of the Master Traffic Study was approved by Resolution 2011-485 on December 13, 2011 ("Initial Master Traffic Study Update").

The 2020~~0~~4 Master Traffic Study Update is hereby approved through this Master Development Order Amendment.

(2) a. Each update of the Master Traffic Study will include a reassessment of the internal capture and external trips consistent with paragraph 5.B.(2)(a)(1) above, Trip Generation, the ITE Trip Generation Handbook, and the FDOT Site Impact Handbook, the FDOT D1 District-wide Model, as it may be adjusted pursuant to professionally accepted techniques applicable to communities of the size, location, mix of uses, and design of Babcock or other travel

demand modeling techniques and data that reflect the size, location, mix of uses, and “smart growth” design of the project, and with consideration of the cumulative impacts of previously evaluated increments and monitoring data up to the point of commencement of that particular Master Traffic Study Update.

b. Due to its size and mix of uses, the BRC will be divided into a number of traffic analysis zones (TAZs) and tracts, which are combinations of TAZs. The size, location and number of TAZs will be determined by the Developer. There shall be no minimum or maximum number of TAZs or tracts.

c. Adjustments to the FDOT D1 District-wide Model in accordance with 5.B.(2)(a)(2)(a) for estimating trip capture within a large-scale community like the BRC, the community capture and external trips for the BRC will be estimated using the following procedures.

(i) The total new trips generated by the BRC development as identified in the Master Traffic Study Update and based on accepted standard methods of calculation will be reduced as identified in the sections below.

(ii) There are standard mixed land uses ~~(residential, office, retail)~~ for the mixed-use development concepts of the ITE Trip Generation Handbook "Mixed Use Development". For those standard land uses, and using the tract as a single TAZ, calculate, using the methods of the ITE Trip Generation Handbook "Mixed Use Development", the internal capture within the tract.

(iii) For each non-standard land use (those land uses not included in the ITE Trip Generation Handbook methodology) within each tract, the trip capture for those non-standard land uses will be discussed at the methodology meeting.

(iv) Using the FDOT D1 District-wide Model, applicable at that time, determine the trip capture between the individual tracts within the BRC.

(v) Estimate the number of pass-by trips consistent with the then most recent editions of the ITE Trip Generation Handbook, and the FDOT Site Impact Handbook. Only those retail uses which are adjacent to the primary public roadways will

be eligible for external pass-by trips. Retail that is not adjacent, whether contained internally or substantially set back without direct access to the major public roadways will be discussed at the methodology meeting.

(vi) The remaining net new trips are external to the BRC and will be assigned to the regional roadway network by the FDOT D1 District-wide Model, applicable at that time.

(vii) In the alternative, Developer may use an alternative methodology for estimating community capture rate if reviewed and approved by FDOT, County, Lee County, and SWFRPC.

(b) (1) Due to the long-term buildout of the Project (over 20 years) and potentially changing conditions in the study area, periodic updates of the Master Traffic Study are required and will use the most current, validated FDOT D1 District-wide Model in effect at the time of the commencement of the Master Traffic Study Update. After the Initial Master Traffic Study Update specified in Condition 5.B.(2)(a)(1), additional updates shall be conducted and submitted no later than five (5) years after the effective date of the most recent previous update.

The Developer may update the Master Traffic Study at any time during that five (5) year period. Each updated Master Traffic Study will be a complete update similar to the original Master Traffic Study and will result in a Revised Exhibit “F”. The Master Traffic Study Update shall consider the possibility of a new east-west transportation corridor between SR 31 and I-75, and may consider related corridor studies and interchange justification reports, as determined appropriate in the transportation methodology meeting. A transportation methodology meeting will be held with County, Lee County, the SWFRPC and FDOT prior to the conduct of each Master Traffic Study Update.

(2) Each update of the Master Traffic Study will include a reassessment of the community capture and external trips consistent with paragraph 5.B.(2)(a)(1) above.

(c) Subsequent Increments, including phases, if applicable, will use the FDOT D1 District-wide Model or the most current, validated FDOT D1 District-wide Model in effect at the time. Two different model runs (without DRI and with DRI) will be used for each Master Traffic Study Update.

(d) The methodology for Master Traffic Study Updates will be coordinated through the SWFRPC and include County, Lee County and FDOT. Any amendments to the Master

Development Order resulting from a Master Traffic Study Update shall be processed as an amendment. The Master Traffic Study Update process will consist of the following steps and timeframes:

(i) Initial informal coordination meeting to discuss and establish the appropriate methodology, between the Developer and SWFRPC, County, Lee County and FDOT.

(ii) Submittal of proposed methodology by the Developer to the SWFRPC not less than 14 days in advance of the formal methodology meeting for distribution to the State and Regional review agencies.

(iii) Formal methodology meeting between the Developer and the State and Regional review agencies coordinated by the SWFRPC.

(iv) SWFRPC, within 35 days of the conclusion of the formal methodology meeting(s), will document the findings and agreements made by the participants including a summary of all assumptions agreed upon at the meeting.

(v) SWFRPC shall allow State and Regional review agencies not less than 14 days to agree or disagree in writing with the meeting summary.

(vi) If agreement cannot be reached with all the State and Regional Review agencies, the SWFRPC will designate a methodology in writing to be used by the Developer.

(vii) The Developer shall submit for approval the Master Traffic Study Update and revised MDO Exhibit "F" to the SWFRPC through the development order amendment process, for distribution to County, FDOT, and Lee County.

(viii) Public hearings will be conducted in accordance with the County's procedures for processing development order amendments in coordination with the SWFRPC.

(3) Biennial Monitoring Program

On a biennial basis, the Developer shall submit a DRI traffic monitoring report to the following entities: County, FDOT, Lee County, and the SWFRPC. The first monitoring report shall be submitted two (2) years after the recorded date of the approval of the first AIDA Development Order, unless no buildings have been physically occupied by a permanent user. Once a building in Babcock is occupied by a permanent user the biennial traffic monitoring requirement will commence. For the purposes of growth management, the Biennial Monitoring will monitor the external trips

generated by occupied uses in Babcock. The traffic monitoring program must include the following.

(a) 2-hour AM peak hour and 4-hour PM peak hour turning movement counts and 72-hour machine traffic counts at the BRC's access points onto the external public road network external to the Property; the 72-hour traffic counts will be derived from the permanent traffic counters installed at Babcock's ingress/egress points as described in Condition 5.B.(6) below.

(b) A comparison of the field-measured Project external trips to the Project's external trips estimated in the MDO and the Incremental traffic studies.

(c) The level of service of all access points between the Project and the external road network.

(d) A summary of construction and development activities to date, using the categories of the Master Development Program.

(e) An estimate of the level of development expected to be added by the Project for the forthcoming year.

(f) The status of the mobility improvements required by any prior Incremental development program.

(g) The status of mobility improvements identified as committed in the Master Traffic Study or Incremental traffic studies.

(h) An estimate of the construction traffic at the Project's access points onto the public roadway network external to the Property.

(4) The Developer shall promote efficient pedestrian and bicycle movement within and between the development's components and to adjacent properties. The Developer shall link the uses and subdivisions, hamlets, town centers and free-standing facilities through a series of sidewalks, bike paths, walking trails and internal roadways of various functional classifications. The Developer shall promote transit service through the inclusion of bus stops or other appropriate transit access points in site design, consistent with the County and Lee County Comprehensive Plans and transit plans, if any. The location of bus stops and transit access points shall be planned and integrated with the BRC bicycle and pedestrian plan.

(5) The Developer shall prepare a transit feasibility study of providing public transportation to and from Babcock at the request of County. The transit feasibility study will evaluate, among other things, the feasibility of providing public transportation, timing of the implementation of the system, system routing, vehicle type, headways, funding sources, and capital and operating costs. In an effort to ensure sufficient population to support this type of transit service, the Developer shall coordinate the initiation of this study with transit representatives from County, Lee County, and the FDOT. The

Babcock development will be credited with an appropriate reduction in net external trips for the implementation of such a public transit component. The cost of the study may be credited against Developer's proportionate share mitigation.

(6) The Developer installed permanent traffic count stations at the BRC ingress/egress points on the external road network at Greenway Boulevard, Lake Babcock Drive, and Cypress Parkway. Developer will work with FDOT and County to determine the location for relocating the existing FDOT traffic count station located south of the Charlotte/Lee County line on SR31 as part of the SR31 widening. The equipment located at Greenway Boulevard, Lake Babcock Drive and Cypress Parkway will be owned and maintained by the Developer or District. The equipment to be re-located south of the Charlotte/Lee County line on SR31 will be turned over to FDOT and FDOT will own and maintain the permanent count station equipment. The cost of the permanent count stations equipment will be credited against the DRI's traffic mitigation obligation. Data from the count stations shall be made available in a digital format on a periodic schedule agreed to by County and Developer and without any cost to Developer.

C. Incremental Review.

(1) Incremental Review Analyses.

Development within the BRC, as identified in the AMDA, will undergo a traffic review through an incremental process with traffic studies prepared for each Increment. A transportation methodology meeting will be held with County, Lee County, FDOT, and the SWFRPC prior to initiating this study. This will allow the study to address specific issues that may be related to any particular Increment. Each Incremental Traffic Study, other than the traffic studies for the initial Increment 1, will establish the trip capture rate for that Increment consistent with Condition 5.B.(2) which will determine the maximum number of PM peak hour trips external to the Property for that Incremental development program. Professionally accepted techniques and data, including FDOT's then current Site Impact Handbook (or its equivalent) and the then current Subdivision Traffic Study Guidelines for County may be considered in establishing the methodologies for the Incremental studies. If agreement cannot be reached with all the State and Regional Review agencies, the SWFRPC will designate a methodology in writing to be used by the Developer.

As a part of this effort, a traffic study will be prepared in support of that Increment. The Project's trip capture rate, estimated number of external PM peak hour trips, traffic impacts, proportionate share of

needed improvements, pipelining of the proportionate share, and mitigation will be established for each Increment. A traffic study will be prepared for each Incremental level of development. The traffic study in support of each Increment will estimate the trips external to the Property for that Incremental development program and will include the following.

(a) Road segment evaluation of those external road segments significantly impacted by the Incremental development program for the MDO significant impact area per Exhibit “F”.

(b) Intersection evaluations of those external intersections significantly impacted by the Incremental development program.

(c) Identification of potential roadway and intersection improvements needed to support that level of development and all area growth coincident with buildout of that Incremental development program at the BRC for the MDO significant impact area per Exhibit “F”.

(d) Identification of the Project’s proportionate share of those needed roadway and intersection improvements. Proportionate share mitigation shall be limited to ensure that if Babcock meets the requirements of Section 163.3180, F.S., it shall not be responsible for the additional cost of reducing or eliminating backlogs. The project’s proportionate share

shall be directed (i.e. “pipelined”) to one or more mobility improvements that benefit a regionally significant transportation facility. The funding of one or more required mobility improvements that will benefit a regionally significant transportation facility consistent with Section 163.3180, F.S., satisfies concurrency requirements as mitigation of Babcock’s impact upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities.

(e) Identification of the Project’s traffic mitigation conditions to address its proportionate share of needed mobility improvements and any pipelining of that proportionate share, but not including mitigation for backlogged conditions. Mitigation for impacts to facilities on the State Strategic Intermodal System shall be made after consultation with and with the concurrence of FDOT. Traffic mitigation conditions would include, but not be limited to, commitments to construct or pay for certain mobility improvements, provision of right-of-way, provision of design plans in support of improvements, cash payments to County or applicable maintenance agency and/or combinations of the above, and a mitigation payment schedule.

(f) Each Incremental traffic study will include any previously evaluated Increment as Project traffic. Mitigation provided by

any previously evaluated Increment shall be credited to the overall impact of the Project.

(g) An accounting system will be established so that if the field measured external trips at the end of the particular Increment are less than previously estimated for that Increment, the Developer would be entitled to credits which can be used by the Developer, sold to other parties or carried over to the next Increment. Alternatively, if the actual traffic for that particular Increment is greater than previously estimated, then the Developer will be required to mitigate those additional traffic impacts as part of the then under review Increment.

(h) The development approved in each Increment will be vested for traffic concurrency purposes through the scheduled payment of its mitigation requirements (proportionate share) for mobility improvements. The payment schedule and the details of that payment schedule must be established in an enforceable agreement with County or the applicable maintenance agency.

(i) As provided in the MDO Agreement, an Incremental traffic study may consider relevant information from previously approved studies or Increments, but no Incremental review will result in a requirement to revise any element or requirement of a previously approved Increment other than

the provision in item 5.C.(g) above. Conditions identified in the most recently approved Incremental Development Order or Amended Development Order will control for the purposes of transportation mitigation, unless otherwise noted in the Development Order.

(j) Attached as Exhibit “G” are the Babcock Ranch DRI Cumulative Incremental Transportation Conditions for all approved Incremental Development Orders.

(2) Site Plan and Subdivision Plan Approval Within an Increment.

Site plan and subdivision plan approvals within an Increment will be evaluated for consistency with the Incremental traffic study as set forth below.

(a) Review the requested approval to verify that the development parameters of the requested approval, when combined with the parameters of any other requested approval already reviewed and approved within the Increment and reflective of any land use conversions, are consistent with the level of development evaluated during the Incremental traffic study.

(b) Review of the requested approval to verify that the projected external trips of the requested approval, when combined with the estimated external trips of any other requested approval already reviewed and approved within the Increment and

reflective of any land use conversions, does not exceed the external trips evaluated during the Incremental traffic study.

(c) Review of the requested approval's access points onto the public roadway network external to the Property to determine if: 1) the proposed access points are consistent with the access established in the MDO; 2) the access point intersection will operate at acceptable levels of service coincident with the buildout of the requested approval; 3) identify needed improvements, including signalization, at the access point intersections to maintain acceptable levels of service; and 4) identify the estimated turn lane storage lengths for the needed turn lanes at the access point intersections.

(3) The Developer may, at its sole discretion, determine the size, boundaries, land uses, timing, and termination of each Increment. The Developer may file one or more AIDA's for concurrent, overlapping, or sequential increments. Provided, however, the entire project as reflected in this MDO may not be submitted in only one increment, and any one filing of one or more AIDA's will not include cumulatively among the filing more than fifty percent (50%) of the entire MDO Development Program.

(4)

(a) The Developer's proportionate share obligation, as established per each Increment, shall be directed or pipelined,

pursuant to section 163.3180, F.S., to one or more required mobility improvements which may or may not be a part of the AMDA roadway network, which benefit a regionally significant transportation facility and which can be funded by the Developer's proportionate share. The funding of one or more required mobility improvements that will benefit a regionally significant transportation facility consistent with Section 163.3180, F.S. satisfies concurrency requirements as a mitigation of Babcock's impact upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities.

(b) The Developer may also utilize proportionate fair-share mitigation, consistent with Section 163.3180, F.S., which may be directed toward one or more specific transportation improvements reasonably related to the mobility demands created by the development and such improvements may address one or more modes of travel. Proportionate fair-share mitigation shall be limited to ensure that a development meeting the requirements of Section 163.3180, F.S., mitigates its impact on the transportation system but is not responsible for the additional cost of reducing or eliminating backlogs. The funding of any improvements that significantly benefit the impacted transportation system satisfies concurrency

requirements as a mitigation of the development's impact upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities.

(5) In addition to, or in the alternative to the pipelining described in provisions 5.C.(1)(d) and 5.C.(4)(a) above, the developer may also mitigate its traffic impacts pursuant to ~~73C-40.045, F.A.C~~Exhibit G-1.

(6) Incremental Biennial Monitoring Controls.

(a) If the biennial traffic monitoring report for any two year period reveals that the Project's field measured external trips generated by occupied land uses is 80% or more of the maximum number of external PM peak hour trips for the completed Increment(s) and the approved, but uncompleted, Increments and the occupied land uses are less than 50% of the development program approved for approved, but uncompleted, Increment(s), the Developer shall, within 90 days of the date of the biennial traffic monitoring report, meet with County Public Works to determine if the most recently approved Incremental traffic ~~–~~study must be updated. ~~–~~If an updated traffic study is required, then an updated list of significantly and adversely impacted road segments and corresponding adjustments in the Increment's proportionate

share which are needed to complete the most recently approved Increment will be identified in that updated study.

(b) If the biennial traffic monitoring report for any two-year period reveals that the Project's field measured external trips generated by occupied land uses exceed the maximum number of external PM peak hour trips for the completed Increment(s) and the approved, but uncompleted, Increment(s), the most recently approved Incremental traffic study will be updated within 120 days of the date of the biennial traffic monitoring report. For that most recently approved Increment, this may result in an updated list of significantly and adversely impacted road segments and a corresponding adjustment in the Increment's proportionate share with the additional proportionate share being directed to one or more mobility improvements as set forth in Condition 5.C.(4).

(c) Alternatively, if the Project's field measured external trips exceed the maximum number of external PM peak hour trips for the completed Increment(s) and the approved, but uncompleted, Increment(s), the Developer may declare the most recently approved Increment to be complete in terms of external trips and development program and may submit a

new AIDA and Incremental traffic study which may include land area not used in the Increment deemed complete.

(d) If, at the buildout or completion of an Increment, the measured external trips are less than the maximum number of external trips established for the Increment, then the difference in the proportionate share represented by the difference in those external trips will be credited against the proportionate share projected to be produced by the next subsequent Increment(s).

(e) Every two years, the results of the traffic monitoring report will be compiled with the results of the previous reports. The data from these monitoring reports will be used with respect to the applicable components of the development program prepared for the next Increment, as well as the updates of the Master Traffic Study.

(f) Under Conditions 5.C.(6)(a), (b), and (d) above, development (including but not limited to: planned development, site plan, and sub-division approvals; building permits; construction; and certificates of occupancy) pursuant to Incremental approvals will not be suspended while the traffic study updates and any adjustments required by those provisions are being finalized.

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6. **VEGETATION, WILDLIFE, AND WETLANDS**

A. Representations and Commitments as Conditions.

(1) The exotic pest plant impacted areas and native plant communities (approximately 5000 acres) will be managed and incorporated into the final preservation areas and consolidated north-south flow-ways and east-west greenways.

(2) The upland preserve/conservation areas and the wetland preserves will have management that optimizes the value and function of these areas of native habitat.

(3) There will be an average 100-foot setback from the State Preserve and an average 50-foot setback adjacent to wetlands.

(4) Internal roadways will be used to inter-connect separate development pods and will be constructed with wildlife crossings in areas where they cross wildlife corridors. The designs, sizes, and locations of these crossings will be coordinated with County and coordinated and approved by staff from the Florida Fish and Wildlife Conservation Commission (FWC) and the US Fish and Wildlife Service (USFWS). Internal roadways may be constructed across and through primary flow-ways, as long as the hydrological and wildlife corridor functions are maintained through the crossings. The number of such roadways, not including pedestrian boardwalks and bike, electronic cart, hiking, and equestrian trails (paved or

otherwise), shall be the minimum necessary for safe and efficient public accessibility between development pods.

(5) Roadway layouts in the internal wildlife corridors will be designed to reduce traffic speeds and minimize the risk of vehicle/wildlife collisions. Traffic calming devices will be employed where ~~appropriate, but~~appropriate, but will not serve as a substitute for wildlife under crossings or over crossings, unless approved by FWC and USFWS.

(6) Littoral shelves will be constructed within lake systems and will provide additional foraging areas for wildlife. Littoral shelves will be provided along a minimum of ten percent (10%) of the length of the shoreline of each such lake. Littoral shelves will be designed to mimic the functions of natural systems by establishing shorelines that are sinuous in configuration in order to provide increased length and diversity of the littoral zone. Where appropriate, specific littoral shelf planting areas will be established to provide feeding areas for water dependent avian species. Developer will ensure that recorded restrictions on the Property prohibit the removal of littoral shelf plants, unless replaced with similar plants.

(7) Site lighting standards will be modeled after the International Dark-Sky Association or similar guidelines. Street lighting will use mechanisms to reduce light pollution such as full shield cut-offs to prohibit light from shining upward, low intensity lighting and other

acceptable techniques. Greenways, conservation areas and undeveloped areas bordering these areas where there are unpaved trails will be unlit, or lit to the extent necessary for safety reasons only during periods of designated use.

(8) Golf courses will be designed to comply with the goals of the Audubon International Signature Program – Silver Level certification program, with best management practices developed by the Florida Department of Environmental Protection under Section 403.067, F.S. (2005), or with other equivalent certification programs or equivalent best management practices.

(9) During the construction process, appropriate measures will be taken to minimize impacts to preserved wetlands and to water quality. Wetland and upland buffer areas to be preserved will be clearly marked in the field to avoid damage of and intrusion into protected areas. Appropriate construction Best Management Practices will be employed. Prior to commencement of construction near preserved wetlands, including proposed water control structures, erosion control devices will be installed to control and reduce soil erosion, sediment transport and turbidity. Such devices (e.g., silt fencing, temporary sediment traps, impoundment areas to control excessive discharges, etc.) will remain in place throughout the duration of construction in an area until construction zones and surrounding areas are stabilized.

(10) Erosion control methods/devices used during construction will generally conform to applicable standards set forth in FDER's "The Florida Development Manual: A Guide to Sound Land and Water Management," Sections 6-301 through 6-500 of Chapter 6: "Storm Water and Erosion Control Best Management Practices for Developing Areas; Guidelines for Using Erosion and Sediment Control Practices," (ES BMP 1.011.67. FDER, Tallahassee, FL 1988).

(11) Freshwater marsh creation areas will be over excavated and backfilled to final grade with organic soils. Tree, shrub, and prairie planting areas will have topsoil furloughed from the grading area or organic mulch added to achieve final grade.

(12) Two hydrologic improvement projects are proposed, one in Curry Canal and one on the west side of Telegraph Swamp and southeast of Hamlet II. At a minimum, each project will have new or modified water control structure(s).

(13) The Developer has prepared an environmental sustainability plan for the Property which calls for protecting environmentally sensitive wetlands and uplands areas, providing for mitigation of certain disturbed areas, enhancing preservation areas, preserving agricultural areas, establishing Greenways and public recreation and environmental education programs. As part of the Developer's implementation plan, the Developer will utilize conservation

easements as set forth below. Areas in the Developer's plan identified for mitigation on the Property will be included in the ERP for placement under a conservation easement. Wetland Areas in the Developer's plan which are not impacted by the project will be protected by a conservation easement. Prior to the expiration date of this Development Order, existing agricultural uses located within the project but which are outside of the development areas shown on Map H will be placed under a conservation easement which will allow for the continuance of agricultural operations. The upland enhancement and preservation areas identified in the Developer's plan on the Property will be placed under conservation easements. Acreages referenced in the Developer's plan are subject to change based on future permitting considerations. All required easements will be granted to the SFWMD or other appropriate governmental entity with a compliance monitoring staff. Easements not required by a condition of an environmental permit may be granted to an appropriate governmental entity or to a non-profit charitable entity that exists for the purpose of holding land for conservation purposes with a compliance monitoring staff. The recording of the conservation easements will be phased concurrent with various AIDA's, construction, and plat approvals.

(14) (a) To the maximum extent reasonably practicable, above-ground and underground utility lines (e.g., water, sewer,

electric, gas, telephone, cable, electronic, etc.) will be located within or adjacent to roadway corridors on the Property. Where this is not practicable, Developer shall consult with County and the pertinent utility to establish a location which minimizes to the maximum degree reasonably practicable impacts on upland enhancement and preservation areas.

(b) With respect to the location of major utility transmission lines on the Property, Developer will consult with County and the pertinent utility prior to such location in an effort to minimize impacts from such lines on environmental resources located on the Property.

(c) Nothing herein shall preclude the location of utility or transmission lines within the north/south "Limited Transportation, Pedestrian and Utility Corridor" shown on Exhibit "B" hereto.

(15) BRC greenways will be maintained in their natural state and kept free of refuse and debris. Category I exotic pest plants as defined by the Florida Exotic Pest Plant Council (EPPC), in effect at time of permitting, will be controlled to ninety-five percent (95%) occurrence (except for torpedo grass, *Panicum repens,* and cogon grass, *Imperata cylindrica,* that will be controlled to a ninety percent (90%) occurrence) in non-agricultural greenway areas. Category II pest plants, as defined by the Florida Exotic Pest Plant Council (EPPC),

in effect at time of permitting, and other plants reaching a problematic, invasive level will also be controlled to reasonable and achievable levels in non-agricultural greenway areas. Maintenance of these preserve areas will be conducted in perpetuity consistent with state, local, and federal government environmental permit approvals.

(16) The prescribed fire plan for BRC will be a program that mimics the natural fire cycle for the various habitat types identified within the mitigation and preserve areas. Prescribed burning will be planned and carried out by a Certified Prescribed Burn Manager (as licensed by the Florida Division of Forestry) and experienced fire crew.

(17) The Developer shall dedicate a one (1) acre site and provide a 3,000 square foot, pre-fabricated, shell building to County for mosquito control operations use pursuant to the schedule shown on Exhibit "D" hereto.

B. Other Conditions.

(1) Integrated Pest Management ("IPM") will be utilized in BRC. IPM will involve the monitoring of sites for pest related problems, determining when a problem needs attention and taking appropriate action with the least amount of environmental impact. IPM will maximize the use of biological controls (i.e., bat houses, etc.), organic pest control methods, insecticidal soaps, and fish oils beneficial to lowering the

environmental impact of pest control. Property and homeowner education will also be an IPM component within the Community.

(2) All USFWS and FWC threatened and endangered species management plans ("T&E Plans") for the documented listed species including Florida panther (*Puma concolor coryi*) (E), Florida bonneted bat (*Eumops floridanus*) (E), wood stork (*Mycteria americana*) (T), beautiful pawpaw (*Deeringothamnus pulchellus*) (E), Florida sandhill crane (*Gruscanadenis pratensis*) (T), Eastern indigo snake (*Drymarchon corais couperi*) (T), little blue heron (*Egretta caerulea*) (T), tricolored heron (*Egrettea tricolor*) (T), gopher tortoise (*Gopherus polyphemus*) (T), American alligator (*Aligator mississippiensis*) (T S/A), crested caracara (*Caracara cheriway*) (T), roseate spoonbill (*Platalea ajaja*) (T), and Florida burrowing owl (*Athene cunicularia floridana*) (T) approved at the time of issuance of this Development Order are incorporated by reference herein and made a part hereof. Any additional species which are listed after the issuance of this Development Order and which are documented in an AIDA shall have a T&E Plan developed and approved by USFWS and FWC and said plan shall be incorporated by reference as a condition of the particular incremental development order.

(3) The SFWMD issued Permit Number 08-00119-P on July 6, 2006, as supplemented by Permit No. 08-105624-P (Application No. 200526-3536) issued on September 23, 2021, which include certain

authorizations and permit conditions, in accordance with its jurisdiction over such matters and the Property. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as may be amended from time to time, addresses mitigation of certain impacts of the BRC development. Such permit is issued under the authority of an agency other than County and, therefore, shall be subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its potential application to development which they may propose to undertake within BRC.

(4) The USACOE issued Permit Number SAJ-1992-264 (NW-TWM) on May 22, 2006, which includes certain authorizations and permit conditions, in accordance with its jurisdiction over such matters and the Property. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency,

if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

(5) The USACOE issued Permit No. SAJ-2006-6656 (IP-MJD) in 2010 which includes certain authorizations and permit conditions, in accordance with its jurisdiction over such matters and the Property. Due to State assumption of Section 404 permitting by the Florida Department of Environmental Protection (FDEP) from the USACOE on December 23, 2020, FDEP State 404 Permit No. 396574-001 was obtained in November 2021 for a modified site plan east of the Curry Canal and an updated BRC Mitigation Plan. Development west of the Curry Canal remains consistent with impacts authorized by the referenced USACOE permit. Developer will follow the authorizations and permit conditions of each permit, as may be applicable, although through the referenced FDEP State 404 Permit, the FDEP now has Section 404 regulatory oversight of the entire BRC development and associated mitigation. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is

subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

(6) The SFWMD issued Permit No. 08-00004-S-05 (Application No. 070330-5), as supplemented by Permit No. 08-105624-P (Application No. 200526-3536), to Developer for a conceptual ERP in accordance with its jurisdiction over such matters and the Property. Developer will follow the authorizations and permit conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

C. Incremental Review.

(1) The threatened and endangered species management plan ("T&E Plan") is that plan for threatened and endangered species provided

for in the ERP and FDEP State 404 Permit for Babcock Charlotte, as may be amended from time to time.

(2) The incremental review will address compliance of the increment with the T&E Plan. It will also address the detailed plan to protect any wetlands in the increment or to mitigate for proposed impacts on such wetlands. Upland habitats of threatened and endangered species (not including species addressed in the Biological Opinion of the U.S. Fish and Wildlife Service for Babcock Charlotte) which are not addressed by the T&E Plan shall also be addressed in the AIDA to maintain such habitats to the extent practicable with the development planned for those areas, or to relocate affected listed species to other appropriate habitat.

(3) The incremental review will include an assessment of any pertinent information developed pursuant to a condition of the MDO which has been developed since the MDO was issued in order to determine if that new information shows that a change in the T&E Plan is needed in order to provide the same level of protection, remediation, or mitigation that is contemplated in the MDO.

(4) Each AIDA shall identify the number of acres to be contained in the Increment with respect to each of the following Greenway categories and the percentage of the total of each and shall include a companion map:

(a) Greenway acreage not under conservation easements

(i) agricultural lands

(ii) non-agricultural lands

(b) Greenway acreage under conservation easements

(i) wetland conservation

(ii) wetland enhancement

(iii) upland conservation

(iv) agriculture

(5) Each AIDA shall identify any conservation easements over wetlands and uplands which have been delivered.

(6) Each AIDA shall include a copy of any wildlife survey which has been conducted pursuant to an ERP or FDEP State 404 Permit since the last AIDA was filed.

(7) Each AIDA shall provide an updated Greenway Map.

(8) Each AIDA including roadway within a wildlife corridor will detail the roadway design features to be employed with regard to surface material, lighting, signage, access, and speed limits. The existing unpaved North/South road corridor located along the east Property line may serve as a transportation, pedestrian, and utility (e.g. wells, lift stations, transformers, pump stations, associated lines and infrastructure for water, wastewater, gas, electric, cable, electronic, etc.) corridor consisting of not more than 120 feet in width with a maximum speed limit of 20mph. The existing North/South road shall not be modified beyond its current existing maximum width, nor

paved, unless such modification has been considered in an AIDA review and approved in an Incremental development order or has been reviewed and approved pursuant to an amendment to a development order.

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7. **WASTEWATER MANAGEMENT AND WATER SUPPLY**

A. Representations and Commitments as Conditions

(1) Low Flow Fixtures: Low volume plumbing fixtures will be installed in all new homes and businesses. The plumbing fixtures will comply with the following maximum flow volumes at 80 psi:

Toilets: 1.28 gallons per flush

Shower heads: 2.5 gallons per minute

Faucets: 2.0 gallons per minute

(2) Customer billing by Town and Country Utilities Company will be based on the use of water conservation-based rate structures.

(3) Town and Country Utilities Company will distribute literature to households describing water conservation practices.

(4) Drought-Tolerant Landscaping: The use of native landscaping and the Florida Yards and Neighborhoods Program principles will be incorporated throughout the project site.

(5) Reuse Water: Irrigation water will utilize reclaimed water produced by the water reclamation facility. During times when irrigation demand exceeds reclaimed water supply, irrigation water will be derived from the on-site lake system. The lake system will be replenished with ground water.

(6) Leak Detection Program: Reports of water leaks will be directed to personnel during business hours. Site tours and routine maintenance personnel trips along water supply and distribution

lines will also be conducted. On a monthly basis, customer metered usage will be compared to the master meter reading.

(7) Irrigation System Design: Rain sensors and/or soil moisture sensors are required for irrigation systems within the project site in order to preclude irrigation during rainfall events. The project will install low flow irrigation systems for common areas where reasonably practicable.

(8) Fertilization Program: Written fertilization guidelines will be developed that establish standards for all common area fertilization and guidelines for individual property owners. The guidelines will comply with SWFRPC Resolution 2007-1 to the extent adopted by County and as it may be modified by County from time to time, except that reuse irrigation water may be applied within 25 feet of a wetland or water body. The program will be based on the results of soil samples, water sources, drainage patterns, and the landscape planned. This program will be designed to provide sufficient nutrition to sustain density and vigor for the landscape plantings intended for the Community that will enhance their resistance to disease, weeds, and insects. Education of residents and landscape maintenance contractors will be included in the program.

The program standards will include an annual schedule for applications of controlled release and slow release fertilizers. The program will also identify appropriate buffer requirements for all

areas on the site with respect to wetlands and all natural or created bodies of water. The above fertilization program does not eliminate the requirement of compliance with any County fertilizer ordinance.

(9) Various types of on-site wastewater treatment systems may be used permanently at solar generating facilities, educational facilities located within the greenways, the North Babcock Area, restroom facilities in the project's trail system, and any plant nursery, sod, or agricultural operations facilities. Pursuant to F.S. 381.0065(4), as may be amended, an operating permit must be obtained prior to the use of any aerobic treatment unit or if the establishment generates commercial waste. Buildings or establishments that use an aerobic treatment unit or generate commercial waste will be subject to annual inspections by the State Department of Health to assure compliance with the terms of the operating permit. Any currently permitted uses of such systems may continue pursuant to existing, modified, and renewed permits.

(10) On-site wastewater treatment systems may be utilized at selected locations such as construction trailers, sales centers, and other non-residential facilities where centralized sewer is not currently available. Each of these non-permanent systems must be licensed as in paragraph (9) above and may continue to be used for five (5) years from the date of installation of each system and thereafter must be abandoned in accordance with state and County regulations.

Notwithstanding the foregoing, models, sales centers and associated construction trailers may be extended on an annual basis as needed and such consent by County shall not be unreasonably withheld.

(11) Bio-solids may be converted into a Class AA residual that may be used as a slow release fertilizer on the site, provided this use meets applicable permitting conditions for the site.

B. Other Conditions.

(1) The proposed water treatment and distribution and wastewater collection and treatment systems will be designed consistent with current industry standards in Southwest Florida.

(2) All potable water facilities, including any possible on-site potable water treatment plants, will be properly sized to supply average and peak day domestic demand, in addition to fire flow demand, at a flow rate approved by the County Fire Department.

(3) The lowest quality of water available and acceptable should be utilized for all non-potable water uses.

(4) Irrigation systems for new construction will comply with County's irrigation and landscaping ordinance, as may be amended from time to time.

(5) Town and Country Utilities Company or its successor or assigns will provide water, wastewater, and reclaimed water to BRC.

(6) SFWMD issued Permit Number 08-00122 W, in October 2007, which includes certain authorizations and permit conditions, in accordance

with its jurisdiction over such matters and the Property. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. Such permit is issued under the authority of an agency other than County and, therefore, shall be subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its potential application to development which they may propose to undertake within BRC.

(7) Developer may apply for a permit(s) from the SFWMD for non-potable (landscape irrigation) withdrawals, in accordance with its jurisdiction over such matters and the Property. Upon issuance, Developer will follow the authorizations and permit conditions, which will be a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, will address mitigation of certain impacts of BRC development. Such permit will be issued under the authority of an agency other than County and, therefore, shall be subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the

conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit application and its potential application to development which they may propose to undertake within BRC.

C. Incremental Review.

(1) The AIDA which includes the North Babcock Area shall identify the water and wastewater treatment option(s) which will be employed in the North Babcock Area.

(2) Each AIDA shall include an updated Primary Utility Corridor map.

(3) Each AIDA shall identify the source of water for the Increment and the service provider.

(4) Each AIDA shall identify the service provider and the type(s) of wastewater treatment system(s) to be used in the Increment and their duration(s) of use.

(5) Wastewater treatment options in the North Babcock Area may include decentralized facilities.

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8. **HISTORICAL AND ARCHEOLOGICAL SITES**

A. Representations and Commitments as Conditions - ~~No relevant provisions.~~ None

B. Other Conditions.

(1) A Cultural Resources Survey was prepared and approved by the Florida Department of State, Division of Historical Resources ("DHR"). No cultural resources eligible for listing on the National Register of Historic Places were identified within the BRC, and the development is unlikely to affect historic properties. If any archaeological/historical resources are discovered during the development activities, all work that might cause damage to such resources shall cease immediately, and the Developer shall contact the DHR, SWFRPC, and County so that a state-certified archaeologist can determine the significance of the findings and recommend appropriate preservation and mitigation actions, as necessary.

(2) When County establishes a local register of historical sites, any sites in BRC which qualify for listing on the local register will be listed. Any protection of such resources will be subject to agreement between Developer and County.

(3) By the end of the second DRI Increment, Developer will establish a permanent display of the history of the Babcock Ranch, including but not limited to the railroad and telegraph facilities.

C. Incremental Review. – None.

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9. **EDUCATION**

A. Representations and Commitments as Conditions.

(i) The Developer shall comply with the Babcock Ranch School Site Dedication Agreement.

(ii) The Developer, District, County and the School Board of Charlotte County entered into an Addendum to the School Site Dedication Agreement on January 8, 2018 ("Agreement") addressing school concurrency for development. If the Agreement is not implemented to address school concurrency, the Developer and Charlotte County School Board shall amend the Agreement accordingly.

(iii) Age-restricted communities will not be subject to school concurrency requirements.

B. Other Conditions. Public facilities such as parks, libraries, and community centers shall be co-located with schools to the extent reasonably practicable. Elementary schools shall be encouraged as focal points for neighborhoods.

C. Incremental Review. Developer shall provide anticipated student generation numbers as part of an AIDA using student generation rates contained in the Student Impact Analysis form.

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10. **POLICE AND FIRE**

A. Representations and Commitments as Conditions.

(1) Developer or District shall construct the shells of the law enforcement and fire/rescue buildings. The term "shell" means site preparation, foundations, laying of all utilities, exterior building structural components (including all exterior windows and doors), interior unfinished load-bearing walls and floors, stairs, elevators, general building mechanical, electrical, plumbing, and fire (MEPF) systems, landscaping and exterior finishes to satisfy the Developer's architectural design standards. The building shells may be constructed in phases. The building shells shall be completed by Developer or District and turned over to County on the schedule set forth in Exhibit "D" attached hereto. Until the turnover to County, Developer or District shall be responsible for maintenance of the building shells and the associated building landscaping and any costs of operations elected by Developer or District to be incurred prior to said turnover(s). If the Developer or the District elects to operate any such buildings prior to turnover to County, County will consider an operational contract with District. The Developer or District shall be reimbursed from the impact fees, but only up to the amount of the impact fees collected from the Development (not including any interest earned by County), for the design and construction costs of those buildings and the costs of all associated

infrastructure; i.e., water, sewer, paving, drainage, landscaping, lighting, signage, etc. (collectively the "Costs"), but not for the sites. Developer or District shall be reimbursed by County from funds other than impact fees collected from the Development for the Costs of any portion of a building requested by County which is in excess of that required by Exhibit "D".

(2) ~~(2)~~ Site acreages are net developable acres exclusive of jurisdictional wetlands and listed species habitat areas. The sites shall be conveyed with exotic pest plants removed, infrastructure provided, and on a schedule set forth in Exhibit "D" attached hereto.

~~(2)~~(3) The parties may agree that either party may complete the shell building and/or interior buildout for the other party upon terms and conditions acceptable to both parties.

B. Other Conditions.

(1) The fire flows required for the BRC will be provided. Adequate system storage and pumping capacity will be installed to provide the required flows. Distribution system pipes will be sized to deliver the fire flows to the buildings to meet the requirements of the National Fire Protection Association.

(2) As the development of the project progresses, the Developer will coordinate with the Sheriff's Office prior to or during site plan review regarding security measures and features that will likely deter criminal activity in the BRC.

(3) Six sites totaling approximately 7.8± acres will be dedicated for police and/or fire rescue operations and for a communications tower. Site acreages are net developable acres exclusive of jurisdictional wetlands and listed species habitat areas. Any additional acres requested by County for such operations will be subject to payment by County pursuant to a purchase contract negotiated between Developer and County.

(4) The Developer or the District shall provide funding to the County in the amount of one million two hundred thousand dollars ($1,200,000) for a ladder truck pursuant to the schedule in Exhibit “D”. The housing of that vehicle will be the responsibility of County.

(5) The Developer has provided an interim fully operational double-wide trailer as the first Sheriff’s Sub-Station pursuant to the schedule in Exhibit “D”.

(6) The Developer has provided funding to the County for an EMS vehicle pursuant to the schedule in Exhibit “D”. The housing of that vehicle is the responsibility of County.

(7) The public purpose buildings and sites shall be subject to the land development regulations and architectural guidelines established for the Property.

(8) All law enforcement, fire, and EMS impact fees collected from the Development (not including any interest earned by County) shall be provided to Developer or District in the form of reimbursements.

(9) Babcock is intended to be a “Firewise” community and will employ “Firewise” principles where appropriate. The County’s Office of Emergency Management will cooperate with and assist the District in this endeavor.

C. Incremental Review.

(1) Each AIDA shall include an updated Exhibit “D” schedule.

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11. **SOLID/HAZARDOUS/MEDICAL WASTE**

A. Representations and Commitments as Conditions. – None.

B. Other Conditions.

(1) The project shall be bound by all applicable recycling requirements in effect in the County at the time of the development, and all solid waste shall be disposed of by a waste hauler licensed by the State of Florida.

(2) Any buildings where hazardous materials, or waste, is to be used, displayed, handled, generated or stored shall be constructed with impervious floors with adequate floor drains leading to separate impervious holding facilities that are adequate to contain and safely facilitate cleanups of any spill, leakage, or contaminated water.

(3) Discharge of hazardous waste effluent into the sewage system shall be prohibited unless approved by a permit issued by FDEP. There shall be no discharge of hazardous waste or of medical wastes from medical facilities into septic tanks.

(4) Any business within the BRC that generates hazardous waste will be responsible for the temporary storage, siting and proper disposal of the hazardous waste generated by such business. However, there will be no siting of hazardous waste storage facilities contrary to the County zoning regulations. There shall be no disposal of hazardous waste within the BRC.

(5) Any off-site disposal of hazardous waste will be the responsibility of the business that has generated the hazardous waste subject to all applicable local, state, and federal regulations.

(6) Restaurant operators will be required to comply with the County's grease trap ordinance that requires routine maintenance of the grease removal system.

(7) The responsibility for disposing of medical and hazardous waste lies with the waste generator in accordance with local, state and federal law.

(8) Any commercial operations that routinely handle extremely hazardous chemicals (such as the water and wastewater treatment facilities, hospitals and golf courses) will be required to comply with OSHA and NFPA fire and life safety requirements as well as all other local, state, and federal requirements.

(9) Natural gas is identified as a source of energy for the development. The Developer will meet with the Charlotte County Fire & Emergency Medical Services Department to advise it of the location of gas lines prior to installing such lines.

(10) All grease traps will be required to comply with local and state codes. The wastewater from these grease traps will be sent to a centrally located wastewater treatment facility, designed to comply with the applicable effluent quality requirements. The captured grease will be hauled off by a licensed hauler.

C. Incremental Review.

(1) Each AIDA will indicate whether or not the proposed Increment will be part of the County's Sanitation District, and if not, what other option will be used. Each AIDA will include a letter from the service provider that collection will be provided and a letter of availability regarding landfill capacity for the proposed Increment.

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12. **AIR**

A. Representations and Commitments as Conditions.

Dust prevention on development sites will employ wet or other suppression options consistent with applicable NPDES requirements. Unpaved roads will be watered as needed. Paving of roads will be performed as early in the construction schedule as is reasonably possible.

B. Other Conditions.

BRC shall comply with any applicable FDEP regulations regarding air quality.

C. Incremental Review. – None.

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13. **HURRICANE PREPAREDNESS**

A. Representations and Commitments as Conditions.

The Developer or District will build the shells of community center civic buildings and certain portions of public school buildings on the Property that will be used as shelters to hurricane building standards per local, state, and/or federal standards, as applicable, and said buildings will be equipped with emergency generators.

B. Other Conditions.

(1) District or POA shall develop a hurricane preparation and shelter information program for the residents of the Property which will include annual awareness communications to residents. The appropriate County departments dealing with emergency preparedness will cooperate with and assist the District or POA in the development of this program. A copy of the information program was provided to County prior to the first residential closing.

Incremental Review. – None.

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14. **OPEN SPACE, PARKS, AND LIBRARY**

A. Representations and Commitments as Conditions.

(1) Developer agrees to provide a minimum of thirty-five (35%) percent of the gross acreage of the BRC as open space. "Open Space" shall consist of the Primary Greenway Plan, non-residential vegetated green space (including, but not limited to, community supported agriculture and community gardening), lakes and ponds not engineered for stormwater, lakes and ponds engineered for stormwater with general public access, hiking trails, greenways, bike paths, upland and wetland areas. Active uses such as ball fields, golf courses and other related recreation uses can be counted toward Open Space, but only 50% of the area can be utilized for calculation purposes.

(2) BRC will provide 200 acres of parks with a park points value of 715 points. Park points will be calculated in accordance with the County's Parks & Recreation Master Plan Update 2015-2050 or as otherwise agreed upon by the County and Developer as part of bi-annual meetings.

(3) One site totaling 4 acres will be dedicated for a library pursuant to the schedule in Exhibit "D". Site acreage is net developable acres exclusive of jurisdictional wetlands and listed species habitat. Developer or District shall be required to fund the construction of a 12,000 square foot library shell building. The County may desire to

construct a library facility totaling 20,000 square feet. The County and the Developer or District agree to cooperate with respect to the design, construction and funding of this library facility. Developer or District shall fund the library shell building costs for 12,000 square feet and, if the County decides to construct the additional 8,000 square feet, the County shall fund the construction of the library shell building costs, in addition to the construction completion of the library facility herein. The library site shall be conveyed with exotic pest plants removed and infrastructure provided.

(4) Developer or District shall construct the shell of the library facility. The term “shell” means site preparation, foundations, laying of all utilities, exterior building structural components (including all exterior windows and doors), interior unfinished load-bearing walls and floors, stairs, elevators, general building mechanical, electrical, plumbing, and fire (MEPF) systems, landscaping and exterior finishes to satisfy the Developer’s architectural design standards. The building shell shall be completed by Developer or District and turned over to County on the schedule shown on Exhibit “D” attached hereto. Until the turnover to County, Developer or District shall be responsible for maintenance of the building shell and the associated building landscaping and any costs of operations elected by Developer or District to be incurred prior to said turnover(s). If the Developer or the District elects to operate any such buildings prior to

turnover to County, County will consider an operational contract with Developer or District. The Developer or District shall be reimbursed for the park and library facilities from the impact fees, but only up to the amount of the impact fees collected from the Development (not including any interest earned by County), for the design, construction, and permitting costs of those buildings and the costs of all associated infrastructure; i.e., water, sewer, paving, drainage, landscaping, lighting, signage, etc. (collectively the "Costs"), but not for the sites. Developer or District shall be reimbursed by County from funds other than impact fees collected from the Development for the Costs of any portion of a building requested by County which is in excess of that required by Exhibit "D".

(5) District or Developer shall prepare the master plans for the park sites in consultation with County and at no cost to the County.

(6) The library building and site shall be subject to the land development regulations and architectural guidelines established for the Property.

~~(6)~~(7) The parties may agree that either party may complete the shell building and/or interior buildout for the other party upon terms and conditions acceptable to both parties.

B. Other Conditions.

(1) All landscaped open space areas shall be replanted with native vegetation after construction.

(i) Ninety percent (90%) of the trees and ninety percent (90%) of the shrubs installed in public areas will be native plants.

(ii) Seventy-five percent (75%) of the total number of required trees and seventy-five percent (75%) of the shrubs installed in privately owned areas will be native plants.

(iii) One hundred percent (100%) of the trees and shrubs installed in primary greenways will be native plants.

(iv) All plants listed on the Florida Exotic Pest Plant Council's List of Invasive Plant Species Category I and II, are prohibited for use as landscaping material.

(v) Plant material used for landscaping must conform to the standards for Florida Number 1, or better as given in Grades and Standards for Nursery Plants (1998 or latest), and Grades and Standards for Nursery Plants Florida Department of Agriculture and Consumer Services, Tallahassee, Florida.

(2) General agricultural operations may be conducted in accordance with the Land Development Code.

(3) The library building shall be completed, staffed, and opened by County on the schedule shown on Exhibit "D" attached hereto.

(4) Public facilities such as parks, libraries and community centers will be co-located with schools to the extent reasonably practicable. Elementary schools will be encouraged as focal points for neighborhoods.

(5) All park and library impact fees collected from the Development (not including any interest earned by County) shall be provided to Developer or District in the form of reimbursements.

(6) The parks, common recreational areas and common open spaces will be owned, operated, and maintained by either a master property owner's association, a neighborhood association, a condominium association, the District, or a Chapter 190 Community Development District.

(7) Vegetated upland areas within conservation areas will be part of the extensive recreational open space system of BRC.

C. Incremental Review.

(1) Each AIDA shall provide the number of acres of Open Space to be provided in the Increment and the cumulative number with other approved Increments.

(2) Each AIDA shall include an updated Exhibit "D" schedule.

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15. HOSPITALS AND HEALTHCARE

A. Representations and Commitments as Conditions.

None.

B. Other Conditions.

Hospital beds and assisted living facilities may be provided within BRC subject to applicable licensing.

C. Incremental Review.

None.

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16. **ENERGY**

A. Representations and Commitments as Conditions.

(1) All community recreational facilities and businesses will be encouraged to have bicycle parking facilities located closer to the building entrances than non-handicapped parking spaces.

(2) Developer or District will evaluate internal transit options, and will implement options determined by the evaluation to be economically viable.

(3) Window design, as well as other design features such as building orientation, solar roof access, overhangs, shading through landscape or interior shades, porches, free standing walls, fences, louvers, awnings, or shutters will be considered to optimize energy efficiency.

(4) The material choices for streets, parking lots, sidewalks, and the trail system shall be selected to encourage the reduction of the heat island effect. Alternatives to impervious pavement, and the use of open areas, landscaping and shade trees will be an integral component of the design.

(5) Lighting for streets, parking, recreation and other public areas should include energy efficient fluorescent/electronic ballasts, photovoltaics, low voltage lighting, motion sensors and/or timers on lighting and full cut-off luminaries in fixtures that comply with the International Dark-Sky Association standards.

(6) Water closets will have a maximum water usage of 1.28 gallons/flush. Showerheads and faucets will have a maximum flow rate of 2.5 gallons/minute at 80 psi water pressure. Faucet aerators will limit flow rates to 0.5 gallons per minute.

(7) A primarily native plant pallet to reduce water consumption throughout the community will be used as referenced in Section 14, Open Space, Parks and Library, above. Additionally, Developer will strive to use innovative irrigation technology, such as drip irrigation, moisture sensors, and micro spray heads to reduce irrigation water use.

(8) All recreational areas as well as the integrated sidewalks, trails, and paths shall include shade trees where design allows.

B. Other Conditions.

(1) Commercial and residential buildings shall comply with the Florida Energy Efficiency Code for Building Construction.

(2) Site development shall comply with the Florida Green Building Coalition Certification Standards or equivalent green building standards.

(3) One Zero Energy Home ("ZEH") model will be built to feature and promote net zero energy efficient housing. COMPLETED

C. Incremental Review. – None.

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17. MINING OPERATIONS

A. Representations and Commitments as Conditions.

Due to the fact that mining operations have been phased out, mining lakes will be properly reclaimed pursuant to applicable permits.

B. Other Conditions. – None.

C. Incremental Review. – None.

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18. **CONSISTENCY WITH THE LOCAL COMPREHENSIVE PLAN**

For the purposes of this MDO, the County has determined that the BRC project is consistent with the County Comprehensive Plan.

19. **BIENNIAL REPORTS**

The Developer, or its successor(s)-in-title to the undeveloped portions of the Property, must submit a biennial report to the County. The Developer must inform successors-in-title to any undeveloped portion of the real property covered by this development order of this reporting requirement.

20. **CHANGED CONDITIONS**

If County, during the course of monitoring the development, can demonstrate that substantial changes in the conditions underlying the approval of the development order has occurred or that the development order was based on substantially inaccurate information provided by the Developer, resulting in additional substantial regional impacts, then ~~a substantial deviation~~an amendment consistent with County Code may be required. ~~shall be deemed to have occurred.~~

21. **COMPLIANCE MONITORING**

The County Administrator, or his or her designee, shall be the local official responsible for assuring compliance with this ~~development order~~MDO. Monitoring procedures will include County's site plan review and code enforcement procedures, and the Biennial Reports.

22. **EXEMPTION FROM DOWNZONING AND DENSITY/INTENSITY REDUCTION**

Pursuant to Subsection 380.06(15)(c)3, F.S., this project is exempt from downzoning, intensity reduction, or unit density reduction until May 8, 2043, unless

County can demonstrate that substantial changes in the conditions underlying the approval of the development order have occurred or the development order was based on substantially inaccurate information provided by the Developer or that the change is clearly established by local government to be essential to the public health, safety, or welfare.

23. **COMMENCEMENT OF DEVELOPMENT**

Development ~~shall~~ has commenced in accordance with the deadline(s) established in the Incremental development orders.

24. **PROJECTED BUILDOUT**

The project is being built in Increments. Buildout of the final Increment is projected to occur on or about February 28, 2053 ("Buildout Date").

25. **EXPIRATION DATE**

The expiration date for this Development Order is September 9, 2055.

26. **DEVELOPMENT PERMITS**

A. Subsequent requests for development permits shall not require further review pursuant to Section 380.06, F.S., unless it is found by the Board of County Commissioners of Charlotte County ("Board"), after due notice and hearing, that one or more of the following items listed in Paragraphs A and B is present. Upon such a finding, the Board may take any action authorized by Subsection 380.06(19), F.S., pending issuance of an amended development order.

B. A substantial deviation from the terms or conditions of this development order, a failure to carry out conditions, commitments or mitigation

measures to the extent set forth herein or consistent with the timing schedules specified herein or substantial deviation from the approved development plans which create a reasonable likelihood of additional regional impacts or other types of regional impacts which were not previously reviewed by the SWFRPC; or

C. An expiration of this development order as provided herein.

27. **GENERAL PROVISIONS**

The approval granted by this development order is limited. Such approval shall not be construed to relieve the Developer of the duty to comply with all other applicable local, state or federal permitting regulations.

A. Developer and County shall work together in a cooperative manner to ensure that the necessary applications to County, the issuance of permits and the conduct of inspections occur expeditiously and that development is not impeded by unnecessary delays associated with such applications, permit issuances, and inspections.

B. It is understood that any reference herein to any governmental agency shall be construed to mean any future entity which may be created or be designated or succeed in interest to, or which otherwise possesses any of the powers and duties of, any referenced governmental agency in existence on the effective date of this development order.

C. Appropriate conditions and commitments contained herein may be assigned to or assumed by District.

D. If there is a conflict between a provision in this development order and a provision in an ERP, a Consumptive Use Permit ("CUP"), a FDEP 404 Permit, or ACOEP, the provision in the ERP, CUP, FDEP 404 Permit, or ACOEP shall prevail.

E. In the event that any portion or section of this development order is determined to be invalid, illegal, or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner, affect the remaining portions of this development order which shall remain in full force and effect.

F. This development order shall be binding upon the County and the Developer, its assignees or successors-in-interest.

G. This development order shall become effective as provided by law.

H. This Resolution shall be recorded in the Minutes of the Board.

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PASSED AND DULY ADOPTED this 25 day of November 2025

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BOARD OF COUNTY COMMISSIONERS
OF CHARLOTTE COUNTY, FLORIDA

By: _____
, Chairman

ATTEST:
Roger D. Eaton, Clerk of the Circuit Court
and Ex-Officio Clerk to the
Board of County Commissioners

By: _____
Deputy Clerk

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

By: _____
Janette S. Knowlton, County Attorney

LR#2025-0802

EXHIBITS

Exhibit A	Legal Description
Exhibit B	Master Concept Plan (Map H)
Exhibit C	Questions to be addressed in AIDAs
Exhibit D	Updated Summary of Land Dedications and Facilities Construction
Exhibit E	RESERVED
Exhibit F	Master (Buildout ~~2040~~2045) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – ~~71~~67%
Exhibit G	Babcock Ranch DRI Cumulative Incremental Transportation Conditions
Exhibit G-1	73C-40.045 Transportation Uniform Standard Rule
Exhibit H	Land Use Equivalency Matrix
Exhibit I	RESERVED
Exhibit J	Cumulative Future (20~~38~~40) Traffic Conditions with Project Directional Peak Hour Peak Season
Exhibit K	Cumulative Future (20~~38~~40) Traffic Conditions with Project Proportionate Share Calculation

EXHIBIT A

Legal Description

CHARLOTTE COUNTY PARCEL:

A parcel of land lying within Sections 29, 31 through 33, Township 41 South, Range 26 East, AND, Sections 4 through 10, Sections 15 through 17 and Sections 19 through 36, Township 42 South, Range 26 East, Charlotte County, Florida, being more particularly described as follows:

Commence at the Southwest corner of Section 31, Township 42 South, Range 26 East and run S89°41'45"E, along the South line of said Section 31, a distance of 50.00 feet to a point on the East right-of-way line of State Road No. 31, said point also being the Point of Beginning of the parcel of land herein described; Thence continue S89°41'45"E a distance of 5,189.75 feet to the Southwest corner of Section 32, Township 42 South, Range 26 East; Thence S89°41'45"E a distance of 5,306.08 feet to the Southeast corner of Section 32, Township 42 South, Range 26 East; Thence S89°37'16"E a distance of 5,289.11 feet to the Southwest corner of Section 34, Township 42 South, Range 26 East; Thence S89°35'44"E a distance of 5,294.60 feet to the Southeast corner of Section 34, Township 42 South, Range 26 East; Thence S89°35'44"E a distance of 5,294.60 feet to the Southwest corner of Section 36, Township 42 South, Range 26 East; Thence S89°35'44"E, along the South line of Section 36, Township 42 South, Range 26 East, a distance of 3,430.66 feet; Thence N00°00'40"W a distance of 10,185.53 feet; Thence N05°46'23"E a distance of 1,058.56 feet; Thence N66°40'38"W a distance of 200.62 feet; Thence S83°12'47"W a distance of 1,373.33 feet; Thence N30°17'33"W a distance of 1,686.63 feet; Thence N70°02'41"W a distance of 1,332.41 feet; Thence S72°42'44"W a distance of 1,430.81 feet; Thence N49°18'31"W a distance of 2,362.25 feet; Thence S69°00'57"W a distance of 1,518.19 feet; Thence S21°08'17"W a distance of 865.44 feet; Thence S20°29'11"E a distance of 1,376.91 feet; Thence N74°38'25"E a distance of 1,635.69 feet; Thence S00°18'50"E a distance of 1,309.92 feet; Thence S89°45'02"W a distance of 4,154.48 feet; Thence N51°39'36"W a distance of 782.53 feet; Thence N04°14'12"E a distance of 1,329.59 feet; Thence N39°20'59"W a distance of 1,779.16 feet; Thence N42°01'35"W a distance of 1,162.94 feet; Thence S52°01'16"W a distance of 818.34 feet; Thence S62°56'46"W a distance of 516.42 feet; Thence S89°59'33"W a distance of 307.20 feet; Thence N80°06'18"W a distance of 334.84 feet; Thence N20°54'51"W a distance of 336.86 feet; Thence N05°03'05"E a distance of 533.35 feet; Thence N22°47'49"E a distance of 5,490.82 feet; Thence N55°42'26"E a distance of 195.73 feet; Thence N21°59'06"W a distance of 1,739.17 feet; Thence N52°37'55"E a distance of 867.75 feet; Thence N13°36'57"W a distance of 2,507.33 feet; Thence S78°50'16"W a distance of 687.95 feet; Thence N19°48'25"W a distance of 366.25 feet; Thence N08°01'21"W a distance of 493.32 feet; Thence N03°43'40"E a distance of 687.22 feet; Thence N00°28'20"E a distance of 674.51 feet; Thence N25°12'33"W a distance of 261.13 feet; Thence N42°54'55"W a distance of 643.19 feet; Thence N07°19'37"W a distance of 171.40 feet; Thence N13°05'30"E a distance of 201.96 feet; Thence N32°40'01"W a distance of 186.12 feet; Thence N05°04'15"W a distance of 1,832.77 feet; Thence N19°47'08"W a distance of 527.20 feet; Thence N26°13'22"W a distance of 802.13 feet; Thence S79°06'55"W a distance of 475.20 feet; Thence N74°19'19"W a distance of 1,689.05 feet; Thence N01°26'06"W a distance of 897.42 feet; Thence N89°51'42"W a distance of 67.91 feet; Thence N00°00'03"W a distance of 1,218.37 feet; Thence N39°50'11"W a distance of 190.86 feet; Thence N00°00'29"W a distance of 324.62 feet; Thence N89°59'52"W a distance of 688.20 feet; Thence N00°00'00"E a distance of 1,967.22 feet; Thence N41°13'25"W a distance of 2,825.17 feet; Thence S89°59'57"W a distance of 3,566.80 feet; Thence S00°00'03"E a distance of 2,799.34 feet; Thence S89°11'17"W a distance of 5,960.98 feet to a point on the East right-of-way line for State Road No. 31; Thence along the East right-of-way line for State Road No. 31, the following courses and distances: S00°48'43"E a distance of 2,976.13 feet and S00°34'01"W a distance of 786.25 feet; Thence S89°25'59"E a distance of 4,104.32 feet; Thence S00°01'22"E a distance of 2,084.04 feet; Thence S16°46'15"E a distance of 1,740.24 feet; Thence S09°11'59"W a distance of 1,325.85 feet; Thence S73°15'18"E a distance of 661.15 feet; Thence N59°20'29"E a distance of 577.75 feet; Thence S38°10'48"E a distance of 551.46 feet; Thence S86°25'58"E a distance of 385.80 feet; Thence S24°01'11"E a distance of 975.12 feet; Thence S57°46'34"E a distance of 530.20 feet; Thence S70°04'12"E a distance of 1,843.47 feet; Thence N63°01'21"E a distance of 1,214.99 feet; Thence S50°03'22"E a distance of 2,565.56 feet; Thence S13°56'09"W a distance of 1,953.90 feet; Thence S12°51'59"E a distance of 1,862.33 feet; Thence S71°59'01"W a distance of 448.53 feet; Thence N45°00'57"W a distance of 266.60 feet; Thence S69°50'23"W a distance of 1,104.27 feet; Thence S28°10'55"E a distance of 1,272.60 feet; Thence S62°45'03"W a distance of 4,638.30 feet; Thence S82°12'01"W a distance of 711.48 feet; Thence S81°38'00"W a distance of 5,167.82 feet; Thence N77°54'41"W a distance of 707.32 feet; Thence N89°28'15"W a distance of 299.98 feet to a point on the East right-of-way line for State Road No. 31; Thence along the East right-of-way line for State Road No. 31, the following courses and distances: S00°31'45"W a distance of 4,197.71 feet, S00°26'10"W a distance of 5,282.33 feet and S00°36'46"W a distance of 5,337.00 feet to the Point of Beginning.

Containing 13,630.60 acres, more or less.

Dimensions and acreage shown are grid values.

Bearings hereinabove mentioned are based on the South line of Section 31, Township 42 South, Range 26 East to bear S89°41'45"E.

S:\20056201-01\Charlotte-Sketch and Description.dwg (11x14-P (3)) sp Oct 23, 2007 - 7:58am

JOHNSON ENGINEERING

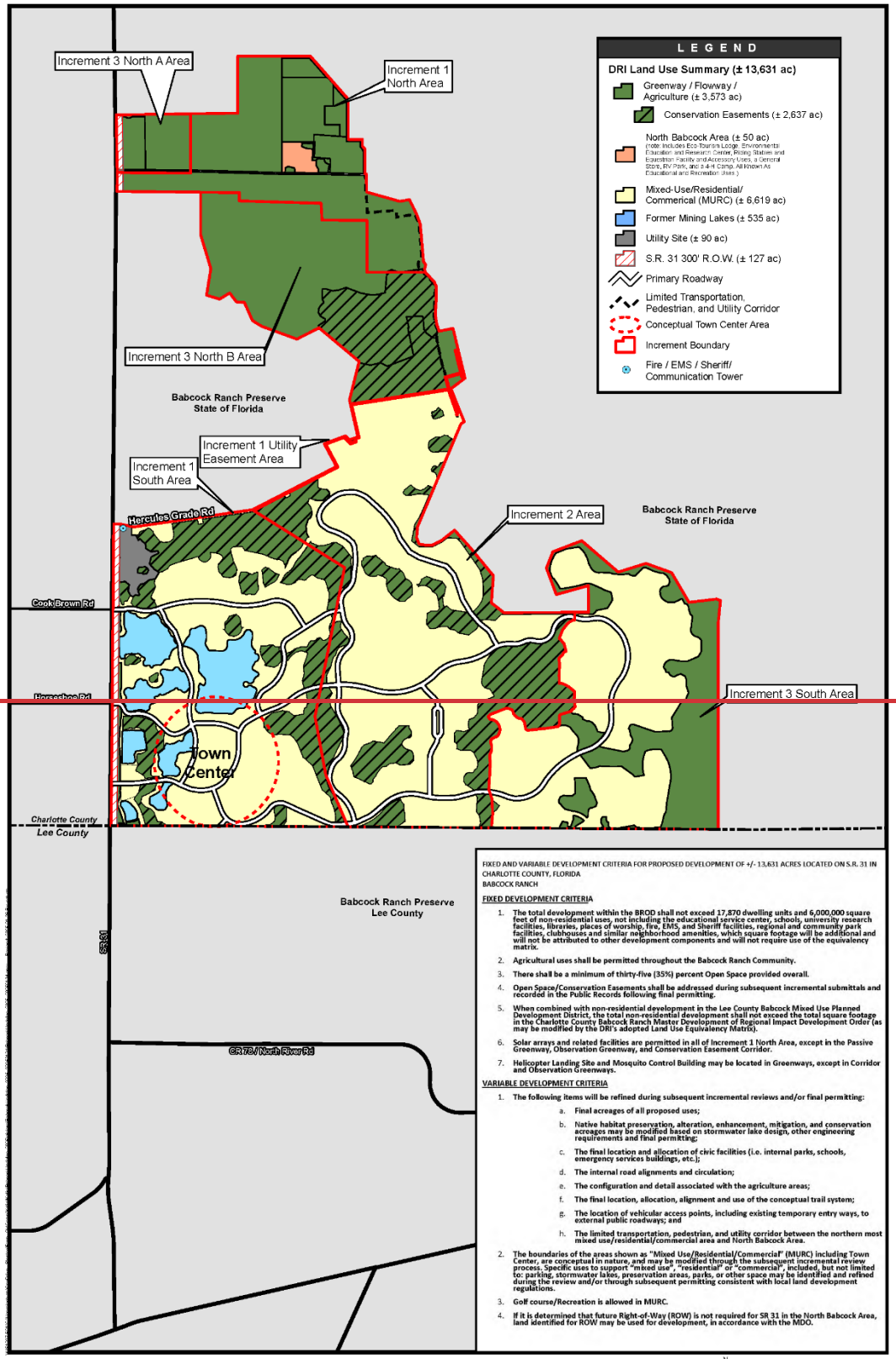
251 WEST HICKPOCHEE AVENUE
LABELLE, FLORIDA 33935
PHONE (863) 612-0594
FAX (863) 612-0341
E.B. #642 & L.B. #642

Babcock Ranch Community
Sketch Of Description

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
January 2007	20056693-602	31-42-26	As Shown	3

EXHIBIT B

(Master Concept Plan – Map H)



FIXED AND VARIABLE DEVELOPMENT CRITERIA FOR PROPOSED DEVELOPMENT OF +/- 13,631 ACRES LOCATED ON S.R. 31 IN CHARLOTTE COUNTY, FLORIDA
BABCOCK RANCH

FIXED DEVELOPMENT CRITERIA

1. The total development within the BROD shall not exceed 17,870 dwelling units and 6,000,000 square feet of non-residential uses, not including the educational service center, schools, university research facilities, libraries, places of worship, fire, EMS, and Sheriff facilities, regional and community park facilities, clubhouses and similar neighborhood amenities, which square footage will be additional and will not be attributed to other development components and will not require use of the equivalency matrix.
2. Agricultural uses shall be permitted throughout the Babcock Ranch Community.
3. There shall be a minimum of thirty-five (35%) percent Open Space provided overall.
4. Open Space/Conservation Easements shall be addressed during subsequent incremental submittals and recorded in the Public Records following final permitting.
5. When combined with non-residential development in the Lee County Babcock Mixed Use Planned Development District, the total non-residential development shall not exceed the total square footage in the Charlotte County Babcock Ranch Master Development of Regional Impact Development Order (as may be modified by the DRI's adopted Land Use Equivalency Matrix).
6. Solar arrays and related facilities are permitted in all of Increment 1 North Area, except in the Passive Greenway, Observation Greenway, and Conservation Easement Corridor.
7. Helicopter Landing Site and Mosquito Control Building may be located in Greenways, except in Corridor and Observation Greenways.

VARIABLE DEVELOPMENT CRITERIA

1. The following items will be refined during subsequent incremental reviews and/or final permitting:
   a. Final acreages of all proposed uses;
   b. Native habitat preservation, alteration, enhancement, mitigation, and conservation acreages may be modified based on stormwater lake design, other engineering requirements and final permitting;
   c. The final location and allocation of civic facilities (i.e. internal parks, schools, emergency services buildings, etc.);
   d. The internal road alignments and circulation;
   e. The configuration and detail associated with the agriculture areas;
   f. The final location, allocation, alignment and use of the conceptual trail system;
   g. The location of vehicular access points, including existing temporary entry ways, to external public roadways; and
   h. The limited transportation, pedestrian, and utility corridor between the northern most mixed use/residential/commercial area and North Babcock Area.
2. The boundaries of the areas shown as "Mixed Use/Residential/Commercial" (MURC) including Town Center, are conceptual in nature, and may be modified through the subsequent incremental review process. Specific uses to support "mixed use", "residential" or "commercial", included, but not limited to: parking, stormwater lakes, preservation areas, parks, or other space may be identified and refined during the review and/or through subsequent permitting consistent with local land development regulations.
3. Golf course/Recreation is allowed in MURC.
4. If it is determined that future Right-of-Way (ROW) is not required for SR 31 in the North Babcock Area, land identified for ROW may be used for development, in accordance with the MDO.

Stantec

Babcock Ranch Community

Map H - Master Development Plan

January 2025

Stantec Consulting Services Inc.
6820 Professional Parkway East
Sarasota, FL 34240
tel 941.907.6900
fax 941.907.6911

N

0 2,000 4,000 Feet

Prepared by: EES 03/01/19

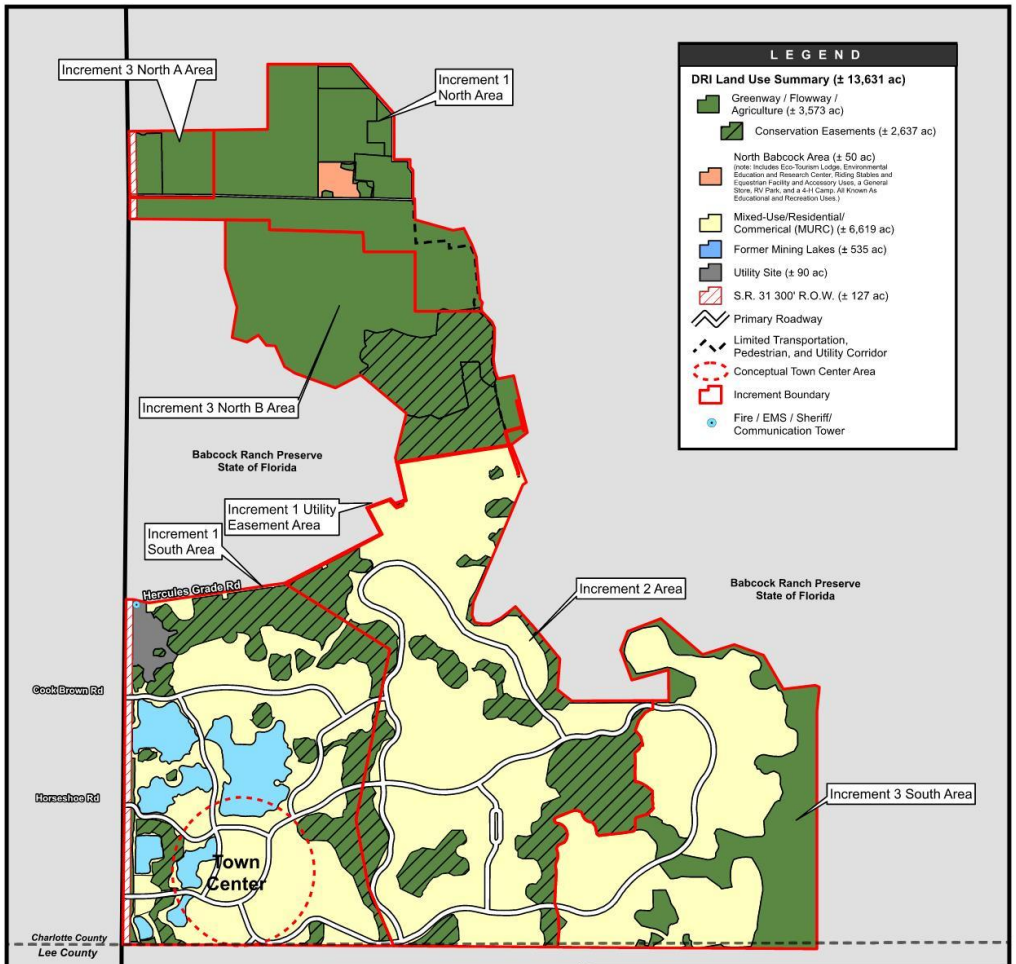


EXHIBIT B

(Expanded Fixed and Variable Criteria depicted on B-1 Master Concept Plan – Map H)

FIXED AND VARIABLE DEVELOPMENT CRITERIA FOR PROPOSED DEVELOPMENT OF +/- 13,630.6 ACRES LOCATED ON S.R. 31 IN CHARLOTTE COUNTY, FLORIDA
BABCOCK RANCH

FIXED DEVELOPMENT CRITERIA

The total development within the BROD shall not exceed 17,870 dwelling units and 6,000,000 square feet of non-residential uses, not including the educational service center, schools, university facilities, libraries, places of worship, fire, EMS, and Sheriff facilities, regional and community park facilities, clubhouses and similar neighborhood amenities, which square footage will be additional and will not be attributed to other development components and will not require use of the equivalency matrix. Notwithstanding the foregoing, the development within the DRI may exceed the development category thresholds in accordance with the Land Use Equivalency Matrix attached as Exhibit "H".

1. Agricultural uses shall be permitted throughout the Babcock Ranch Community.
2. There shall be a minimum of thirty-five (35%) percent Open Space provided overall.
3. Open Space/Conservation Easements shall be addressed during subsequent incremental submittals and recorded in the Public Records following final permitting.
4. When combined with non-residential development in the Lee County Babcock Mixed Use Planned Development District, the total non-residential development shall not exceed the total square footage in the Charlotte County Babcock Ranch Master Development of Regional Impact Development Order (as may be modified by the DRI's adopted Land Use Equivalency Matrix).
5. Solar arrays and related facilities are permitted in all of Increment 1 North Area, except in the Passive Greenway, Observation Greenway, and Conservation Easement Corridor.
6. Helicopter landing site and mosquito control building may be located in Greenways, except Corridor and Observation Greenways.

VARIABLE DEVELOPMENT CRITERIA

1. The following items will be refined during subsequent incremental reviews and/or final permitting:
   a. Final acreages of all proposed uses;
   b. Native habitat preservation, alteration, enhancement, mitigation, and conservation acreages may be modified based on stormwater lake design, other engineering requirements and final permitting;
   c. The final location and allocation of civic facilities (i.e. internal parks, schools, emergency services buildings, etc.);
   d. The internal road alignments and circulation;
   e. The configuration and detail associated with the agriculture areas;
   f. The final location, allocation, alignment and use of the conceptual trail system;
   g. The location of vehicular access points, including existing temporary entry ways, to external public roadways; and
   h. The limited transportation, pedestrian, and utility corridor between the northern most mixed use/residential/commercial area and North Babcock Area.
2. The boundaries of the areas shown as "Mixed Use/Residential/Commercial" (MURC) including Town Center, are conceptual in nature, and may be modified through the subsequent incremental review process. Specific uses to support "mixed use" "residential" or "commercial", included, but not limited to: parking, stormwater lakes, preservation areas, parks, or other space may be identified and refined during the review and/or through subsequent permitting consistent with local land development regulations.
3. Golf course/Recreation is allowed in MURC.
4. If it is determined that future Right-of-Way (ROW) is not required for SR 31 in the North Babcock Area, land identified for ROW may be used for development, in accordance with the MDO.

Babcock Ranch Community

Map H - Master Development Plan

September 2025

Stantec Consulting Services Inc.
6920 Professional Parkway East
Sarasota, FL 34240
tel 941.907.6900
fax 941.907.6911

N

0 2,000 4,000 Feet

Prepared by: EES 03/09/18
Updated by: JBS 09/30/25

EXHIBIT B

(Expanded Fixed and Variable Criteria depicted on B-1 Master Concept Plan – Map H)

FIXED AND VARIABLE DEVELOPMENT CRITERIA FOR PROPOSED DEVELOPMENT OF +/- 13,630.6 ACRES LOCATED ON S.R. 31 IN CHARLOTTE COUNTY, FLORIDA
BABCOCK RANCH

FIXED DEVELOPMENT CRITERIA

The total development within the BROD shall not exceed 17,870 dwelling units and 6,000,000 square feet of non-residential uses, not including the educational service center, schools, university facilities, libraries, places of worship, fire, EMS, and Sheriff facilities, regional and community park facilities, clubhouses and similar neighborhood amenities, which square footage will be additional and will not be attributed to other development components and will not require use of the equivalency matrix. Notwithstanding the foregoing, the development within the DRI may exceed the development category thresholds in accordance with the Land Use Equivalency Matrix attached as Exhibit "H".

1. **Agricultural uses shall be permitted throughout the Babcock Ranch Community.**
2. **There shall be a minimum of thirty-five (35%) percent Open Space provided overall.**
3. **Open Space/Conservation Easements shall be addressed during subsequent incremental submittals and recorded in the Public Records following final permitting.**
4. **When combined with non-residential development in the Lee County Babcock Mixed Use Planned Development District, the total non-residential development shall not exceed the total square footage in the Charlotte County Babcock Ranch Master Development of Regional Impact Development Order (as may be modified by the DRI's adopted Land Use Equivalency Matrix).**
5. **Solar arrays and related facilities are permitted in all of Increment 1 North Area, except in the Passive Greenway, Observation Greenway, and Conservation Easement Corridor.**
6. **Helicopter landing site and mosquito control building may be located in Greenways, except Corridor and Observation Greenways.**

VARIABLE DEVELOPMENT CRITERIA

1. **The following items will be refined during subsequent incremental reviews and/or final permitting:**
   - a. **Final acreages of all proposed uses;**
   - b. **Native habitat preservation, alteration, enhancement, mitigation, and conservation acreages may be modified based on stormwater lake design, other engineering requirements and final permitting;**
   - c. **The final location and allocation of civic facilities (i.e. internal parks, schools, emergency services buildings, etc.);**
   - d. **The internal road alignments and circulation;**
   - e. **The configuration and detail associated with the agriculture areas;**
   - f. **The final location, allocation, alignment and use of the conceptual trail system;**
   - g. **The location of vehicular access points, including existing temporary entry ways, to external public roadways; and**
   - h. **The limited transportation, pedestrian, and utility corridor between the northern most mixed use/residential/commercial area and North Babcock Area.**
2. **The boundaries of the areas shown as "Mixed Use/Residential/Commercial" (MURC) including Town Center, are conceptual in nature, and may be modified through the subsequent incremental review process. Specific uses to support "mixed use" "residential" or "commercial", included, but not limited to: parking, stormwater lakes, preservation areas, parks, or other space may be identified and refined during the review and/or through subsequent permitting consistent with local land development regulations.**
3. **Golf course/Recreation is allowed in MURC.**
4. **If it is determined that future Right-of-Way (ROW) is not required for SR 31 in the North Babcock Area, land identified for ROW may be used for development, in accordance with the MDO.**

EXHIBIT C

(Questions to be addressed in AIDAs)

1

The following indicates which application questions are to be addressed only in the MDO Application and which questions are to be addressed in both the AMDA ("Master") and the AIDA's ("Increment"). It also indicates those instances where only documentation required by the corresponding Incremental Review provision of this Master Development Order is to be provided ("Documentation").

AMDA and AIDA Questionnaire Responses

Question	1, Statement of Intent	Master, Increment
Questions	2, 3 Applicant Information	Master, Increment
Question	4, Notarized Authorization	Master, Increment
Question	5, Legal Description	Master, Increment
Question	6, Binding Letter Status	Master
Question	7, Local Government Jurisdiction	Master
Question	8, Permitting Status	Master, Increment
Question	9, Maps (All)	Master
Question	9, Maps B, F, G, H, I, J	Increment
Question	10, Part 1, Project Description	Master, Increment (Only Part 1A)
Question	10, Part 2, Comprehensive Plan	Master
Question	10, Part 3, Demographics	Master
Question	10, Part 4, Impact Summary	Master
Question	11, Revenue Generation	Master
Question	12, Vegetation and Wildlife (*MDO* **Condition 6**)	Master, Increment
Question	13, Wetlands (*MDO* **Condition 6**)	Master, Increment
Question	14, Water (*MDO* **Condition 4**)	Master, Increment
Question	15, Soils	Master
Question	16, Floodplains (*MDO* **Condition 4**)	Master, See Stormwater Management
Question	17, Water Supply (*MDO* **Condition 7**)	Master, Increment
Question	18, Wastewater Management (*MDO* **Condition 7**)	Master, Documentation
Question	19, Stormwater Management (*MDO* **Condition 4**)	Master, Increment
Question	20, Solid Waste (*MDO* **Condition 11**)	Master, Documentation
Question	20, Hazardous Waste (*MDO* **Condition 11**)	Master, Documentation
Question	21, Transportation (*MDO* **Condition 5**)	Master, Increment
Question	22, Air (*MDO* **Condition 12**)	Master

AMDA and AIDA Questionnaire Responses, (continued)

Question 23, Hurricane Preparedness .....Master
(*MDO* **Condition 13**)

Question 24, Housing .....Master
(*MDO* **Condition 3**)

Question 25, Police and Fire Protection .....Master, Documentation
(*MDO* **Condition 10**)

Question 26, Recreation/Open Space .....Master, Documentation
(*MDO* **Condition 14**)

Question 27, Education .....Master
(*MDO* **Condition 9**)

Question 28, Health Care .....Master (*MDO* **Condition 15**)

Question 29, Energy .....Master
(*MDO* **Condition 16**)

Question 30, Historical/Archaeological .....Master (*MDO* **Condition 8**)

Question 33, Hospitals .....Master
(*MDO* **Condition 15**)

Question 35, Mining Operations .....Master
(*MDO* **Condition 17**)

EXHIBIT D

(Updated Summary of Land Dedications and Facilities Construction)

1

Exhibit D

SUMMARY OF LAND DEDICATION & FACILITIES CONSTRUCTION

Public Facilities Required	Aggregate Site Dedication (acre)	Number of Sites (#)	Shell Building Required (s.f.)	Commencement of Operations		SITE & BUILDING DEDICATION/CONSTRUCTION TIME LINE *11 The criteria for determining public facility shell completion and/or land dedication shall be by population or residential certificate of occupancy ("C/O") referenced below.	
Community Services							
Parks	200 acres containing total park points of 715 ***1**	n/a	n/a	n/a			
Library Component	4	1	12,000 ***2** (8,000 optional County participation)	12,000 SF- prior to reaching 17,500 persons 8,000 SF optional County participation- prior to reaching 20,000 persons		12,000 SF ***10**	8,000 SF optional County participation ***10**
Extension Services							
Mosquito Control pre-fab building (shell only)	1	1	3,000 ***3**	Prior to reaching 172,500 persons		***10**	
Fire/Rescue/Law Enforcement							
Site #1 Sheriff	1.8	1	12,500	October 1, 2024	COMPLETE	***10**	
Site #1 Fire	1.5	1	12,160	October 1, 2024	COMPLETE	***10**	
One Ladder Truck ***4**	n/a	n/a	n/a	October 1, 2024			
One EMS Vehicle	n/a	n/a	n/a	500th C/O	COMPLETE		
One permanent helicopter landing site ***5**	0.25	1	n/a	~~October 1, 2024~~. Prior to reaching 17,500 persons.		***10**	
Site #2 Fire	2	1	8,500	2nd Fire Station by 12,500 persons or 400,000 square feet of non-residential within Increment 2, whichever will be achieved first.		***10**	
Site #3 Fire	2	1	8,500	3rd Fire Station by 12,500 persons or 400,000 square feet of non-residential within Increment 3, whichever will be achieved first.		***10**	
Fire & Police Communications Tower Site	0.25+	1	n/a	Site identification and dedication by 1,500th C/O	COMPLETE		
Interim Sheriff's Sub-station Office Trailer and Site ***6**	n/a	1	24'W x 60' overall	The later of the issuance of the 100th residential C/O or upon written request of Sheriff's Dept.	COMPLETE		
Interim EMS Sub-Station Site ***7**	n/a	1	n/a		COMPLETE		
Public Facilities							
County Annex - "County Hall"	n/a	n/a	20,000	By 17,500 persons ***8**		***10**	

Public Facilities Required	Aggregate Site Dedication (acre)	Number of Sites (#)	Shell Building Required (s.f.)	Commencement of Operations	The criteria for determining public facility shell completion and/or land dedication shall be by residential certificate of occupancy ("C/O")
Schools *9					

Notes to Exhibit 'D'

***1** Parks to be dedicated to ISD or a POA. Park acreage is not required to be allocated equally among the various increment boundaries or identified in a specific increment. Park points will be calculated in accordance with the Charlotte County Parks & Recreation Master Plan Update 2015-2050 or as otherwise agreed upon by the County and Developer as part of the bi-annual meetings referenced in Footnote 10 below.

***2** Phased Library option. The County and the Developer and/or District agree to cooperate with respect to the design, construction, and funding of this library facility. The Developer shall be required to fund the construction of a 12,000 SF library shell building. The County may desire to construct a library facility totaling 20,000 SF. If so, the Developer shall fund the library shell building costs for 12,000 SF and the County shall fund the construction of the library shell building costs for 8,000 SF in addition to the construction completion of the library facility described herein. The parties may agree to co-locate the library and annex facilities on the 4-acre library parcel.

***3** Pre-fab building to include ~~two~~ one office~~s~~, ~~two bays~~a single bay for two vehicle~~s~~ and equipment, and chemical storage. This facility shall be ADA compliant and shall include all required utilities, parking, and landscaping.

***4** Developer and/or District will provide funding up to one million two hundred thousand dollars ($1,200,000) towards the purchase of a ladder truck and County will be responsible for funding any remaining cost of the ladder truck.

***5** Helicopter landing site may also be used by mosquito control and co-located with the Mosquito Control pre-fab building (shell only).

***6** An interim sheriff's sub-station office trailer (24'W x 60' overall length) will be fully operational the later of the issuance of the 100th residential C/O or upon written request of Sheriff's Department and will be terminated upon the opening of the Sheriff's facility. COMPLETE

***7** Provide site work and utility connections for interim EMS station 9 expansion

***8** A County Annex building will be constructed on County owned land. This facility will be designed as a gathering place for community residents, and as County Commission and key staff satellite offices. Appropriate operations shall be served from this facility. The County, at its option, may increase the size of the County Annex and fund said expansion. The parties may agree to co-locate the library and annex facilities on the 4-acre library parcel.

***9** School Board criteria for land dedication per the School Site Dedication Agreement.

***10** County and Developer shall meet bi-annually to discuss the next five (5) years of development projections, such projections shall include the projected population and square footage for non-residential development, including but not limited to retail, office, industrial, ancillary facilities, etc. The population projection shall be based on 2.5 persons per unit. The development projections shall also be coordinated with the emergency response zones to meet the service requirements. The site and building dedication/construction timing for each public facility will be agreed upon in writing as part of the bi-annual meetings.

*11 The parties may agree that either party may complete the shell building and/or interior buildout for the other party upon terms and conditions acceptable to both parties.

General Notes:

1) All dedications and construction, required under this schedule, shall be completed and turned over based on a population or residential dwelling unit certificate of occupancy use threshold required above or as otherwise agreed to by the parties.

.

2) The shell building construction required above shall be completed by the Developer one (1) year prior to the trigger referenced in the column entitled 'Commencement of Operations'.

EXHIBIT F

Master (Buildout 2045) Roadway Network Estimated Community Capture Rate – 67%

EXHIBIT F
Master (Buildout 2045) Roadway Network with Developer's Estimated Community Capture Rate – 67%

SIGNIFICANTLY IMPACTED ROADWAYS (1)			ADVERSE IMPACTS (2)	TRANSPORTATION DEFICIENCT (2)	E+C # OF LANES	RECOMMENDED IMPROVEMENTS # OF LANES (3)	PROJECT- RELATED IMPROVEMENTS # OF LANES (3)
Roadway	**From**	**To**					
Charlotte County			"Y" = Yes,	"--" = No or Not Applicable			
SR 31 (Babcock Ranch Road)	Lee County Line	Cypress Pkwy.	Y	--	4	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road (5,6)	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road (5,6)
	Cypress Pkwy.	Lake Babcock Dr.	Y	--	4	New 4L Construction (5,6)	New 4L Construction (5,6)
	Lake Babcock Dr.	Cook Brown Rd.	Y	--	2	Widen From 2L to 4L (6,7)	Widen From 2L to 4L (6)
	Cook Brown Rd.	CR 74	Y	Y (2L-4L)	2	Intersection Improvements (8)	None (9)
	CR 74	DeSoto County Line	Y	--	2	Intersection Improvements (8)	None (9)
Lee County			"Y" = Yes,	"--" = No or Not Applicable			
Broadway St.	SR 80	North River Rd.	Y	Y (2L-4L)	2	Widen From 2L to 4L	None (2)
Buckingham Rd.	Cemetery Rd.	Orange River Blvd.	Y	Y (2L-4L)	2	Widen From 2L to 4L	None (2)
	Orange River Blvd.	SR 80	Y	Y (2L-4L)	2	Widen From 2L to 4L	None (2)
Gunnery Rd.	Lee Blvd.	Buckingham Rd.	Y	--	2	Widen From 2L to 4L (7)	None (7)
Joel Blvd.	18th St.	SR 80	Y	Y (2L-4L)	2	Widen From 2L to 4L (2)	None (2)
SR 80 (Palm Beach Blvd.)	I-75	SR 31 (Babcock Ranch Rd.)	Y	--	6	Intersection Improvements (7,11)	None (7,11)
	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd.	Y	Y (4L-6L)	4	Widen From 4L to 6L (2)	None (2)
	Broadway St.	Joel Blvd.	Y	Y (4L-6L)	4	Widen From 4L to 6L (2)	None (2)
SR 78 (Bayshore Rd.)	US 41 Business	New Post Rd./Hart Rd.	Y	Y (4L-6L)	4	Widen From 4L to 6L (2)	None (2)
	New Post Rd./Hart Rd.	Coon Rd./Slater Rd.	Y	Y (4L-6L)	4	Widen From 4L to 6L (2)	None (2)
	W. of Pritchett Parkway	Pritchett Pkwy.	Y	Y (4L-6L)	4	Widen From 4L to 6L (2,7,9)	None (2)
	Pritchett Pkwy.	Old Bayshore Rd.	Y	--	2	Widen From 2L to 4L (7,9)	Widen From 2L to 4L (7,9)
	Old Bayshore Rd.	SR 31 (Babcock Ranch Rd.)	Y	--	2	Widen From 2L to 4L (7,9)	Widen From 2L to 4L (7,9)
I-75	SR 82	Luckett Rd.	Y		6	Widen From 6L to 8L (10)	None (10)
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	Y	Y (2L-4L)	2	Widen From 2L to 6L (2,5)	None (2,5)
	SR 78	Old Rodeo Dr.	Y	--	4	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road (5)	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road (5)
	Old Rodeo Dr.	CR 78/N. River Rd.	Y	--	4		
	CR 78/N. River Rd.	Shirley Ln.	Y	Y (4L-6L)	4		
	Shirley Ln.	Fox Hill Rd.	Y	--	4		
	Fox Hill Rd.	Busbee Ln.	Y	--	4		
	Busbee Ln.	Charlotte County Line	Y	--	4		

Footnotes:

(1) Roadway Network based on Developer's estimated community capture rate (Daily = 73%, Peak Hour = 67%) of a new town.
(2) Transportation Deficient facility as defined in Chapter 163.3180, F.S.
(3) Recommended and Project-Related improvements are presented for information purpose only.
Transportation mitigation assessment is not applicable at the Master DRI level. All transportation mitigation are assessed at the Incremental DRI level.
(4) *Intentionally left blank* .
(5) Per FDOT & BRC Master Roadway Agreement / Roadway Design and Construction Agreement.
(6) Subject to FDOT SR 31 PD&E Study(s).
(7) Lane needs based on Generalized Service Volume. Subject to Arterial Analysis for LOS verification.
(8) FDOT Intersection Improvements - SR 31 & CR 74 Roundabout
(9) Subject to FDOT SR 78 PD&E Study.
(10) Lee County MPO 2045 Needs Assessment.
(11) SR 80 & SR 31 Intersection Improvements and/or SR 80 & I-75 Interchange Ramp Retiming.

EXHIBIT G
BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

1

A. Representations and Commitments as Conditions.

(1) Increments 1,2, and 3

In accordance with the MDO, each Incremental traffic study will include any previously evaluated Increment as Project traffic. Mitigation provided by any previously evaluated Increment shall be credited to the overall impact of the Project.

a. Developer shall be fully responsible for the required site-related roadway and intersection improvements associated with Increments 1, 2, and 3 as set forth herein. Site-related improvements include, but are not limited to, the following: site driveways and roads; median cuts made necessary by those driveways or roads; right-turn, left-turn, and deceleration or acceleration lanes leading to or from those driveways or roads; traffic control measures for those driveways or roads; and roads or intersection improvements whose primary purpose at the time of construction is to provide access to the development. The specific site-related improvements shall be subject to review and approval under the Site Plan Review process as provided in Section 3-9-7 of the Code of Laws and Ordinances of Charlotte County, Florida ("Code"), and coordination with FDOT. The cumulative site-related improvements for Increments 1, 2, and 3 are as follows:

a. SR 31 / Cypress Parkway (D-D)

- Signalization
- Widen SR 31 to 6 Lanes

- 1 NB Left-Turn Lane
- 1 NB Right-Turn Lane
- 1 SB Left-Turn Lane
- 1 EB Left/Thru/Right-Turn Lane
- 3 WB Left-Turn Lanes
- 1 WB Thru/Right-Turn Lane

b. SR 31 / Horseshoe Road / Lake Babcock Drive (C-C)

- Multilane Roundabout
- Widen SR 31 to 4 Lanes
- 1 NB Left-Turn/Thru Lane
- 1 NB Thru/Right-Turn Lane
- 1 SB Left-Turn/Thru Lane
- 1 SB Thru/Right-Turn Lane
- 1 EB Left-Turn/Thru/Right-Turn Lane
- 1 WB Left-Turn Lane
- 1 WB Left-Turn/Thru/Right-Turn Lane
- ~~1 WB Right-Turn Lane~~

c. SR 31 / Cook Brown Road/Greenway Boulevard (B-B)

- Multilane Roundabout
- Widen SR 31 to 4 Lanes
- 1 NB Left-Turn/Thru Lane
- 1 NB Thru/Right-Turn Lane

- 1 SB Left-Turn/Thru Lane
- 1 SB Thru/Right-Turn Lane
- 1 EB Left-Turn/Thru/Right-Turn Lane
- 1 WB Left-Turn/Thru/Right-Turn Lane

d. SR 31 / Increment 1 North Project Entrance/Hercules Grade

- Add 1 NB Right-Turn Lane
- Add 1 SB Left-Turn Lane
- Add 1 WB Left-Turn/Right-Turn Lane

Construction of ingress and egress driveways, as necessary along SR 31.

b. The cumulative off-site traffic impacts of Increments 1, 2, and 3 through 20~~38~~40, as estimated by the AIDA traffic analysis are identified in Exhibit J, which is attached hereto and incorporated herein by reference. These off-site traffic impacts have been accepted by FDOT, Charlotte County, Lee County, and the SWFRPC, as the cumulative impacts resulting from Increments 1, 2, and 3.

1. The mutually agreed upon significantly and adversely impacted roadways for Increments 1, 2, and 3 that are not transportation deficient, and the identified improvements for Increments 1, 2, and 3 are:

a. SR 31 from SR 78 to Old Rodeo Drive

- ~~Widen~~Expand from 4 to 6 Lanes

b. SR 31 from Old Rodeo Drive to North River Road

- ~~Widen~~Expand from 4 to 6 Lanes

c. SR 31 from North River Road to Shirley Lane

- ~~Widen~~Expand from 4 to 6 Lanes

d. SR 31 from Shirley Lane to Fox Hill Road

- ~~Widen~~Expand from 4 to 6 Lanes

e. SR 31 from Fox Hill Road to Busbee Lane

- ~~Widen~~Expand from 4 to 6 Lanes

f. SR 31 from Busbee Lane to Charlotte/Lee County Line

- ~~Widen~~Expand from 4 to 6 Lanes

g. SR 31 from Charlotte/Lee County Line to Cypress Parkway

- ~~Widen~~Expand from 4 to 6 Lanes

h. SR 31 from Lake Babcock Drive to Greenway Boulevard

- Widen from 2 to 4 Lanes

i. SR 78 from Pritchett Parkway to Old Bayshore Road ~~to SR 31~~

- Widen from 2 to 4 Lanes

j. SR 78 from ~~Pritchett Parkway to~~ Old Bayshore Road to SR 31

- Widen from 2 to 4 Lanes

2. The mutually agreed upon significantly and adversely impacted intersections, that are not transportation deficient, and the identified improvements for Increments 1, 2, and 3 are:

   a. ~~SR 78 / I-75 (West Ramp)~~

      - ~~Add SB Left-Turn Lane~~
      - ~~Add WB Left-Turn Lane~~

   b. ~~SR 80 / Orange River Boulevard~~

      - ~~Add NB Left-Turn Lane~~

   c. __SR 80 / SR 31

      - ~~Reconfigure NB Thru/Left-Turn Lane to Thru Lane~~
      - ~~Add 2 SB Left-Turn Lanes~~
      - ~~Reconfigure SB Thru/Left-Turn Lane to Thru Lane~~
      - Add SB Right-Turn Lane
      - Add ~~2~~1 EB Left-Turn Lane~~s~~
      - Add 1 WB ~~Left~~Right-Turn Lane

   d. SR 31 / SR 78

      - Realign Intersection from Interim to Ultimate Alignment with:
        a. Add ~~2~~1 NB ~~Left-Turn~~Thru Lane
        b. Add ~~2~~1 ~~N~~SB Thru Lane~~s~~
        ~~c. 2 SB Thru Lanes~~

~~d.~~c. Add 1 SB Right-Turn Lane

~~e.~~d. Add ~~3~~1 EB Left-Turn Lane~~s~~

~~f. 1 EB Right-Turn Lane~~

e. SR 31 / North River Road

- Convert interim roundabout to ultimate traffic signal consistent with the SR 31 PD&E Study:
  a. Add 1 NB ~~Left-Turn~~Thru Lane
  b. Add ~~3~~1 ~~N~~SB ~~Thru~~Left-Turn Lane~~s~~
  c. Add 1 ~~N~~SB Thru~~Right-Turn~~ Lane
  d. Add 2 ~~S~~EB Left-Turn Lanes
  e. Reconfigure ~~3~~1 ~~S~~EB ~~Thru~~Right-Turn Lane~~s~~ to Shared Thru/Right-Turn Lane
  f. Add ~~1~~2 ~~S~~WB ~~Right~~Left-Turn Lane~~s~~
  g. Reconfigure 1 ~~E~~WB ~~Left~~Right-Turn Lane to Thru Lane

~~g.~~h. ~~1 EB Thru/RT Lane~~

~~h.~~i. ~~1 WB Left-Turn Lane~~

~~i.~~j. ~~1 WB Thru/RT Lane~~

~~j.~~k. ~~1 WB Right-Turn Lane~~

- ~~Add NB Auxiliary Thru Lane~~
- ~~Add EBL~~
- ~~Add WBL~~

The Cumulative (with Increments 1, 2 and 3) proportionate share of the improvements, as shown on Exhibit K, has been calculated consistent with F.S. 163.3180. The proportionate share calculation was based on 5,~~899~~924 pm peak hour two-way external trips and 5,8~~6~~94 pm peak hour two-way net new trips assigned to the external road network established by the AIDA traffic analysis. The calculated cumulative proportionate share for Increments 1, 2, and 3 is $~~50,937,226~~43,401,163 based upon the proportionate share percentages as calculated per lane mile for each improvement as shown on Exhibit K. The proportionate share percentages have been accepted by ~~Charlotte~~ County and FDOT for Increments 1, 2, and 3, recognizing that the actual costs may increase or decrease based upon the final actual costs of the agreed upon improvements.

3. The agreed upon mitigation of the significantly and adversely impacted roadways and intersection improvements identified in Condition A.(1).b.1. and 2., accepted by Charlotte County and FDOT shall be the following schedule of listed improvements and date certain payment provisions

Reference #	Item [1]	Mitigation Commitments [7]	Anticipated Start Date [2]
1	Off-Site Road Segments		
	SR 31		
	a. SR 78 to CR 78 -~~Widen from 2 to~~New 4-Lane ~~lanes~~Construction -With infrastructure and grading provided for 6-lane expansion - Includes Conversion of Existing SR 31 to 2-Lane Frontage Road - Includes intersection improvements	$20,960,000	Ongoing [6]
	b. CR 78 to Cypress Parkway -~~Widen from 2 to~~New 4-Lane ~~lanes~~Construction -With infrastructure and grading provided for 6-lane expansion - Includes Conversion of Existing SR 31 to 2-Lane Frontage Road - Includes intersection improvements	$47,170,000	Ongoing [6]
	c. Cypress Parkway to Horseshoe Road -Widen from 2 to 4 lanes -Sidewalk one side	$7,730,000	Ongoing [6]
	Subtotal	$75,860,000	
	d. Prior Project Contributions		
	(1) SEIR/PD&E Contribution	$1,350,000	Completed [5]
	(2) Previously completed and ongoing design, permitting, and survey associated with SR 31 widening	$2,342,000	Completed [5]
	(3) Previously constructed chain of lakes	$2,500,000	Completed [5]
	SR 31 Subtotal	$82,052,000	
2	SR 31 Traffic Count Stations [3]	$200,000	Installed at Cypress Parkway, Lake Babcock Drive, and Greenway Boulevard [4]
	Grand Total	$82,252,000	

Footnotes:
(1) Subject to agreement between FDOT and the Developer, the scope of the schedule of improvements may be increased with credit for any increased cost funded by the Developer reimbursed consistent with Condition A.1.b.6 .
(2) Dates are anticipated and subject to adjustment by Developer and FDOT without a need to amend this IDO. Start dates, as well as the associated mitigation requirements, contained within the IDO are subject to extension under Section 252.363, Florida Statutes.
(3) The cost of the permanent count station equipment will be credited against the DRI's traffic mitigation obligation per MDO Condition 5.B.(7).
(4) Traffic Count Stations to be installed at Project Entrances, as the Project Entrances are built.
(5) These tasks have been mitigated by Developer to facilitate completion of required improvements. The paid mitigation is creditable towards future assessments consistent with Condition A.1.b.6.
(6) The interim improvements identified in the SR 31 PD&E Study are anticipated to be completed ~~by~~in year 202~~5~~7.
(7) Includes FDOT State Infrastructure Bank Loan Improvement Cost Estimate of $75,860,197. Proportionate share obligations for the off-site impacts are considered to be pipelined towards SR 31 roadway improvements. Mitigation committed is in excess of proportionate share obligations for the off-site impacts.

4. The Developer shall (or indicate completion of):

a. Initiate the below improvements of SR 31 to eventually (during the full development of Babcock Ranch) result in the four-laning of SR 31 from SR 78 to Horseshoe Road/Lake Babcock Drive (Reference #1 above and i-ii below). The improvements will consist of the following:

- Funding in the amount of $1,000,000 has been provided to the FDOT to facilitate the preparation of the Project Development and Environment Study (PD&E) and/or State Environmental Impact Report (SEIR) for SR31 from SR 78 to North River Road. This funding was used by the FDOT to prepare a complete PD&E Study or SEIR Study of SR 31 from SR 78 to North River Road.
- On May 26, 2021, the Florida Department of Transportation (FDOT) granted Acceptance of the State Environmental Impact Report for State Road (SR) 31 from SR 78 to Cook Brown Road in Lee and Charlotte Counties.
- The four-laning of SR 31 from SR 78 to Horseshoe Road/Lake Babcock Drive is anticipated to be completed by year 202~~5~~7.

b. Permanent traffic count stations were installed at Greenway Boulevard, Lake Babcock Drive, and Cypress Parkway.

5. FDOT has maintenance authority for SR 31 and the intersection improvements set forth above. Developer shall be responsible for the guaranteed construction of the above improvements, in accordance with the above schedule.

6. If the cost of the mitigation provided by the Developer for Increments 1, 2, and 3 exceeds the proportionate share of the impacts resulting from mitigation by Increments 1, 2, and 3 of $~~50,937,226~~ 42,689,66343,401,163(as adjusted up or down in accordance with actual costs and based upon the accepted proportionate share percentages shown on Exhibit K), the Developer shall be entitled to a credit toward the overall impact of the Project for the cost of improvements beyond the proportionate share amount and receive mitigation credit for subsequent increments or phases, as provided in the MDO and applicable law. Developer, FDOT, and/or County may enter into a Transportation Credit Agreement to further delineate the terms and procedures for implementing credits for identified improvements set forth above in excess of the proportionate share of Increments 1, 2, and 3. Credit for the cost of additional improvements as set forth above shall be analyzed as part of the transportation analysis for future increments and be included in subsequent incremental development orders.

c. Satisfaction of the required mitigation in the timeframes as outlined and compliance with the transportation provisions herein for Increments 1, 2, and 3, shall satisfy the road or traffic concurrency requirements of the Charlotte 2050 Comprehensive Plan, LDR, and the Charlotte County Concurrency Management System, through the later of December 31,

203~~38~~40, or the buildout date of the most recently approved Increment. If the Developer proposes to extend the buildout date beyond the later of December 31, 203~~38~~40, or the buildout date of the most recently approved Increment, the Developer and the County, during the development order amendment process pursuant to Section 380.06(7), Florida Statutes, shall re-evaluate the future traffic impact in a manner consistent with the MDO.

d. DEO has determined that SR 31 is a Regionally Significant Roadway.

e. County has exercised its discretion to accept this mitigation for Increments 1, 2, and 3.

f. Improvements to the facilities outlined above shall be mitigated at the time that a road segment or intersection is expected to operate below the level of service standard adopted in County's Comprehensive Plan. If the road or the intersection operates below the adopted level of service, no building permits for residential and non-residential development shall be issued unless the improvements are: a) complete, b) under construction, c) the subject of a clearly identified, executed and recorded local government development agreement consistent with Sec. 163.3220 through 163.3423, F.S., ensuring completion concurrent with impacts; d) the subject of a binding commitment ensuring completion concurrent with impacts or e) the DRI's proportionate share mitigation may be pipelined into specific improvements as deemed

necessary and mutually agreed upon between FDOT and ~~the~~ ~~d~~Developer.

(2) Total mitigation paid for the project shall be reflected in the Biennial Report.

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EXHIBIT G-1
BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

1

G1 – 73C-40.045 Transportation Uniform Standard Rule

(1) Purpose. This rule establishes how the Department will evaluate transportation facility issues in the review of applications for binding letters, local government development orders, and DRI applications for development approval (ADA).

(a) The Legislature established chapter 380, F.S., to facilitate orderly and well-planned development, by authorizing the state land planning agency to establish land management policies to guide local decisions relating to growth and development. sections 186.002, 186.007, 186.009, and 187.101, F.S., establish the State Comprehensive Plan as the long-range, state land development policy guide to be considered in the DRI review process in order to ensure orderly growth in Florida, pursuant to sections 380.06(3), (4), (12), (13), (14), (15), (25), and 380.065(3), F.S.

(b) Consistent with the land management policies delineated in the State Comprehensive Plan, it is the intent of the Department to set forth in this rule specific transportation facility DRI review guideline standards and criteria.

(c) The statutory authority to promulgate and establish this rule is derived from sections 380.032(2) and 380.06(23), F.S.

(2) Definitions. As used in this rule:

(a) “Applicable Local Plan” or “Local government comprehensive plan” means a plan or element or portion thereof prepared, adopted, or amended pursuant to part II of chapter 163, F.S., as amended.

(b) “Applicable Regional Plan” means the Regional Planning Council’s adopted Strategic Regional Policy Plan pursuant to section 186.508, F.S.

(c) “Applicable State Plan” means the State Comprehensive Plan.

(d) “Concurrency Management System” means the adopted procedures and/or process that the local government of jurisdiction for the development utilizes to assure that development orders and permits are not issued unless the necessary transportation facilities and services are available concurrent with the impacts of development, consistent with chapter 163, F.S.

(e) “Department” means the Florida Department of Economic Opportunity.

(f) “Florida Intrastate Highway System” means an interconnected network of limited access and controlled access highways designed to accommodate Florida’s high speed and high volume roadway traffic as required by section 338.001, F.S., and adopted by the Legislature.

(g) “Level of service” means a qualitative assessment of a roadway’s operating conditions or the average driver’s perception of the quality of traffic flow that is represented by the letters A through F: A representing the freest flow and F representing the least free flow. Quantitative criteria for the different levels of service are provided in the Highway Capacity Manual (1985 Special Report 209) as published by the Transportation Research Board, National Research Council, Washington, D.C., and chapter 14-94, F.A.C., Level of Service Standards.

(h) “Proportionate share contribution” means, only in the context of this rule, a contribution from a developer or owner of a DRI to the local government or the governmental agency having maintenance responsibility for those facilities, which makes adequate financial provision for the public transportation facilities needed to accommodate the impacts of the proposed development on roadways outside

the local government of jurisdiction's Concurrency Management System area. The proportionate share contribution shall be deemed to make adequate financial provision for such facilities if it is equal to or greater than the sum of the costs of improvements attributable to the proposed development derived from the application of the following formula. The costs of improvements attributable to the proposed development are based upon the sum of the cost of improving each significantly impacted state and regional roadway which will operate at worse than the level of service standard in the local government's approved comprehensive plan or the Florida Department of Transportation level of service standards for roads on the Florida Intrastate Highway System at each project stage or project phase and at project buildout. The proportionate share of the cost of improvements of each such roadway is calculated according to the following formula:

$$\text{DRI trips} = \frac{\text{cost}}{\text{(SV increase)}}$$

1. DRI trips = cumulative number of the trips from the proposed development expected to reach the roadway during the peak hour from the complete buildout of a stage or phase being approved.

2. SV increase = the change in peak hour maximum service volume of the roadway resulting from construction of the improvement necessary to maintain the adopted level of service.

3. Cost = cost of construction, at the time of developer payment, of an improvement necessary to maintain the adopted level of service.

Construction cost includes all improvement associated costs, including engineering design, right-of-way acquisition, planning, engineering, inspection, and other associated physical development costs directly required and associated with the construction of the improvement, as determined by the governmental agency having maintenance authority over the roadway.

(i) “Project phase” means a discrete, five year or lesser construction timeframe of development, including the local government issuance of certificates of occupancy for that construction or its functional occupancy.

(j) “Regional center” means a major retail, service, public, recreational, entertainment or other type of facility or development area that regularly attracts use by citizens from more than one county, including regional hospitals, civic centers, universities, professional sports stadiums, regional malls, regional airports, regional, state or federal governmental centers, state parks, nationally advertised resorts or amusement parks, or designated regional activity centers.

(k) “Regional Planning Council” means a governmental body created pursuant to chapter 186, F.S.

(l) “Roadway” means an existing or planned road segment in its entirety or any portion thereof, including intersections and interchanges.

(m) “Stage” means one in a series of approximately equal increments in the development of a proposed development upon which are placed quantified limits for construction that are reasonably calculated to ensure that the state and regional roadway network affected by the proposed development will not be overburdened by development traffic. As used in this rule, a stage is to be a subset of a particular project phase of development planned for a project by a developer. A stage of development includes both a specific type and amount of development and the associated, approved buildout timeframe for that development.

(n) “State Highway System” means all streets, road, highways, and other public ways open to travel by the public generally and dedicated to the public use according to law or by prescription and designated by the Florida Department of Transportation, consistent with chapters 334 and 335, F.S.

(3) Application.

(a) This rule shall be used by the Department to review transportation facility issues in binding letters and applications for development approval, effective the date of this rule. Any proposed development that meets or exceeds the significant impact thresholds identified in this rule shall be determined by the Department to have a significant impact on state and regionally significant transportation facilities. This rule shall not apply to any application submitted to the Department prior to the

effective date of this rule, where such an application has continued to remain pending and active, consistent with section 380.06(4)(d) or (10)(b), F.S.

(b) This rule shall be used by the Department to review transportation facility issues in local government development orders. This rule shall not apply to any development order rendered to the Department after the effective date of this rule that approves, with or without conditions, an application that was submitted prior to the effective date of the rule and has continued to remain pending and active until the development order's approval.

(c) A development order shall be determined by the Department to make adequate provision for the transportation facilities addressed by this rule, and shall not be appealed by the Department on the basis of inadequate mitigation of transportation impacts, if it contains the applicable mitigation standards and criteria set forth in this rule.

If a development order does not contain the applicable mitigation standards and criteria set forth in this rule, the Department shall have discretion to appeal the development order, pursuant to the provisions of section 380.07, F.S. However, nothing in this rule shall require the Department to undertake an appeal of the development order simply because it fails to comply with the provisions of this rule. A development order failing to comply with the provisions of this rule will be addressed on a case-by-case basis by the Department as to whether it otherwise complies with the intent and purposes of chapter 380, F.S. The Department will take into consideration the balancing of this rule's provisions with the protection of property rights, the encouragement of economic development, the promotion of

other state planning goals by the development, the utilization of alternative, innovative solutions in the development order to provide equal or better protection than the rule, and the degree of harm created by non-compliance with this rule's mitigation criteria and standards.

(d) This rule shall apply to the specific transportation facility issues delineated herein, and shall not limit the ability of the Department to address other transportation related issues, such as air quality, right-of-way protection, railroad crossing safety, hurricane preparedness, project access to state highways, state subsidies in high-hazard coastal and barrier island areas, or consistency with a local government comprehensive plan.

(e) This rule shall not limit the ability of the Department to make a determination of significant impact or appeal a development order on the basis of inadequate, inappropriate, or inaccurate transportation impact analyses carried out by the applicant or his agents, where the findings of such analyses are instrumental to forming the basis of information necessary to evaluate compliance with the application of this rule's criteria and standards. However, if agreement was reached at the DRI preapplication conference regarding transportation impact analyses assumptions and methodologies to be used in an ADA, then reviewing agencies may not subsequently object to these assumptions and methodologies, consistent with the provisions of paragraph 73C-40.021(1)(h), F.A.C.

(4) Identification of State and Regionally Significant Roadways. For the purpose of evaluating the state and regional significance of a roadway, the Department shall consider the extent, location and configuration of the roadway, and the number and type of trips

which occur or could occur on the roadway. Under no circumstances shall the Department consider a roadway to be state and regionally significant unless it is a paved roadway which crosses local government jurisdictional boundaries, is a component of the state highway system, connects components of the state highway system, provides access to a regional center, or is a hurricane evacuation route. Nothing contained herein shall be construed to automatically result in a determination that a roadway is state and regionally significant simply because it is a component of the state highway system or otherwise falls within the categories of roadways enumerated above, unless it is a segment of the Florida Intrastate Highway System.

(5) Determination of the Adopted Level of Service.

(a) For state and regional roadways that are part of the Florida Intrastate Highway System, the Department will evaluate transportation issues in accordance with the Florida Department of Transportation level of service standards for the Florida Intrastate Highway System consistent with section 163.3180(10), F.S. For all other state and regional roadways, the Department will evaluate transportation issues in accordance with the adopted transportation level of service standards of the applicable local government comprehensive plan.

(b) Where the transportation impacts of the DRI are determined to occur in more than one local government jurisdiction, the development order shall ensure that the multi-jurisdictional impacts are mitigated pursuant to the requirements of chapter 380, F.S. For a state and regional roadway that is part of the Florida Intrastate Highway System and occurs in a different local government jurisdiction than the one in which the development is being granted approval, the Department

will evaluate transportation issues in accordance with the Florida Department of Transportation level of service standards for the Florida Intrastate Highway System consistent with section 163.3180(10), F.S. For any other state and regional roadway that occurs in a different local government jurisdiction than the one in which the development is being granted approval, the Department will evaluate transportation issues in accordance with the adopted transportation level of service standards of the applicable local government comprehensive plan for the jurisdiction in which the roadway occurs.

(6) Determination of Significant Impacts on State and Regionally Significant Roadways. A state and regionally significant roadway segment shall be determined by the Department to be significantly impacted by the proposed development if, at a minimum, the traffic projected to be generated at the end of any stage or phase of the proposed development, cumulatively with previous stages or phases, will utilize five percent or more of the adopted peak hour level of service maximum service volume of the roadway, pursuant to (5), above, and the roadway is projected to be operating below the adopted level of service standard at buildout of that stage or phase. If a transportation facility significant impact threshold of less than five percent is specifically adopted in an in-compliance local government comprehensive plan, then this lower significant impact threshold shall be utilized by the Department as its significant impact threshold for those state and regional roadways within that local government's jurisdiction.

(7) Mitigation of Transportation Facility Impacts.

(a) Pursuant to section 380.06(15), F.S., a development order issued by a local government must make adequate provision for the public transportation facilities

needed to accommodate the impacts of the proposed development. Consistent with that mandate, it is the intent of the Department to set forth in this rule transportation conditions which, if included in a development order, would be deemed by the department to comply with the requirements of section 380.06, F.S., and would, therefore, not be the basis for the appeal of the development order by the Department on issues related to transportation facilities. Where the transportation impacts of the development are determined to occur in more than one local government jurisdiction, the development order shall ensure that any significant multi-jurisdictional facility impacts are mitigated pursuant to the requirements of section 380.06, F.S., and the applicable level of service standards of the jurisdiction in which the impacts occur. A development order shall be determined by the Department to make adequate provision for transportation roadway facilities and shall not be appealed by the Department on the basis of inadequate transportation conditions if, at a minimum, it contains one of the sets of conditions enumerated in subparagraphs 1., 2., 3., 4. or 5. below, and, when applicable, complies with paragraph (b), below.

1. SCHEDULING OF FACILITY IMPROVEMENTS.

a. A schedule which specifically provides for the mitigation of impacts from the proposed development on each significantly impacted roadway which will operate below the adopted level of service standard at the end of each project phase's buildout, or, alternatively, a subset stage of that phase. The schedule shall ensure that each and every roadway improvement which is necessary to achieve the adopted level of service standard for that project stage or phase shall be

guaranteed to be in place and operational, or under actual construction for the entire improvement, at buildout of each project stage or phase that creates the significant impact. This guarantee shall be in the form of:

(I) A clearly identified, executed and recorded local government development agreement, consistent with sections 163.3220 through 163.3243, F.S., that is attached as an exhibit to the development order, and which ensures, at a minimum, that all needed roadway improvements will be available concurrent with the impacts of development, consistent with section 163.3180(2), F.S.;

(II) A binding and enforceable commitment in the development order by the local government to provide all needed roadway improvements concurrently with the development schedule approved in the development order;

(III) A local government commitment in the current year of their local government comprehensive plan Capital Improvement Element (CIE) to provide all needed roadway improvements, or a local government commitment in the current three years of their CIE to provide all needed roadway improvements when the local government has specifically adopted an in-compliance concurrency management system in their plan; or

(IV) A Florida Department of Transportation commitment in the current five years of the Adopted Work Program for Florida Intrastate Highway System (FIHS) facilities or in the first three years of the Adopted Work Program for all other facilities to provide all needed roadway improvements;

(V) A binding and enforceable commitment in the development order by the developer to provide all needed roadway improvements concurrently with the development schedule approved in the development order; or

(VI) Any combination of guarantees (I) thru (V), above, that ensures that all needed roadway improvements will be provided concurrently with the development schedule approved in the development order.

b. A provision which states that on no less than a biennial basis the status of the guaranteed improvements shall be assessed and reported in a required biennial status report. The local government shall cause further issuance of building permits to cease immediately at the time the biennial monitoring reveals that any needed transportation improvements guaranteed by development commitments sub-sub-subparagraphs 1.a.(I) thru 1.a.(VI), above, is no longer scheduled or guaranteed, or has been delayed in schedule such that it is no longer consistent with the timing criteria of sub-subparagraph 1.a., above. The periodic assessment contemplated by this rule is not a monitoring of the actual level of service on a roadway, but is a review of the actual status of guaranteed improvements scheduled for construction. A change to the approved development schedule for the project, as opposed to a change to the schedule of needed improvements, will need to be addressed through the notification of proposed change provisions of section 380.06(19), F.S.

c. In addressing the construction of the needed roadway improvements, the schedule described in sub-subparagraph 1.a., above, shall list all needed roadway improvements needed to be constructed by phase or stage, the guaranteed date

of completion for the construction of each needed improvement, the party responsible for the guaranteed construction of each improvement, and the form of the binding commitment that guarantees construction of each improvement.

2. ALTERNATIVE CONCURRENCY PROVISIONS. A schedule as set forth in sub-subparagraphs 1.a., b., and c., above, that appropriately addresses each significantly impacted state and regional roadway segment through compliance with that jurisdiction's specific alternative concurrency provision of section 163.3180(5), (7), (8) or (9), F.S., where such mitigative measures are specifically adopted in an in-compliance local government comprehensive plan and are fully explained and applied in the development order.

3. PROPORTIONATE SHARE PAYMENTS.

a. This option shall only be available to the extent that any affected extra-jurisdictional local government, or the Florida Department of Transportation for facilities on the State Highway System, agrees to accept proportionate share payments as adequately mitigating the extra-jurisdictional impacts of the development on the significantly impacted state and regional roadways within their jurisdiction. If an affected extra-jurisdictional roadway is under the maintenance authority of the Florida Department of Transportation, then agreement to accept proportionate share payments shall be obtained only from that agency for that roadway. Such an agreement shall be attached as an exhibit to the development order and shall be in the form of either a clearly identified, executed and recorded local government development agreement, consistent with sections 163.3220-.3243, F.S.; an interlocal agreement; a FDOT joint participation agreement; or a

written acceptance by the affected local government governing board or the Florida Department of Transportation, as appropriate.

b. This option is also available to the local government of jurisdiction over the development for those significantly impacted state and regional roadways within their jurisdiction which are not addressed for concurrency by their local Concurrency Management System.

c. The development order shall contain a schedule as set forth in sub-subparagraphs 1.a., b., and c., above, that appropriately addresses each significantly impacted state and regional roadway segment. For significantly impacted state and regional roadways within the area around the development site that are specifically covered by the local government of jurisdiction's Concurrency Management System (CMS), the development order shall ensure that appropriate mitigative measures are clearly and specifically delineated in the development order for each roadway segment, consistent with the concurrency provisions of the in-compliance, adopted local government comprehensive plan and implementing land development regulations of that local government.

d. For each significantly impacted state and regional roadway outside the specified Concurrency Management System area, the development order shall additionally include:

(I) A schedule of the list of the improvements that are needed to be constructed to ensure maintenance of the adopted level of service, an identification of the governmental agency with maintenance responsibility over the improvement, the cost of each needed improvement including

right-of-way and other costs for the improvement, the developer's proportional share contribution for the improvement, and any proposed staging of the development.

(II) A date-certain payment provision which requires that, at a minimum, the developer pay his proportionate share contribution to the agency that has maintenance responsibility over the impacted roadway prior to the issuance of any building permits for the stage or phase which will cause or increase the significant impact to that roadway.

(III) A provision which requires that as a condition of accepting the payment of the proportionate share contribution that the receiving governmental agency with maintenance responsibility over the impacted roadway agrees in writing as an exhibit to the development order that the contributed monies shall only be applied towards the construction of one or more of the significantly impacted improvements which are under their jurisdiction and listed in the schedule. If the contributed money to that agency is sufficient to fully construct one or more of the roadway improvements under its jurisdiction that is on the schedule in (I), above, then the receiving governmental agency shall agree, as a condition of acceptance, to expeditiously apply the received monies for the improvement construction.

(IV) A provision which requires that development activities and issue of permits therefor immediately cease if the proportionate share contribution is not paid in a timely manner.

(V) A requirement that any proposed delay or change of the proportionate share payment due to a change in the approved development schedule shall require a reanalysis of the proportionate payment amount as part of any schedule approval amendment.

4. LEVEL OF SERVICE MONITORING.

a. A modeling and monitoring schedule for the mitigation of impacts from the proposed development on each significantly impacted roadway which will operate below the adopted level of service standard at the end of each project phase's buildout, or, alternatively, a subset stage of that phase. The schedule shall identify each roadway improvement which is necessary to achieve the adopted level of service standard, and indicate the amount of development and the timing of that development which will cause a roadway to operate below the adopted level of service. In the circumstance where the schedule does not identify the necessity and timing of improvements for a particular phase or substage, the development order shall require that building permits for that phase or substage will not be issued until the appropriate written approvals are obtained and any needed mitigation requirements are complied with, pursuant to sub-subparagraphs 4.b. and 4.c., below.

b. An annual, or alternatively a study period to consist of the next stage of development, traffic study to monitor the existing peak hour level of service, and to project the likely peak hour level of service for the next year or stage of development, for all roadways listed in the schedule of sub-subparagraph a., above, that have been identified as potentially operating below the adopted level

of service for the current plus next year, or alternatively next stage, of development. The traffic study may be used to either confirm the necessity and timing of improvements identified in the development order schedule, or to identify the necessity and timing for improvements for phases or stages not addressed by the schedule. The traffic study shall include a projection of background and project traffic for the next study period and the resulting projection of the level of service for those roadways at the end of the study period. Project traffic shall include the impacts of all existing project development, all permitted project development, and all project development likely to receive building permits during the next study period. At a minimum, the traffic study methodology and the study results shall be supplied to the regional planning council and the Florida Department of Transportation for review, and shall be subject to written approval by the local government of jurisdiction and the Department of Economic Opportunity.

c. If the traffic study indicates a level of service such that a regional roadway is, or is likely to be during the next study period, significantly impacted by project traffic, then the local government shall cease all further issuance of building permits for the project, unless:

(I) The development order already contains a binding commitment to provide the needed roadway improvement consistent with subparagraphs 1., 2., or 3., above; or

(II) Until the development order is amended to contain a binding commitment to provide the needed roadway improvement consistent with subparagraphs 1., 2., or 3., above.

5. COMBINATION OF MITIGATION MEASURES. A combination of the mitigative measures contained in subparagraphs 1., 2., 3., or 4., above, that mitigates for each significantly impacted state and regional roadway, or other mitigative measures which are proposed and reviewed in the ADA, including the provision for capital facilities for mass transportation, or the provision for programs that provide alternatives to single occupancy vehicle travel, which reasonably assure that public transportation facilities shall be constructed and made available when needed to accommodate the impacts of the proposed development, consistent with the provisions of chapters 163 and 380, F.S.

(b) Interchange Protection. If a developer proposes the need for the construction of a new or modified access to a state or federal limited access facility to serve the development, such access shall be coordinated with the Florida Department of Transportation, pursuant to chapter 14-97, F.A.C. The traffic impact analysis methodology and the study area shall be professionally, consistently and uniformly applied by an applicant in both the local government land use approval application and any federal and state submissions required for new or modified access to limited access facilities. Any specific stage or phase of the development that proposes the need for the construction of a new or modified access to a state or federal limited access facility shall not be allowed to initiate development for that stage or phase of development by a local government until the new or modified access has been authorized by the Federal Highway Administration and/or the Florida Department of Transportation, as applicable. When such authorization is not forthcoming, the developer may request to amend his land use approval, based upon the submittal of a revised transportation analysis not utilizing the new or modified access to

the limited access facility and any needed additional transportation mitigation, as appropriate.

(8) Construction of Rule. This rule shall not be construed to limit the ability of local governments to impose more stringent mitigative measures than those delineated in this rule, where such measures or policies are contained within local land development regulations, or a local government comprehensive plan.

(9) Effect of Areas of Critical State Concern. This rule shall be superseded by more stringent transportation facility requirements for developments in designated Areas of Critical State Concern.

Rulemaking Authority 380.032(2)(a), 380.06(23)(a), (c)1. FS. Law Implemented 380.021, 380.06, 380.061, 380.065, 380.07 FS. History–New 3-23-94, Amended 2-21-01, 6-1-03, Formerly 9J-2.045.

EXHIBIT H
MDO LAND USE EQUIVALENCY MATRIX (LUEM)

EXHIBIT H

Table EM-1: Babcock Ranch Community - Incremental (Cumulative DRI) Equivalency Matrix

Land Use Equivalent To	Unit	Single-Family (1 d.u.)	Multifamily (1 d.u.)	Age-Restricted [1] Residential (1 d.u.)	Assisted Living Facility (1 bed)	Retail (1,000 sq. ft.)	General Office (1,000 sq. ft.)	Medical Office (1,000 sq. ft.)	Industrial - General Light (1,000 sq. ft.)	Industrial [2] (1,000 sq. ft.)	Hotel / Motel (1 room)	RV Park [3] (1 site)	Civic / Government (1,000 sq. ft.)
Single-Family	d.u.	NA	0.58	0.40	0.32	3.62	1.54	5.45	0.44	0.46	0.93	0.36	2.31
Multifamily	d.u.	1.71	NA	0.69	0.55	6.21	2.65	9.35	0.76	0.78	1.60	0.62	3.96
Age-Restricted Residential [1]	d.u.	2.48	1.45	NA	0.80	8.99	3.83	13.52	1.10	1.13	2.31	0.90	5.72
Assisted Living Facility	bed	3.11	1.81	1.25	NA	11.27	4.80	16.96	1.38	1.42	2.90	1.13	7.17
Retail	sq. ft.	280	160	110	90	NA	430	1,500	120	130	260	100	640
General Office	sq. ft.	650	380	260	210	2,350	NA	3,530	290	300	600	230	1,490
Medical Office	sq. ft.	180	110	70	60	660	280	NA	80	80	170	70	420
Industrial - General Light	sq. ft.	2,250	1,310	910	720	8,170	3,480	12,290	NA	1,030	2,100	820	5,200
Industrial [2]	sq. ft.	2,190	1,280	880	700	7,930	3,380	11,930	970	NA	2,040	790	5,050
Hotel / Motel	room	1.07	0.63	0.43	0.35	3.89	1.66	5.85	0.48	0.49	NA	0.39	2.48
RV Park [3]	site	2.76	1.61	1.11	0.89	9.98	4.26	15.02	1.22	1.26	2.57	NA	6.36
Civic / Government	sq. ft.	430	250	170	140	1,570	670	2,360	190	200	400	160	NA

Table EM-2: BRC - Incremental (Cumulative DRI) Trip Generation

Land Use	ITE Land-Use Code	BRC Incremental DRI [4] (Cumulative DRI)		Incremental (Cumulative DRI) Trip Generation Estimate [5] Effective Trip Rate (PM Peak Hour, Two-Way)
		Trip Generation (PM Peak, Two-way)	Size	
Residential				
Single-Family	210	9,252	12,485	0.74 trips/d.u.
Multifamily	220	2,358	5,435	0.43 trips/d.u.
Age-Restricted Residential [1]	251	n/a	n/a	0.30 trips/d.u.
Assisted Living Facility	254	100	418	0.24 trips/bed
Non-Residential				
Retail	820	3,774	1,400,000	2.70 trips/1,000 sq. ft.
General Office	710	1,000	870,000	1.15 trips/1,000 sq. ft.
Medical Office	720	933	230,000	4.06 trips/1,000 sq. ft.
Industrial - General Light	110	66	200,000	0.33 trips/1,000 sq. ft.
Industrial [2]	130	n/a	n/a	0.34 trips/1,000 sq. ft.
Hotel / Motel	310	436	600	0.69 trips/room
RV Park [3]	416	n/a	n/a	0.27 site
Civic / Government	730	127	74,000	1.72 trips/1,000 sq. ft.

Source: Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition.

Notes:

1 Includes Senior Adult Housing, Active Adult Residential and Retirement Community - Master DRI.

2 Includes Industrial Park and Research & Development Park.

3 Recreational Vehicle Park - MDO.

4 Refer to Appendix 21-I (Page H-9), Trip Generation - With BRC DRI, Babcock Ranch Community DRI - Increment 3 (2022), November, 2022.

5 The effective trip rate based on the ITE trip generation equation (fitted curve), where applicable. Otherwise, standard ITE average rate assumed.

EXHIBIT H
MDO LAND USE EQUIVALENCY MATRIX (LUEM)

Table EM-1: Babcock Ranch Community - Incremental (Cumulative DRI) Equivalency Matrix

Land Use / Equivalent To	Unit	Single-Family (1 d.u.)	Multifamily (1 d.u.)	Age-Restricted [1] Residential (1 d.u.)	Assisted Living Facility (1 bed)	Retail (1,000 sq. ft.)	General Office (1,000 sq. ft.)	Medical Office (1,000 sq. ft.)	Industrial - General Light (1,000 sq. ft.)	Industrial [2] (1,000 sq. ft.)	Hotel / Motel (1 room)	RV Park [3] (1 site)	Civic / Government (1,000 sq. ft.)
Single-Family	d.u.	NA	0.58	0.40	0.32	3.14	1.49	5.46	0.32	0.46	0.93	0.36	2.29
Multifamily	d.u.	1.71	NA	0.69	0.55	5.39	2.55	9.37	0.55	0.78	1.60	0.62	3.93
Age-Restricted Residential [1]	d.u.	2.48	1.45	NA	0.80	7.79	3.69	13.55	0.79	1.13	2.31	0.90	5.69
Assisted Living Facility	bed	3.11	1.81	1.25	NA	9.77	4.63	16.99	1.00	1.42	2.90	1.13	7.13
Retail	sq. ft.	320	190	130	100	NA	470	1,740	100	150	300	120	730
General Office	sq. ft.	670	390	270	220	2,110	NA	3,670	220	310	630	240	1,540
Medical Office	sq. ft.	180	110	70	60	580	270	NA	60	80	170	70	420
Industrial - General Light	sq. ft.	3,120	1,820	1,260	1,000	9,800	4,640	17,040	NA	1,430	2,910	1,130	7,150
Industrial [2]	sq. ft.	2,190	1,280	880	700	6,870	3,260	11,950	700	NA	2,040	790	5,020
Hotel / Motel	room	1.07	0.63	0.43	0.35	3.37	1.60	5.86	0.34	0.49	NA	0.39	2.46
RV Park [3]	site	2.76	1.61	1.11	0.89	8.66	4.10	15.05	0.88	1.26	2.57	NA	6.32
Civic / Government	sq. ft.	440	250	180	140	1,370	650	2,380	140	200	410	160	NA

Table EM-2: BRC - Incremental (Cumulative DRI) Trip Generation

Land Use	ITE Land-Use Code	BRC Incremental DRI [4] (Cumulative DRI) Trip Generation (PM Peak, Two-way)	BRC Incremental DRI [4] (Cumulative DRI) Size	Incremental (Cumulative DRI) Trip Generation Estimate [5] Effective Trip Rate (PM Peak Hour, Two-Way)
Residential				
Single-Family	210	9,252	12,435	0.74 trips/d.u.
Multifamily	220	2,358	5,435	0.43 trips/d.u.
Age-Restricted Residential [1]	251	n/a	n/a	0.30 trips/d.u.
Assisted Living Facility	254	100	418	0.24 trips/bed
Non-Residential				
Retail	820	5,446	2,330,000	2.34 trips/1,000 sq. ft.
General Office	710	1,200	1,083,840	1.11 trips/1,000 sq. ft.
Medical Office	720	2,174	535,000	4.06 trips/1,000 sq. ft.
Industrial - General Light	110	155	650,000	0.24 trips/1,000 sq. ft.
Industrial [2]	130	n/a	n/a	0.34 trips/1,000 sq. ft.
Hotel / Motel	310	416	600	0.69 trips/room
RV Park [3]	416	n/a	n/a	0.27 site
Civic / Government	730	147	86,160	1.71 trips/1,000 sq. ft.

Source: Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition.

Notes:

1 Includes Senior Adult Housing, Active Adult Residential and Retirement Community - Master DRI.

2 Includes Industrial Park and Research & Development Park.

3 Recreational Vehicle Park - MDO.

4 Refer to Appendix 21-I (Page I-9), Trip Generation - With BRC DRI, Babcock Ranch Community DRI - Incremental DRI Amendments (2024), June 20, 2025.

5 The effective trip rate based on the ITE trip generation equation (fitted curve), where applicable. Otherwise, standard ITE average rate assumed.

EXHIBIT J
CUMULATIVE FUTURE (2040) TRAFFIC CONDITIONS WITH PROJECT
DIRECTIONAL PEAK HOUR, PEAK SEASON

EXHIBIT 21.F-3a

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2022)
FUTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

ROADWAY	FROM	TO	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

PD
PM PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)

		EXTERNAL TOTAL INTERNAL/EXTERNAL TRIPS ASSIGNED TO SR 31 ENTRANCES	EXTERNAL INTERNAL/EXTERNAL TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs
BOUND	1056	26110	22260
CT BOUND	1059		
TAL	2115		

DI
PM PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)

		EXTERNAL TOTAL INTERNAL/EXTERNAL TRIPS ASSIGNED TO SR 31 ENTRANCES	EXTERNAL INTERNAL/EXTERNAL TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs
BOUND	3564	48148	44294
CT BOUND	1983		
TAL	5547		

Footnotes:
) FDOT D1 RPMs2.0 2025 E+C Network Link Node numbers.
) FDOT D1 RPMs2.0 2025 E+C number of lanes.
) FDOT Florida 2021 Traffic Information - Site Location Reference. 2019 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2021 Roadway Level of Service Data - VV SNO 4.
) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report.
) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
) D1 RPM Babcock Model Run - Future 2038 SE Data with 2025 E+C Network AADT distribution and assignment.
) AADT volumes are adjusted to ensure future volumes are greater than or equal to existing segment volumes. For Lee County roads: Existing AADT = (Existing K100 Directional Volumes)/D/K100.
) Non-Babcock AADT = (Total AADT) - (MPD AADT) - (DRI AADT)
) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2021)
Lee County K(100) and D(100) based on Lee County 2019 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2021 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2021)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2019 Traffic Count Report.
0) Select Zone Assignment.
1) ITE net new external trips assigned to SR 31.
2) Project directional split based on estimated ITE Net New External trips derived from ITE, Trip Generation (11th Edition).
3) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas, and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report.
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).
4) Significant = *
Significant and Adverse = **
5) Daily volumes derived from weighted average link volumes.

dpa

EXHIBIT 21.F-3b

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2022)
FUTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

#	ROADWAY	FROM	TO	(1) DRPM A. Node	(1) DRPM B. Node	A. Node	B. Node	(2) # of Lanes	State/ County Roadway	(3) Count Station	(3) CC WSNO	(4) FFCTDS Facility Type	(5) LOS Std.	(6) Raw DRPM AADT	(7) Adjusted AADT	BACKGROUND TRAFFIC – NON-BABCOCK TRAFFIC: (8) Non-Babcock AADT	(9) K Factor	(9) D Factor D	High Dir	Non-Babcock Dir. Volume Dir 1 NB/EB	Dir 2 SB/WB	BABCOCK MPO TRAFFIC: (10) DRPM MPO AADT	% Distribution	(11) ITE Net New Peak Hr	Inbound Direction	MPO Dir. Volume (12) Dir 1 NB/EB	Dir 2 SB/WB	TOTAL BACKGROUND VOLUME Dir 1 NB/EB	Dir 2 SB/WB	BRC DRI TRAFFIC: (10) DRPM DRI AADT	% Distribution	(11) ITE Net New Peak Hr	Inbound Direction	DRI Dir. Volume (12) Dir 1 NB/EB	Dir 2 SB/WB	Total Dir. Volume Dir 1 NB/EB	Dir 2 SB/WB	(13) Service Volume @ LOS Std.	2038 LOS VSV Dir 1 NB/EB	VSV Dir 2 SB/WB	Dir 1 NB/EB
1	Broadway St.	SR 80	North River Rd.	[illegible]	[illegible]			2	LC	PCS 5		LC Collector 2LU	E	14867	14867	8487	0.093	0.620	NB/EB	490	300	3546	15.9%	357	NB/EB	168	166	658	469	2854	6.4%	355	NB/EB	228	127	886	596	740	1.20	0.81	F
2	Buckingham Rd.	SR 82	Gunnery Rd.	[illegible]	[illegible]			2	LC	PCS 11		LC Class I Arterial 2L	E	10191	10191	10154	0.089	0.590	SB/WB	420	480	12	0.1%	1	NB/EB	0	1	420	481	25	0.1%	3	NB/EB	2	1	422	482	860	0.49	0.56	C
3		Gunnery Rd.	Cemetery Rd.	[illegible]	[illegible]			2	LC	PCS 11		LC Class I Arterial 2L	E	13931	13931	12557	0.089	0.590	SB/WB	530	590	619	2.8%	59	NB/EB	29	30	559	620	755	1.7%	95	NB/EB	61	34	620	654	860	0.72	0.76	C
4		Cemetery Rd.	Orange River Blvd.	[illegible]	[illegible]			2	LC	PCS 11		LC Class I Arterial 2L	E	24890	24890	22627	0.089	0.590	SB/WB	940	1070	1044	4.7%	99	NB/EB	49	50	989	1120	1159	2.6%	145	NB/EB	93	52	1082	1172	860	1.26	1.36	F
5		Orange River Blvd.	SR 80	[illegible]	[illegible]			2	LC	PCS 11		LC Class I Arterial 2L	E	21428	21428	17569	0.089	0.590	SB/WB	750	830	1809	8.1%	172	NB/EB	86	86	836	916	2050	4.6%	257	NB/EB	165	92	998	1008	860	1.14	1.17	F
6	Colonial Blvd.	Dynasty Dr.	SR 82	[illegible]	[illegible]			6	LC	PCS 22		LC Class I Arterial 6L	E	71139	71139	70787	0.085	0.620	NB/EB	3750	2290	76	0.3%	7	SB/WB	4	3	3754	2293	276	0.6%	35	SB/WB	13	22	3767	2315	2940	1.27	0.79	F
7	Del Prado Blvd.	US 41	Slater Rd.	[illegible]	[illegible]			2	LC	PCS 104		LC Class I Arterial 2L	E	7925	8263	7829	0.101	0.520	NB/EB	410	380	137	0.6%	13	NB/EB	6	7	416	387	317	0.7%	40	NB/EB	26	14	442	401	860	0.51	0.47	C
8	Gunnery Rd.	SR 82	Lee Blvd.	[illegible]	[illegible]			4	LC	PCS 22		LC Class I Arterial 4L	E	19571	29354	29008	0.085	0.620	NB/EB	1530	940	173	0.8%	16	NB/EB	8	8	1538	948	193	0.4%	24	NB/EB	15	9	1553	957	1960	0.79	0.49	C
9		Lee Blvd.	Buckingham Rd.	[illegible]	[illegible]			2	LC	PCS 22		LC Class I Arterial 2L	E	15014	16509	15548	0.085	0.620	NB/EB	810	490	549	2.5%	52	NB/EB	26	26	836	516	612	1.4%	77	NB/EB	49	28	885	544	860	1.03	0.63	F
10	Joel Blvd.	Bell Blvd.	18th St.	[illegible]	[illegible]			4	LC	PCS 11		LC Class I Arterial 4L	E	18301	18301	16747	0.089	0.590	SB/WB	700	790	880	4.0%	84	NB/EB	42	42	742	832	666	1.5%	83	NB/EB	53	30	795	862	1960	0.41	0.44	C
11		18th St.	SR 80	[illegible]	[illegible]			2	LC	PCS 11		LC Class I Arterial 2L	E	20657	20657	18064	0.089	0.590	SB/WB	760	850	1440	6.5%	138	NB/EB	69	69	829	919	1125	2.5%	141	NB/EB	91	50	920	969	860	1.07	1.13	F
12	Lee Blvd.	SR 82	Alvin Ave.	[illegible]	[illegible]			6	LC	PCS 22		LC Class I Arterial 6L	E	71979	71959	71842	0.085	0.620	NB/EB	3790	2320	28	0.1%	3	SB/WB	2	1	3792	2321	109	0.2%	14	SB/WB	5	9	3797	2330	2940	1.29	0.79	F
13		Alvin Ave.	Gunnery Rd.	[illegible]	[illegible]			6	LC	PCS 22		LC Class I Arterial 6L	E	67319	67319	67254	0.085	0.620	NB/EB	3550	2170	26	0.1%	2	SB/WB	1	1	3551	2171	39	0.1%	5	SB/WB	2	3	3553	2174	2940	1.21	0.74	F
14		Gunnery Rd.	Homestead Rd.	[illegible]	[illegible]			6	LC	PCS 22		LC Class I Arterial 6L	E	72443	72403	72117	0.085	0.620	NB/EB	3800	2330	163	0.7%	15	SB/WB	8	7	3808	2337	163	0.4%	20	SB/WB	7	13	3815	2350	2940	1.30	0.80	F
15	Leeland Heights	Homestead Rd.	Joel Blvd.	[illegible]	[illegible]			4	LC	PCS 11		LC Class I Arterial 4L	E	32353	32353	32161	0.089	0.590	SB/WB	1340	1520	101	0.5%	10	NB/EB	5	5	1345	1525	91	0.2%	11	NB/EB	7	4	1352	1529	1960	0.69	0.78	C
16	Littleton Rd.	Corbett Rd.	US 41	[illegible]	[illegible]			2	LC	PCS 108		LC Class I Arterial 2L	E	21974	21954	21504	0.093	0.520	SB/WB	960	1040	137	0.6%	13	NB/EB	6	7	966	1047	333	0.8%	42	NB/EB	27	15	993	1062	860	1.15	1.23	F
17		US 41	BUS 41	[illegible]	[illegible]			2	LC	PCS 108		LC Class I Arterial 2L	E	12567	12567	11848	0.093	0.520	SB/WB	530	570	194	0.9%	18	NB/EB	9	9	539	579	525	1.2%	66	NB/EB	42	24	581	603	860	0.68	0.70	C
18	Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	[illegible]	[illegible]			2	LC	PCS 20		LC Class I Arterial 2L	E	11790	11790	11568	0.097	0.590	NB/EB	660	460	45	0.2%	4	NB/EB	2	2	662	462	177	0.4%	22	NB/EB	14	8	676	470	780	0.87	0.60	D
19		Enterprise Pkwy.	I-75	[illegible]	[illegible]			4	LC	PCS 20		LC Class I Arterial 4L	E	20783	20783	20104	0.097	0.590	NB/EB	1150	800	136	0.6%	12	NB/EB	6	6	1156	806	549	1.2%	69	NB/EB	44	25	1200	831	1660	0.72	0.50	D
20		I-75	Northland Rd.	[illegible]	[illegible]			4	LC	PCS 20		LC Collector 4LD	E	14311	14311	14036	0.097	0.590	NB/EB	800	560	63	0.3%	6	SB/WB	3	3	803	563	192	0.4%	24	SB/WB	9	15	812	578	1660	0.51	0.36	D
21		Northland Rd.	Country Lakes Dr.	[illegible]	[illegible]			2	LC	PCS 20		LC Collector 2LD	E	11399	11399	11256	0.097	0.590	NB/EB	640	450	40	0.2%	4	SB/WB	2	2	642	452	103	0.2%	13	SB/WB	5	8	647	460	780	0.83	0.59	D
22	N River Rd.	SR 31	Franklin Lock Rd.	[illegible]	[illegible]			2	LC	PCS 5		LC Class I Arterial 2L	E	11716	11716	3250	0.093	0.620	NB/EB	190	110	4673	21.0%	444	SB/WB	222	222	412	332	3793	8.6%	475	SB/WB	170	305	582	637	860	0.68	0.74	C
23		Franklin Lock Rd.	Broadway Rd.	[illegible]	[illegible]			2	LC	PCS 5		LC Class I Arterial 2L	E	10173	10173	2566	0.093	0.620	NB/EB	150	90	4233	19.0%	402	SB/WB	201	201	351	291	3372	7.6%	422	SB/WB	151	271	502	562	860	0.58	0.65	C
24		Broadway Rd.	County Line	[illegible]	[illegible]			2	LC	PCS 5		LC Class I Arterial 2L	E	2677	2677	2116	0.093	0.620	NB/EB	120	80	469	2.1%	45	SB/WB	23	22	143	102	292	0.7%	37	SB/WB	13	24	156	126	780	0.20	0.16	C
25	Nalle Grade Rd.	Slater Rd.	Nalle Rd.	[illegible]	[illegible]			2	LC	PCS 104		LC Collector 2LU	E	983	1219	1062	0.101	0.520	NB/EB	60	50	54	0.2%	5	NB/EB	2	3	62	53	103	0.2%	13	NB/EB	8	4	70	58	740	0.09	0.08	C
26	Nalle Rd.	SR 78	Nalle Grade Rd.	[illegible]	[illegible]			2	LC	PCS 104		LC Collector 2LU	E	3999	3999	3000	0.101	0.520	NB/EB	160	140	361	1.6%	34	SB/WB	17	17	177	157	638	1.4%	80	SB/WB	29	51	206	208	740	0.28	0.28	C
27	Orange River Blvd.	SR 80	Staley Rd.	[illegible]	[illegible]			2	LC	PCS 11		LC Class I Arterial 2L	E	17901	17901	17248	0.089	0.590	SB/WB	720	820	240	1.1%	23	SB/WB	12	11	732	831	413	0.9%	52	SB/WB	19	33	751	864	780	0.96	1.11	E
28		Staley Rd.	Buckingham Rd.	[illegible]	[illegible]			2	LC	PCS 11		LC Class I Arterial 2L	E	17977	17977	17629	0.089	0.590	SB/WB	750	840	49	0.2%	5	SB/WB	3	2	753	842	99	0.2%	12	SB/WB	4	8	757	850	860	0.88	0.99	C
29	Ortiz Ave.	Colonial Blvd.	SR 82	[illegible]	[illegible]			4	LC	PCS 18		LC Class I Arterial 4L	E	30975	30975	29956	0.091	0.580	NB/EB	1580	1150	165	0.7%	16	NB/EB	8	8	1588	1158	854	1.9%	107	NB/EB	69	38	1657	1196	1960	0.85	0.61	C
30		SR 82	Luckett Rd.	[illegible]	[illegible]			2	LC	PCS 18		LC Class I Arterial 2L	E	10942	15877	14918	0.091	0.580	NB/EB	790	570	154	0.7%	15	NB/EB	7	8	797	578	805	1.8%	101	NB/EB	65	36	862	614	780	1.11	0.79	F
31		Luckett Rd.	SR 80	[illegible]	[illegible]			2	LC	PCS 18		LC Class I Arterial 2L	E	7588	7588	6093	0.091	0.580	NB/EB	320	230	288	1.3%	27	NB/EB	13	14	333	244	1207	2.7%	151	NB/EB	97	54	430	298	780	0.55	0.38	D
32	Plantation Rd.	Daniels Pkwy.	Idlewild St.	[illegible]	[illegible]			2	LC	PCS 45		LC Collector 2LU	E	11548	12288	11935	0.106	0.520	NB/EB	720	530	52	0.2%	5	NB/EB	2	3	722	533	261	0.6%	33	NB/EB	21	12	743	545	740	1.00	0.76	F
33		Idlewild St.	Colonial Blvd.	[illegible]	[illegible]			4	LC	PCS 45		LC Collector 4LD	E	16700	16700	16167	0.106	0.520	NB/EB	970	740	94	0.4%	9	NB/EB	4	5	974	745	439	1.0%	55	NB/EB	35	20	1009	765	1660	0.61	0.46	D
34	Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	[illegible]	[illegible]			4	LC	PCS 18		LC Class I Arterial 4L	E	24208	24208	23663	0.091	0.580	NB/EB	1250	900	109	0.5%	10	NB/EB	5	5	1255	905	436	1.0%	55	NB/EB	35	20	1290	925	1960	0.66	0.47	C
35		Winkler Rd.	Challenger Blvd.	[illegible]	[illegible]			6	LC	PCS 18		LC Class I Arterial 6L	E	27135	27135	26293	0.091	0.580	NB/EB	1390	1000	164	0.7%	16	NB/EB	8	8	1398	1008	678	1.5%	85	NB/EB	55	30	1453	1038	2940	0.49	0.35	C
36		Challenger Blvd.	Colonial Blvd.	[illegible]	[illegible]			6	LC	PCS 18		LC Class I Arterial 6L	E	37159	37159	36069	0.091	0.580	NB/EB	1900	1380	208	0.9%	20	NB/EB	10	10	1910	1390	882	2.0%	110	NB/EB	71	39	1981	1429	2940	0.67	0.49	C
37	Slater Rd.	SR 78	Nalle Grade Rd.	[illegible]	[illegible]			2	LC	PCS 104		LC Class I Arterial 2L	E	6270	7597	7239	0.101	0.520	NB/EB	380	350	119	0.5%	11	SB/WB	6	5	386	355	239	0.5%	30	SB/WB	11	19	397	374	860	0.46	0.43	C
38	Sunshine Blvd.	SR 82	23rd St. SW	[illegible]	[illegible]			2	LC	PCS 11		LC Class I Arterial 2L	E	10567	10567	10561	0.089	0.590	SB/WB	430	490	3	0.0%	0	NB/EB	0	0	430	490	3	0.0%	0	NB/EB	0	0	430	490	860	0.50	0.57	C
39		23rd St. SW	Lee Blvd.	[illegible]	[illegible]			2	LC	PCS 11		LC Class I Arterial 2L	E	8378	9592	9540	0.089	0.590	SB/WB	390	440	27	0.1%	3	NB/EB	1	2	391	442	25	0.1%	3	NB/EB	2	1	393	443	860	0.46	0.52	C
40	Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	[illegible]	[illegible]			4	LC	PCS 62		LC Class I Arterial 4L	E	36163	36163	35921	0.107	0.600	NB/EB	2300	1540	63	0.3%	6	NB/EB	3	3	2303	1543	179	0.4%	22	NB/EB	14	8	2317	1551	1960	1.18	0.79	F
41		Amberwood Rd.	Colonial Blvd.	[illegible]	[illegible]			4	LC	PCS 62		LC Class I Arterial 4L	E	[illegible]	[illegible]	[illegible]	0.107	0.600	NB/EB	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	NB/EB	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	NB/EB	[illegible]	[illegible]	[illegible]	[illegible]	1960	[illegible]	[illegible]	[illegible]
42	US 41 (Fowler St./US 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	[illegible]	[illegible]			3	FDOT	125035		UA S2WACT 1W 3L U OL WR	D	36042	36042	34891	0.090	0.999	SB/WB	0	3140	220	1.0%	21	SB/WB	0	21	0	3161	931	2.1%	117	SB/WB	0	117	0	3278	3805	0.00	0.86	C
43	US 41 (N. Tamiami Trail/US 41)	N. End of Edison Bridge	SR 78/Pine Island Rd./Bayshore Rd.	[illegible]	[illegible]			6	FDOT	126048		UA S2WACT 2W 6L D WL WR	D	51912	51912	49562	0.090	0.526	NB/EB	2350	2110	463	2.1%	44	NB/EB	22	22	2372	2132	1867	4.2%	236	NB/EB	152	84	2524	2216	3171	0.80	0.70	C
44		SR 78/Pine Island Rd./Bayshore Rd.	Littleton Rd.	[illegible]	[illegible]			6	FDOT	125027		UA S2WACT 2W 6L D WL WR	D	36507	36507	35016	0.090	0.526	NB/EB	1660	1490	407	1.8%	39	SB/WB	20	19	1680	1509	1094	2.4%	138	SB/WB	49	87	1729	1596	3171	0.55	0.50	C
45		Littleton Rd.	US 41 SB	[illegible]	[illegible]			4	FDOT	120076		UA S2WACT 2W 4L D WL WR	D	26909	26909	26333	0.090	0.526	NB/EB	1250	1120	179	0.8%	17	SB/WB	9	8	1259	1128	401	0.9%	50	SB/WB	18	32	1277	1160	2100	0.61	0.55	C
46		US 41 SB	SR 45/US 41	[illegible]	[illegible]			1	FDOT	121085		UA S2WACT 1W 1L U OL OR	D	11451	11451	11244	0.090	0.999	NB/EB	1010	0	63	0.3%	6	SB/WB	6	0	1016	0	124	0.3%	16	SB/WB	16	0	1032	0	887	1.16	0.00	F
47	US 41 (Evans Ave./Park Ave./US 41 NB)	SR 82/MLK Blvd.	N. End of Edison Bridge	[illegible]	[illegible]			3	FDOT	125071		UA S2WACT 1W 3L U OL OR	D	35960	35960	35655	0.090	0.999	NB/EB	3210	0	53	0.2%	5	NB/EB	5	0	3215	0	253	0.6%	32	NB/EB	32	0	3247	0	3624	0.90	0.00	C
48	SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	[illegible]	[illegible]			6	FDOT	120049		UA S2WACT 2W 4L D WL OR	D	26681	46500	46542	0.090	0.551	SB/WB	1960	2210	23	0.1%	2	NB/EB	1	1	1961	2211	133	0.3%	17	NB/EB	11	6	1972	2217	2000	0.99	1.11	D
49		0.195 miles W. Solomon Blvd.	SR 739 (Metro Pkwy.)	[illegible]	[illegible]			6	FDOT	120050		UA S2WACT 2W 6L D WL WR	D	52042	67500	66804	0.090	0.551	NB/EB	3190	2620	131	0.6%	12	NB/EB	6	6	3196	2626	565	1.3%	71	NB/EB	46	25	3242	2651	3171	1.02	0.84	F
50		SR 739 (Metro Pkwy.)	CR 865/Ortiz Ave./6 Mile Cypress Pkwy.	[illegible]	[illegible]			6	FDOT	120080		UA S2WACT 2W 6L D WL WR	D	75558	75558	73508	0.090	0.551	NB/EB	3520	3100	366	1.6%	35	NB/EB	17	18	3537	3118	1664	3.8%	208	NB/EB	134	74	3671	3192	3171	1.16	1.01	F
51		CR 865/Ortiz Ave./6 Mile Cypress Pkwy.	I-75	[illegible]	[illegible]			6	FDOT	120065		UA S2WACT 2W 6L D WL WR	D	101534	101534	98694	0.090	0.551	NB/EB	4720	4160	523	2.3%	50	NB/EB	25	25	4745	4185	2317	5.2%	290	NB/EB	186	104	4931	4289	3171	1.56	1.35	F
52		I-75	400 Ft. E. of Dynasty Dr.	[illegible]	[illegible]			6	FDOT	120065		UA S2WACT 2W 6L D WL WR	D	83268	83268	82719	0.090	0.551	NB/EB	3950	3480	121	0.5%	12	SB/WB	6	6	3956	3486	426	1.0%	53	SB/WB	19	34	3975	3520	3171	1.25	1.11	F
53	US 41	Hanson St.	Johnson St.	[illegible]	[illegible]			6	FDOT	125012		UA S2WACT 2W 6L D WL OR	D	57046	57046	56790	0.090	0.551	NB/EB	2700	2390	121	0.5%	11	NB/EB	5	6	2705	2396	533	1.2%	67	NB/EB	43	24	2748	2420	3020	0.91	0.80	C
54		Johnson St.	CR 78A/Pondella Rd.	[illegible]	[illegible]			4	FDOT	120096		UA S2WACT 2W 4L D WL WR	D	46771	46771	46513	0.090	0.551	NB/EB	2310	2040	85	0.4%	8	NB/EB	4	4	2314	2044	373	0.8%	47	NB/EB	30	17	2344	2061	2100	1.12	0.98	F
55		CR 78A/Pondella Rd.	Littleton Rd.	[illegible]	[illegible]			4	FDOT	125029		UA S2WACT 2W 4L D WL WR	D	36299	36299	36299	0.090	0.551	NB/EB	1740	1530	0	0.0%	0	NB/EB	0	0	1740	1530	0	0.0%	0	NB/EB	0	0	1740	1530	2100	0.83	0.73	C
56		Littleton Rd.	Del Prado Blvd.	[illegible]	[illegible]			4	FDOT	120036		UA S2WACT 2W 4L D WL WR	D	38291	38291	38116	0.090	0.551	SB/WB	1820	1610	43	0.2%	4	SB/WB	2	2	1822	1612	152	0.3%	17	SB/WB	6	11	1828	1623	2100	0.87	0.77	C
57		Del Prado Blvd.	Sun Seekers RV Park Entrance	[illegible]	[illegible]			4	FDOT	120109		UA S2WACT 2W 4L D WL WR	D	59604	59604	59207	0.090	0.551	NB/EB	2830	2500	136	0.6%	13	SB/WB	7	6	2837	2506	261	0.6%	33	SB/WB	12	21	2849	2527	2100	1.36	1.20	F
58		Sun Seekers RV Park Entrance	Charlotte County Line	[illegible]	[illegible]			4	FDOT	120105		UA S2WACT 2W 4L D WL WR	D	45210	45210	45120	0.090	0.551	SB/WB	1900	2160	35	0.2%	3	SB/WB	2	1	1902	2161	55	0.1%	7	SB/WB	3	4	1905	2165	2100	0.91	1.03	C
59	SR 80 WB (First St.)	SR 739/US 41 Bus. (Fowler St.)	SR 80/Seaboard St.	[illegible]	[illegible]			2	FDOT	125007		UA S2WAC2 2W 2L D WL OR	D	20199	20199	19352	0.090	0.551	NB/EB	920	820	162	0.7%	15	NB/EB	7	8	927	828	665	1.5%	86	NB/EB	55	31	982	859	780	1.25	1.09	F
60	SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	[illegible]	[illegible]			4	FDOT	125007		UA S2WACT 2W 4L D WL OR	D	28511	28511	26543	0.090	0.551	NB/EB	1270	1120	330	1.5%	31	NB/EB	15	16	1285	1136	1458	3.2%	180	NB/EB	116	64	1401	1200	2000	0.70	0.60	C
61		Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	[illegible]	[illegible]			4	FDOT	125075		UA S2WACT 2W 4L D WL WR	D	31101	31101	26790	0.090	0.551	SB/WB	1120	1260	879	3.9%	84	NB/EB	42	42	1162	1302	3852	8.7%	480	NB/EB	308	172	1470	1474	2100	0.70	0.70	C
62		CR 80B (Ortiz Ave.)	I-75	[illegible]	[illegible]			6	FDOT	125020		UA S2WACT 2W 6L D WL WR	D	40270	40270	33600	0.090	0.551	NB/EB	1600	1400	1291	5.8%	123	NB/EB	61	62	1661	1462	5379	12.1%	674	NB/EB	433	241	2094	1703	3171	0.66	0.54	C
63		I-75	SR 31 (Babcock Ranch Rd.)	[illegible]	[illegible]			6	FDOT	125005		UA S2WACT 2W 6L D WL WR	D	54493	54493	37548	0.090	0.528	NB/EB	1770	1590	3948	17.7%	375	NB/EB	187	188	1957	1778	13197	29.8%	1653	NB/EB	1062	591	3019	2369	3171	0.95	0.75	C
64		SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd./Old Olga Rd.	[illegible]	[illegible]			4	FDOT	120005		UA S2WACT 2W 4L D WL WR	D	46409	46409	38232	0.090	0.528	NB/EB	1620	1620	3262	14.7%	310	SB/WB	155	155	1775	1775	4915	11.1%	616	SB/WB	220	396	1995	2171	2100	0.95	1.03	F
65		CR 80A/Buckingham Rd./Old Olga Rd.	W. of Warner Dr.	[illegible]	[illegible]			4	FDOT	120012		UA UFH 2W 4L D WL WR	D	25495	30000	29675	0.090	0.528	NB/EB	1410	1260	139	0.6%	13	SB/WB	7	6	1417	1266	186	0.4%	23	SB/WB	8	15	1425	1281	3280	0.43	0.39	B
66		W. of Warner Dr.	Hickey Creek Rd.	[illegible]	[illegible]			4	FDOT	120006		RDA UFH 2W 4L D WL OR	C	26536	26536	26392	0.095	0.528	NB/EB	1330	1180	66	0.3%	6	SB/WB	3	3	1333	1183	78	0.2%	10	SB/WB	4	6	1337	1189	2210	0.60	0.54	B
67		Hickey Creek Rd.	Broadway St./CR 78	[illegible]	[illegible]			4	FDOT	120006		RDA UFH 2W 4L D WL OR	C	25791	25791	25714	0.095	0.528	NB/EB	1290	1150	32	0.1%	3	SB/WB	2	1	1292	1151	45	0.1%	6	SB/WB	2	4	1294	1155	2210	0.59	0.52	B
68		Broadway St./CR 78	CR 884 (Joel Blvd.)	[illegible]	[illegible]			4	FDOT	120006		RDA UFH 2W 4L D WL WR	C	33931	33931	27697	0.095	0.528	NB/EB	1390	1240	3463	15.6%	331	SB/WB	166	165	1556	1405	2751	6.2%	345	SB/WB	123	222	1679	1627	1607	1.04	1.01	F
69		CR 884 (Joel Blvd.)	Hendry County Line	[illegible]	[illegible]			4	FDOT	120006		RDA UFH 2W 4L D WL WR	C	30971	30971	27534	0.095	0.528	NB/EB	1370	1230	2024	9.1%	192	SB/WB	96	96	1466	1326	1613	3.6%	202	SB/WB	72	130	1538	1456	2210	0.70	0.66	C
70	SR 80 EB (SR 80/Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	[illegible]	[illegible]			2	FDOT	125007		UA S2WAC2 2W 2L D WL OR	D	10615	10615	10271	0.090	0.551	NB/EB	490	450	59	0.3%	6	NB/EB	3	3	493	453	285	0.6%	36	NB/EB	23	13	516	466	780	0.66	0.57	D
71		SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	[illegible]	[illegible]			2	FDOT	125007		UA S2WAC2 2W 2L D WL OR	D	10677	12000	11211	0.090	0.551	NB/EB	540	470	144	0.6%	14	NB/EB	7	7	547	477	645	1.5%	81	NB/EB	52	29	599	506	780	0.76	0.64	D
72	SR 78 (Pine Island Rd.)	Santa Barbara Blvd.	Del Prado Blvd.	[illegible]	[illegible]			4	FDOT	120036		UA S2WACT 2W 4L D WL WR	D	44462	47500	46605	0.090	0.570	SB/WB	1800	2380	279	1.2%	26	NB/EB	13	13	1813	2393	619	1.4%	78	NB/EB	50	28	1863	2421	2100	0.89	1.16	C
73		Del Prado Blvd.	W. of CR 78A/Pondella Rd.	[illegible]	[illegible]			4	FDOT	125049		UA S2WACT 2W 4L D WL WR	D	45290	45290	43711	0.090	0.570	SB/WB	1690	2230	459	2.1%	44	NB/EB	22	22	1712	2252	1130	2.5%	140	NB/EB	90	50	1802	2302	2100	0.86	1.10	C
74		W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	[illegible]	[illegible]			4	FDOT	125042		UA S2WACT 2W 4L D WL WR	D	37290	37290	34754	0.090	0.570	SB/WB	1350	1780	707	3.2%	67	NB/EB	33	34	1383	1814	1849	4.2%	232	NB/EB	149	83	1532	1897	2100	0.73	0.90	C
75		SR 45/US 41 (Cleveland Ave.)	SR 739/US 41 BUS	[illegible]	[illegible]			4	FDOT	120005		UA S2WACT 2W 4L D WL WR	D	21949	31000	27911	0.090	0.570	SB/WB	1430	1080	800	3.6%	76	NB/EB	38	38	1468	1118	2289	5.2%	287	NB/EB	184	103	1652	1221	2100	0.79	0.58	C
76	SR 78 (Bayshore Rd.)	SR 739/US 41 BUS	New Post Rd./Hart Rd.	[illegible]	[illegible]			4	FDOT	125026		UA S2WACT 2W 4L D WL WR	D	48934	48934	41462	0.090	0.570	NB/EB	2130	1600	1813	8.1%	172	NB/EB	86	86	2216	1686	5656	12.8%	708	NB/EB	455	253	2671	1939	2100	1.27	0.92	F
77		New Post Rd./Hart Rd.	Coon Rd./Slater Rd.	[illegible]	[illegible]			4	FDOT	120017		UA S2WACT 2W 4L D WL WR	D	41086	41086	32790	0.090	0.570	SB/WB	1270	1690	2067	9.3%	196	NB/EB	98	98	1368	1788	6299	14.2%	788	NB/EB	506	282	1874	2069	2100	0.89	0.99	C
78		Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	[illegible]	[illegible]			4	FDOT	120098		UA S2WACT 2W 4L D WL WR	D	42559	42559	32023	0.090	0.543	SB/WB	1320	1560	2729	12.3%	259	NB/EB	129	130	1449	1690	7806	17.6%	978	NB/EB	628	350	2077	2040	2100	0.99	0.97	D
79		W. of Pritchett Pkwy.	Pritchett Pkwy.	[illegible]	[illegible]			4	FDOT	120022		UA S2WACT 2W 4L D WL WR	D	41003	41003	23766	0.090	0.528	NB/EB	1130	1010	5027	22.6%	478	NB/EB	239	239	1369	1249	12216	27.6%	1529	NB/EB	982	547	2351	1796	2100	1.12	0.86	F
80		Pritchett Pkwy.	Old Bayshore Rd.	N/A				2	FDOT	120022		UA UFH 2W 2L U WL WR	D	27604	27604	8556	0.090	0.528	NB/EB	400	350	5858	26.3%	556	NB/EB	277	278	677	628	15410	34.7%	1679	NB/EB	1079	600	1756	1228	1200	1.46	1.02	F
81		Old Bayshore Rd.	SR 31	[illegible]	[illegible]			2	FDOT	121002		UA S2WACT 2W 2L U WL WR	D	25401	25401	5790	0.090	0.528	NB/EB	270	240	5997	26.9%	570	NB/EB	285	285	555	525	15614	35.2%	1705	NB/EB	1095	610	1650	1135	924	1.79	1.24	F
82	SR 82 (Dr. M.L. King Jr. Blvd.)	SR 739 (Fowler Ave.)	Michigan Link Ave.	[illegible]	[illegible]			4	FDOT	125019		UA S2WAC2 2W 4L D WL WR	D	46829	46829	46552	0.090	0.551	NB/EB	2220	1970	43	0.2%	4	NB/EB	2	2	2222	1972	233	0.5%	29	NB/EB	19	10	2241	1982	1712	1.31	1.16	F
83		Michigan Link Ave.	CR 865/Ortiz Ave.	[illegible]	[illegible]			6	FDOT	125025		UA S2WACT 2W 6L D WL WR	D	55125	55125	54869	0.090	0.551	NB/EB	2620	2320	44	0.2%	4	NB/EB	2	2	2622	2322	212	0.5%	27	NB/EB	17	10	2639	2332	3171	0.83	0.74	C
84		CR 865/Ortiz Ave.	W. of Tice Rd./I-75 NB On Ramp	[illegible]	[illegible]			6	FDOT	125020		UA S2WACT 2W 6L D WL WR	D	75524	75524	74856	0.090	0.551	NB/EB	3580	3160	123	0.6%	12	NB/EB	6	6	3586	3166	551	1.2%	69	NB/EB	44	25	3630	3191	3171	1.14	1.01	F
85	SR 82 (Immokalee Rd.)	W. of Tice Rd./I-75 NB On Ramp	Buckingham Rd.	[illegible]	[illegible]			6	FDOT	125006		UA S2WACT 2W 6L D WL WR	D	68159	68159	66681	0.090	0.543	NB/EB	3260	2740	399	1.8%	38	SB/WB	19	19	3279	2759	1079	2.4%	135	SB/WB	48	87	3327	2846	3171	1.05	0.90	F
86		Buckingham Rd.	CR 884/Colonial Blvd./Lee Blvd.	[illegible]	[illegible]			6	FDOT	120021		UA S2WACT 2W 6L D WL WR	D	52615	52615	51817	0.090	0.551	NB/EB	2470	2180	249	1.1%	24	SB/WB	12	12	2482	2192	549	1.2%	69	SB/WB	25	44	2507	2236	3171	0.79	0.71	C
87		CR 884/Colonial Blvd./Lee Blvd.	Gateway Blvd.	[illegible]	[illegible]			6	FDOT	120077		UA S2WACT 2W 6L D WL WR	D	57242	57242	56667	0.090	0.551	NB/EB	2710	2390	204	0.9%	19	SB/WB	10	9	2720	2399	371	0.8%	46	SB/WB	16	30	2736	2429	3171	0.86	0.77	C
88		Gateway Blvd.	Griffin Dr./Bay Ave. S.	[illegible]	[illegible]			6	FDOT	120107		UA S2WACT 2W 6L D WL WR	D	45221	45221	44982	0.090	0.551	NB/EB	2150	1900	103	0.5%	10	SB/WB	5	5	2155	1905	136	0.3%	17	SB/WB	6	11	2161	1916	3171	0.68	0.60	C
89		Griffin Dr./Bay Ave. S.	Daniels Pkwy./Gunnery Rd. S.	[illegible]	[illegible]			6	FDOT	120106		UA S2WACT 2W 6L D WL WR	D	39294	39294	39189	0.090	0.551	NB/EB	1870	1660	51	0.2%	5	SB/WB	3	2	1873	1662	54	0.1%	7	SB/WB	3	4	1876	1666	3171	0.59	0.53	C

EXHIBIT 21.F-3b

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2022)
FUTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

	ROADWAY	FROM	TO	(1) DIRPM A_Node	B_Node	A_Node	B_Node	(2) # of Lanes	State/County Roadway	(3) Count Station	(3) CC WSNO	(4) BRC LOS Facility Type	(5) LOS Std.	(6) Base DIRPM AADT	(7) Adjusted AADT
90	SR93/I-75	Terminal Access Rd.	Daniels Pkwy.	2608	2606	2600	2602	6	FDOT	120184		UA_FW_6L_WA	D	145310	145310
91		Daniels Pkwy.	SR 884/CR 884/Colonial Blvd.	2601	2628	2634	2611	6	FDOT	120057		UA_FW_6L_0A	D	126624	126624
92		SR 884/CR 884/Colonial Blvd.	SR 82/Immokalee Rd.	2629	2628	2630	2621	6	FDOT	120058		UA_FW_6L_0A	D	129420	129420
93		SR 82/Immokalee Rd.	Luckett Rd.	2668	2672	2608	2613	6	FDOT	120059		UA_FW_6L_0A	D	123677	123677
94		Luckett Rd.	SR 80	2608	2606	2609	2601	6	FDOT	120060		UA_FW_6L_WA	D	117549	117549
95		SR 80	SR 78/Bayshore Rd.	2587	2584	2587	2584	6	FDOT	120061		UA_FW_6L_WA	D	99727	99727
96		SR 78 (Bayshore Rd.)	Charlotte County Line	1658	1674	1659	1671	6	FDOT	120062		TA_FW_6L_0A	C	78000	78000
97	SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	2694	2698			2	FDOT	120080		UA_S2WAC1_2W_2L_U_WL_WR	D	31201	31201
98		SR 78	Old Rodeo Dr.	2698	2803			4	FDOT	121001		UA_S2WAC1_2W_4L_D_WL_WR	D	50413	50413
99		Old Rodeo Dr.	CR 78/N. River Rd./Old Bayshore I	2803	2698			4	FDOT	121001		UA_S2WAC1_2W_4L_D_WL_WR	D	50451	50451
100		CR 78/N. River Rd./Old Bayshore I	Shirley Ln.	2698	2698			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	59104	59104
101		Shirley Ln.	Fox Hill Rd.	NA (16)				4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D		
102		Fox Hill Rd.	Bunker Ln.	NA (16)				4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D		
103		Bunker Ln.	Charlotte County Line	NA (16)				4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D		

	BACKGROUND TRAFFIC: NON - BABCOCK TRAFFIC (8) Non-Babcock AADT	(9) K Factor	(9) D Factor D	High Dir	Non-Babcock Dir. Volume Dir1 NB/EB	Dir2 SB/WB	BABCOCK MPD TRAFFIC (10) DIRPM MPD AADT	% Distribution	(11) ITE Net New Peak Hr	Inbound Direction	MPD Dir. Volume (12) Dir1 NB/EB	Dir2 SB/WB	TOTAL BACKGROUND VOLUME Dir1 NB/EB	Dir2 SB/WB	BRC DRI TRAFFIC (10) DIRPM DRI AADT	% Distribution	(11) ITE Net New Peak Hr	Inbound Direction	DRI Dir. Volume (12) Dir1 NB/EB	Dir2 SB/WB	Total Dir. Volume Dir1 NB/EB	Dir2 SB/WB	(13) Service Volume @ LOS Std.	2038 LOS V/C Dir1 NB/EB	V/C Dir2 SB/WB	LOS Dir1 NB/EB
90	141000	0.090	0.594	NB/EB	7560	5160	1150	5.2%	109	NB/EB	54	55	7614	5215	2860	6.5%	356	NB/EB	230	126	7844	5341	6620	1.18	0.81	F
91	122206	0.090	0.577	NB/EB	6350	4650	1663	7.5%	158	NB/EB	79	79	6429	4729	4753	10.7%	398	NB/EB	182	210	6611	4962	5620	1.21	0.88	F
92	119620	0.090	0.577	NB/EB	6210	4560	2307	10.4%	219	NB/EB	109	110	6319	4670	7491	16.9%	906	NB/EB	603	335	6922	5005	5620	1.23	0.89	F
93	111810	0.090	0.577	NB/EB	5800	4260	2810	12.6%	267	NB/EB	133	134	5933	4394	9057	20.4%	1134	NB/EB	729	405	6662	4799	5620	1.19	0.85	F
94	104801	0.090	0.577	NB/EB	5450	3990	2966	13.3%	282	NB/EB	141	141	5591	4131	9702	21.9%	1215	NB/EB	781	434	6372	4565	6620	0.96	0.69	D
95	98905	0.090	0.577	NB/EB	4720	3460	862	3.9%	82	NB/EB	41	41	4761	3501	2960	6.7%	371	NB/EB	238	133	4999	3634	6620	0.76	0.55	C
96	73920	0.105	0.577	SB/WB	3190	4360	1443	6.4%	136	SB/WB	68	68	3258	4428	1443	3.3%	180	SB/WB	65	116	3323	4544	4680	0.71	0.97	B
97	5157	0.090	0.528	SB/WB	220	240	7471	33.6%	710	NB/EB	354	356	574	596	18603	42.1%	2336	NB/EB	1501	835	2075	1431	924	2.25	1.55	F
98	4810	0.095	0.528	NB/EB	240	220	13366	60.5%	1279	NB/EB	639	640	879	860	32267	72.8%	4041	NB/EB	2596	1445	3475	2305	2100	1.65	1.10	F
99	4718	0.095	0.528	NB/EB	240	210	13366	60.5%	1279	NB/EB	639	640	879	850	32267	72.8%	4041	NB/EB	2596	1445	3475	2295	2100	1.65	1.09	F
100	2610	0.095	0.523	SB/WB	120	130	18801	81.5%	1786	NB/EB	892	894	1012	1024	37693	85.1%	4720	NB/EB	3033	1687	4045	2711	2100	1.93	1.29	F
101					110	115		42.6%			673	548	783	663		74.7%			2869	1598	3652	2261	2100	1.74	1.08	F
102					90	100		40.3%			586	508	676	608		74.1%			2834	1599	3509	2206	2100	1.67	1.09	F
103					75	90		11.3%			284	275	359	365		61.6%			2283	1257	2637	1616	2100	1.27	0.78	F

MPD

ITE PM PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)		FSUTMS TOTAL INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	FSUTMS INTERZONAL (EXTERNAL) TRIPS TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs
INBOUND	1056		
OUTBOUND	1059	26110	22260
TOTAL	2115		

DRI

ITE PM PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)		FSUTMS TOTAL INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	FSUTMS INTERZONAL (EXTERNAL) TRIPS TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs
INBOUND	3564		
OUTBOUND	1983	48148	44294
TOTAL	5547		

Footnotes:
(1) FDOT D1RPMv2.0 2025 E+C Network Link Node numbers.
(2) FDOT D1RPMv2.0 2025 E+C number of lanes.
(3) FDOT Florida 2021 Traffic Information - Site Location Reference. 2019 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2021 Roadway Level of Service Data - VVSNO #.
(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report.
(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
(6) D1RPM Babcock Model Run - Future 2038 SE Data with 2025 E+C Network AADT distribution and assignment.
(7) AADT volumes are adjusted to ensure future volumes are greater than or equal to existing segment volumes. For Lee County roads: Existing AADT = (Existing K100 Directional Volumes)/D/K100.
(8) Non-Babcock AADT = (Total AADT) - (MPD AADT) - (DRI AADT)
(9) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2021)
Lee County K(100) and D(100) based on Lee County 2019 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2021 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2021)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2019 Traffic Count Report.
(10) Select Zone Assignment.
(11) ITE net new external trips assigned to SR 31.
(12) Project directional split based on estimated ITE Net New External trips derived from ITE, Trip Generation (11th Edition).
(13) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas, and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report.
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).
(14) Significant = *
Significant and Adverse = **
(15) Daily volumes derived from weighted average link volumes.
(16) Peak hour directional volumes based on the Project access volume projections (Appendix 21-K).

EXHIBIT J
CUMULATIVE FUTURE (2040) TRAFFIC CONDITIONS WITH PROJECT
DIRECTIONAL PEAK HOUR, PEAK SEASON

EXHIBIT 21.F-3a

BABCOCK RANCH COMMUNITY
INCREMENTAL DRI AMENDMENTS (2024)
FUTURE 2040 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

#	ROADWAY	FROM	TO	(1) D1RPM A1 Node	B1 Node	A2 Node	B2 Node	(2) # of Lanes	State/ County Roadway	(3) Count Station	(3) CC VV SNO	(4) E+C LOS Facility Type	(5) LOS Targ./ Std.	(6) Raw D1RPM AADT	(7) Adjusted AADT
1	Airport Rd.	Cooper St.	Taylor Rd.	14534	14536			2	CC	14249	3	C3R_2W_2L_U_0L_0R	D	3741	5688
2		Taylor Rd	I-75	14542	14544			2	CC	14400	4	C3C_2W_2L_U_0L_0R	D	6403	6403
3		I-75	Golf Course Blvd.	14544	14547			2	CC	14400	5	C3C_2W_2L_U_0L_0R	D	6565	6565
4	Aqui Esta Dr.	Bal Harbor Blvd.	U.S. 41	14487	14495			2	CC	14170	7	C3R_2W_2L_U_0L_0R	D	9870	9870
5	Bermont Rd.	U.S. 17	Happy Hollow Rd	14851	19825			2	CC	14111	49	C3R_2W_2L_U_0L_0R	D	2358	9890
6		Happy Hollow Rd	SR 31	19825	14856			2	CC	14468	50	C1_2W_2L_U_0L_0R	D	1996	6207
7		SR 31	Charlotte County Line	14860	14866			2	CC	54020	51	C1_2W_2L_U_0L_0R	D	1719	3952
8	Burnt Store Rd.	Lee County Line	Zemel Rd.	14176	14181			4	CC	14187	23	C3R_2W_4L_D_WL_WR	D	17081	17081
9		Zemel Rd.	Acline Rd.	27188	14195			4	CC	14171	24	C3R_2W_4L_D_WL_WR	D	16542	18500
10		Acline Rd.	U.S. 41	14339	14342			4	CC	14171	25	C3R_2W_4L_D_WL_WR	D	16284	20745
11	Carmalita St.	U.S. 41	BMX Track	14644	14647			2	CC	14429	29	C3R_2W_2L_U_0L_0R	D	7605	7605
12		BMX Track	Florida St.	20011	14655			2	CC	14429	30	C3R_2W_2L_U_0L_0R	D	1970	2577
13	Florida St.	Marion Ave.	Carmalita St.	14655	14708			2	CC	14153	87	C3R_2W_2L_U_0L_0R	D	1663	2038
14		Carmalita St.	Airport Rd.	14544	14572			2	CC	14153	87	C3R_2W_2L_U_0L_0R	D	385	2038
15	Henry St.	Golf Course Blvd.	Florida St.	14610	14612			2	CC	14423	110	C3C_2W_2L_U_0L_0R	D	90	1768
16	Jones Loop Rd. North	US 41	Burnt Store Rd.	14342	14354			4	CC	14273	145	C3R_2W_4L_D_WL_WR	D	22749	22749
17		Burnt Store Rd.	Taylor Rd.	14383	14386			4	CC	14273	145	C3R_2W_4L_D_WL_WR	D	20806	20806
18		Taylor Rd.	I-75	14387	14385			4	CC	14173	146	C3C_2W_4L_D_WL_WR	D	29573	29573
19		I-75	Piper Rd	14400	14402			4	CC	14174	147	C3C_2W_4L_D_WL_WR	D	13522	13522
20		Piper Rd.	East of Piper Rd.	14402	14408			2	CC	14174	148	C3R_2W_2L_U_0L_0R	D	11012	11012
21	Jones Loop Rd. South	Taylor Rd.	I-75	14299	14306			2	CC	14193	183	C3C_2W_2L_U_0L_0R	D	3645	3645
22	Piper Rd.	Jones Loop Rd.	Golf Course Blvd.	14547	19916			4	CC	14422	168	C3C_2W_4L_D_WL_WR	D	829	10784
23	Taylor Rd.	U.S. 41 N	Burnt Store Rd.	19915	14465			2	CC	14326	215	C3C_2W_2L_U_0L_0R	D	4226	8108
24		Burnt Store Rd.	Airport Rd.	19914	14536			2	CC	14326	216	C3C_2W_2L_U_0L_0R	D	6454	11250
25		Airport Rd.	Cooper St.	14573	14586			2	CC	14326	217	C3C_2W_2L_U_0L_0R	D	7249	7249
26	Tucker's Grade	U.S. 41	I-75	14235	14239			4	CC	14426	221	C3R_2W_4L_D_WL_WR	D	20445	20445
27	Zemel Rd.	Burnt Store Rd.	County Landfill	14193	19830			2	CC	10019	262	C3R_2W_2L_U_0L_0R	D	5904	5904
28		County Landfill	U.S. 41	14193	14194			2	CC	10019	263	C3C_2W_2L_U_0L_0R	D	6189	6189
29	US 41	Lee County Line	Zemel Rd	14194	21025			4	FDOT	10019		C2_2W_4L_D_WL_WR	C	33692	33692
30		Zemel Rd	Morningside Drive	14229	89528			4	FDOT	10367		C2_2W_4L_D_WL_WR	C	28971	28971
31		Morningside Drive	Tuckers Grade Blvd	14232	14234			4	FDOT	10367		C3C_2W_4L_D_WL_WR	D	31959	31959
32		Tuckers Grade Blvd	CR 765A/Taylor Rd	14257	14277			4	FDOT	10367		C3C_2W_4L_D_WL_WR	D	19536	22918
33		CR 765A/Taylor Rd	CR 765/Burnt Store Rd	14301	14342			4	FDOT	10021		C3R_2W_4L_D_WL_WR	D	18556	18556
34		CR 765/Burnt Store Rd	Airport Rd	14531	14519			4	FDOT	10016		C3R_2W_4L_D_WL_WR	D	25958	31500
35		Airport Rd	US 41/Cross St	14631	14627			4	FDOT	15001		C4_2W_4L_D_WL_0R	D	25858	35000
36	US 41 - Northbound	US 41/Cross St	CR 765A/Taylor Rd	14678	14644			3	FDOT	15027		C4_1W_2L_U_0L_WR	D	12334	17500
37		CR 765A/Taylor Rd	US17/SR 35(Marion Ave)	14737	14732			3	FDOT	15027		C4_1W_3L_U_0L_WR	D	24450	24450
38		US17/SR 35(Marion Ave)	E Retta Esplanade	14737	19814			4	FDOT	10032		C3C_1W_3L_U_0L_0R	D	30923	30923
39		E Retta Esplanade	Melbourne St	19814	14750			4	FDOT	10032		C3C_1W_2L_U_WL_WR	D	31640	31640
40	US 41 - Southbound	US 41 (Tamiami Trail)	W Retta Esplanade	14743	14727			2	FDOT	10033		C3C_1W_2L_U_0L_WR	D	30792	30792
41		W Retta Esplanade	Olympia Ave	14711	14700			3	FDOT	10033		C3C_1W_3L_U_0L_0R	D	25517	29000
42		Olympia Ave	S. of Charlotte Ave	14690	14677			3	FDOT	15023		C3C_1W_3L_U_0L_0R	D	17109	18500
43		S. of Charlotte Ave	US 41 (Tamiami Trail)	14661	14648			3	FDOT	15023		C3C_1W_2L_U_WL_0R	D	17811	18500
44	SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy	25801	41417			4	FDOT	120273		C3R_2W_4L_D_WL_WR	D		
45		Cypress Pkwy	Lake Babcock Dr	41417	41712			4	FDOT	120273		C3R_2W_4L_D_WL_WR	D		
46		Lake Babcock Dr	Cook Brown Rd	41712	90143			2	FDOT	120273		C3R_2W_2L_U_WL_WR	D		
47		Cook Brown Rd	CR 74	90143	19820			2	FDOT	10039		C2_2W_2L_U_WL_WR	C	12047	12047
48		CR 74	DeSoto County Line	14860	15172			2	FDOT	10041		C2_2W_2L_U_0L_WR	C	9865	9865
49		Charlotte County Line	CR 763 (Farms Rd.)	11196	11197			2	FDOT	40004		C2_2W_2L_U_0L_0R	C	9736	9736
50		CR 763 (Farms Rd.)	CR 760 A	11197	11199			2	FDOT	40031		C2_2W_2L_U_0L_WR	C	12909	12909
51		CR 760 A	N. of CR 760	11203	10993			2	FDOT	40026		C2_2W_2L_U_0L_WR	C	12458	12458
52		N. of CR 760	SR 70	10988	11193			2	FDOT	40026		C2_2W_2L_U_WL_WR	D	13467	13467
53	SR 70	E. of Ford Dealer	SR 31	11055	11192			4	FDOT	40011		C2_2W_4L_D_WL_WR	C	13830	14900
54		SR 31	Roger Ave./Oak St.	11192	10982			4	FDOT	40021		C2_2W_4L_D_WL_WR	C	22097	25500
55	SR 70 EB (Magnolia St.)	SR 70/Hickory St.	Roger Ave./Oak St.	10907	10989			2	FDOT	45019		C2T_1W_2L_U_0L_WR	C	12563	12563
56	SR 70 WB (Hickory St.)	SR 70/Roger Ave.	SR 70/Magnolia St.	10989	10995			2	FDOT	45020		C2T_1W_2L_U_0L_WR	C	7703	10500
57	US 17 - Westbound (Marion Ave.)	SR 35/US 17	Cooper St	14804	14817			3	FDOT	15037		C4_1W_3L_U_0L_0R	D	10513	14500
58		Cooper St	US 41 (Tamiami Trail)	14813	14761			3	FDOT	10015		C4_1W_3L_U_0L_WR	D	7833	12000
59		US 41 (Tamiami Trail)	US 41 (Cross St)	14737	14726			2	FDOT	15039		C5_1W_2L_U_0L_0R	D	3064	7900
60	US 17 - Eastbound (Olympia Ave.)	US 41 (Cross St)	Taylor St	14710	14704			2	FDOT	15038		C4_1W_2L_U_0L_0R	D	16660	16660
61		Taylor St	US 41 (Tamiami Trail)	14723	14710			2	FDOT	15038		C4_1W_2L_U_WL_0R	D	16730	16730
62		US 41 (Tamiami Trail)	Cooper St	14753	14793			3	FDOT	15025		C4_1W_3L_U_0L_0R	D	7237	9400
63		Cooper St	SR 35/US 17 (Marion Ave)	14803	14799			3	FDOT	15036		C4_1W_3L_U_0L_0R	D	9440	13000
64	US 17	SR 35/US 17 (Marion Ave)	I - 75	14760	14771	14791	14768	6	FDOT	15024		C3C_2W_6L_D_WL_WR	D	19953	19953
65		I - 75	Copeley Ave	14810	14816	14821	14807	6	FDOT	15024		C3C_2W_6L_D_WL_0R	D	30229	30229
66		Copeley Ave	CR 74 (Bermont Rd)	14853	14841	14853	14840	4	FDOT	15015		C3C_2W_4L_D_WL_WR	D	26962	26962
67		CR 74 (Bermont Rd)	CR 764 (Washington Loop Rd)	14853	14908			4	FDOT	10010		C3R_2W_4L_D_WL_WR	D	23241	23241
68		CR 764 (Washington Loop Rd)	Taralane Dr	14975	15006			4	FDOT	10008		C3R_2W_4L_D_WL_0R	D	16643	16643
69		Taralane Dr	CR 764 (Washington Loop Rd)	15154	19813			4	FDOT	10008		C2_2W_4L_D_WL_WR	D	15812	15812
70		CR 764 (Washington Loop Rd)	Peace River Shore Blvd	15195	19824			4	FDOT	10023		C2_2W_4L_D_WL_WR	D	14012	14012
71		Peace River Shore Blvd	Foxtail Lane	15522	11157			4	FDOT	10023		C2_2W_4L_D_WL_WR	D	12940	12940
72		Foxtail Lane	DeSoto County Line	11157	11259			4	FDOT	10023		C2_2W_4L_D_WL_0R	D	13043	13043
73	SR 93/I-75	Lee County Line	CR 762 (Tuckers Grade)	14230	14224	14225	14231	6	FDOT	10055		RDA_LA_6L_0A	C	78721	78721
74		CR 762 (Tuckers Grade)	N Jones Loop Rd	14355	14292	14293	14356	6	FDOT	10034		UA_LA_6L_0A	D	77188	77188
75		N Jones Loop Rd	US 17	14741	19896	19897	14742	6	FDOT	10350		UA_LA_6L_0A	D	77798	77798
76		US 17	CR 776 (Harbor View Rd)	14839	14787	14788	14838	6	FDOT	10036		UA_LA_6L_0A	D	73780	73780

BACKGROUND TRAFFIC

#	NON - BABCOCK TRAFFIC: (8) Non-Babcock AADT	(9) K Factor	Non-Babcock Peak Hr Volume	(9) D Factor: D	High Dir	Non-Babcock Dir. Volume Dir1 NB/EB	Dir2 SB/WB	BABCOCK MPD TRAFFIC: (10) D1RPM MPD AADT	% Distribution	(11) ITE Net New Peak Hr	Inbound Direction	MPD Dir. Volume (12) Dir1 NB/EB	Dir2 SB/WB	TOTAL BACKGROUND VOLUME Dir1 NB/EB	Dir2 SB/WB
1	5676	0.092	520	0.547	SB/WB	240	280	4	0.0%	0	NB/EB	0	0	240	280
2	6402	0.092	590	0.547	SB/WB	270	320	0	0.0%	0	NB/EB	0	0	270	320
3	6563	0.092	600	0.547	SB/WB	270	330	0	0.0%	0	NB/EB	0	0	270	330
4	9770	0.092	900	0.547	SB/WB	410	490	57	0.2%	6	NB/EB	3	3	413	493
5	8535	0.092	790	0.547	NB/EB	430	360	385	1.6%	42	NB/EB	23	19	453	379
6	4795	0.092	440	0.547	NB/EB	240	200	399	1.7%	43	SB/WB	19	24	259	224
7	3201	0.092	290	0.549	NB/EB	160	130	120	0.5%	13	SB/WB	6	7	166	137
8	17034	0.092	1570	0.516	SB/WB	760	810	28	0.1%	3	SB/WB	1	2	761	812
9	18446	0.092	1700	0.516	SB/WB	820	880	31	0.1%	3	SB/WB	1	2	821	882
10	20684	0.092	1900	0.516	SB/WB	920	980	21	0.1%	2	SB/WB	1	1	921	981
11	7605	0.092	700	0.547	NB/EB	380	320	0	0.0%	0	NB/EB	0	0	380	320
12	2571	0.092	240	0.547	NB/EB	130	110	1	0.0%	0	NB/EB	0	0	130	110
13	2038	0.092	190	0.547	SB/WB	90	100	0	0.0%	0	SB/WB	0	0	90	100
14	2038	0.092	190	0.547	SB/WB	90	100	0	0.0%	0	SB/WB	0	0	90	100
15	1768	0.092	160	0.547	SB/WB	70	90	0	0.0%	0	NB/EB	0	0	70	90
16	22154	0.092	2040	0.547	SB/WB	920	1120	253	1.1%	27	NB/EB	15	12	935	1132
17	20203	0.092	1860	0.547	SB/WB	840	1020	256	1.1%	28	NB/EB	15	13	855	1033
18	28809	0.092	2650	0.547	SB/WB	1200	1450	317	1.3%	34	NB/EB	19	15	1219	1465
19	12967	0.092	1190	0.547	NB/EB	650	540	96	0.4%	10	SB/WB	5	5	655	545
20	10776	0.092	990	0.547	NB/EB	540	450	86	0.4%	9	SB/WB	4	5	544	455
21	3634	0.092	330	0.547	NB/EB	180	150	3	0.0%	0	SB/WB	0	0	180	150
22	10783	0.092	990	0.547	NB/EB	540	450	0	0.0%	0	SB/WB	0	0	540	450
23	8056	0.092	740	0.547	NB/EB	400	340	23	0.1%	2	SB/WB	1	1	401	341
24	11209	0.092	1030	0.547	NB/EB	560	470	19	0.1%	2	SB/WB	1	1	561	471
25	7239	0.092	670	0.547	NB/EB	370	300	5	0.0%	1	SB/WB	0	1	370	301
26	19430	0.092	1790	0.547	SB/WB	810	980	377	1.6%	41	NB/EB	23	18	833	998
27	5896	0.092	540	0.516	SB/WB	260	280	4	0.0%	0	NB/EB	0	0	260	280
28	6176	0.092	570	0.516	SB/WB	280	290	6	0.0%	1	NB/EB	1	0	281	290
29	33287	0.095	3160	0.516	SB/WB	1530	1630	145	0.6%	16	SB/WB	7	9	1537	1639
30	28546	0.095	2710	0.516	SB/WB	1310	1400	154	0.7%	17	SB/WB	8	9	1318	1409
31	31370	0.095	2980	0.516	SB/WB	1440	1540	209	0.9%	23	SB/WB	10	13	1450	1553
32	22758	0.095	2160	0.516	SB/WB	1050	1110	59	0.2%	6	SB/WB	3	3	1053	1113
33	18459	0.090	1660	0.516	SB/WB	800	860	36	0.2%	4	SB/WB	2	2	802	862
34	31363	0.090	2820	0.516	SB/WB	1360	1460	63	0.3%	7	SB/WB	3	4	1363	1464
35	34989	0.090	3150	0.516	SB/WB	1520	1630	2	0.0%	0	SB/WB	0	0	1520	1630
36	17495	0.090	1570	0.999	NB/EB	1570	0	0	0.0%	0	NB/EB	0	0	1570	0
37	24450	0.090	2200	0.999	NB/EB	2200	0	0	0.0%	0	NB/EB	0	0	2200	0
38	30808	0.090	2770	0.999	NB/EB	2770	0	68	0.3%	7	NB/EB	7	0	2777	0
39	31525	0.090	2840	0.999	NB/EB	2840	0	68	0.3%	7	NB/EB	7	0	2847	0
40	30699	0.090	2760	0.999	SB/WB	0	2760	53	0.2%	6	SB/WB	0	6	0	2766
41	28906	0.090	2600	0.999	SB/WB	0	2600	53	0.2%	6	SB/WB	0	6	0	2606
42	18500	0.090	1670	0.999	SB/WB	0	1670	0	0.0%	0	SB/WB	0	0	0	1670
43	18492	0.090	1660	0.999	SB/WB	0	1660	3	0.0%	0	SB/WB	0	0	0	1660
44						50	70		10.2%			118	144	168	214
45						50	70		14.2%			164	200	214	270
46						50	70		14.2%			164	200	214	270
47	1308	0.095	120	0.568	SB/WB	50	70	3356	14.2%	364	SB/WB	164	200	214	270
48	1532	0.095	150	0.568	NB/EB	90	60	2785	11.8%	302	SB/WB	136	166	226	226
49	1626	0.095	150	0.559	NB/EB	80	70	2728	11.6%	296	SB/WB	133	163	213	233
50	5096	0.095	480	0.559	SB/WB	210	270	2658	11.3%	288	SB/WB	130	158	340	428
51	6105	0.090	550	0.559	SB/WB	240	310	2177	9.2%	236	SB/WB	106	130	346	440
52	7820	0.090	700	0.559	NB/EB	390	310	1975	8.4%	214	SB/WB	97	117	487	427
53	14053	0.090	1260	0.999	NB/EB	1260	0	266	1.1%	29	SB/WB	29	0	1289	0
54	21171	0.090	1910	0.559	NB/EB	1070	840	1565	6.6%	170	NB/EB	93	77	1163	917
55	11082	0.090	1000	0.999	NB/EB	1000	0	557	2.4%	60	NB/EB	60	0	1060	0
56	9647	0.090	870	0.999	SB/WB	0	870	326	1.4%	35	SB/WB	0	35	0	905
57	14271	0.090	1280	0.999	SB/WB	0	1280	114	0.5%	12	SB/WB	0	12	0	1292
58	11819	0.090	1060	0.999	SB/WB	0	1060	99	0.4%	11	SB/WB	0	11	0	1071
59	7838	0.090	710	0.999	SB/WB	0	710	30	0.1%	3	SB/WB	0	3	0	713
60	16538	0.090	1490	0.999	NB/EB	1490	0	62	0.3%	7	SB/WB	7	0	1497	0
61	16603	0.090	1490	0.999	NB/EB	1490	0	64	0.3%	7	SB/WB	7	0	1497	0
62	9267	0.090	830	0.999	NB/EB	830	0	66	0.3%	7	SB/WB	7	0	837	0
63	12837	0.090	1160	0.999	NB/EB	1160	0	76	0.3%	8	SB/WB	8	0	1168	0
64	19561	0.090	1760	0.516	SB/WB	850	910	190	0.8%	21	NB/EB	12	9	862	919
65	29480	0.090	2650	0.516	SB/WB	1280	1370	304	1.3%	33	SB/WB	15	18	1295	1388
66	25940	0.090	2330	0.547	SB/WB	1060	1270	311	1.3%	34	SB/WB	15	19	1075	1289
67	23014	0.090	2070	0.547	SB/WB	940	1130	83	0.4%	9	SB/WB	4	5	944	1135
68	16506	0.090	1490	0.547	SB/WB	670	820	57	0.2%	6	SB/WB	3	3	673	823
69	15720	0.090	1410	0.547	SB/WB	640	770	36	0.2%	4	SB/WB	2	2	642	772
70	13974	0.095	1330	0.547	NB/EB	730	600	17	0.1%	2	SB/WB	1	1	731	601
71	12940	0.095	1230	0.547	NB/EB	670	560	0	0.0%	0	SB/WB	0	0	670	560
72	13043	0.095	1240	0.547	NB/EB	680	560	0	0.0%	0	SB/WB	0	0	680	560
73	75438	0.105	7920	0.519	SB/WB	3810	4110	1334	5.7%	145	SB/WB	65	80	3875	4190
74	74982	0.105	7870	0.519	SB/WB	3790	4080	933	4.0%	101	SB/WB	46	55	3836	4135
75	76866	0.105	8070	0.519	SB/WB	3880	4190	521	2.2%	56	SB/WB	25	31	3905	4221
76	72671	0.090	6540	0.519	SB/WB	3150	3390	549	2.3%	60	SB/WB	27	33	3177	3423

BRC DRI TRAFFIC / TOTAL TRAFFIC

#	BRC DRI: (10) D1RPM DRI AADT	% Distribution	(11) ITE Net New Peak Hr	Inbound Direction	DRI Dir. Volume (12) Dir1 NB/EB	Dir2 SB/WB	TOTAL: Total Dir. Volume Dir1 NB/EB	Dir2 SB/WB	(13) Service Volume @ LOS Std.	2045 LOS V/SV Dir1 NB/EB	V/SV Dir2 SB/WB	LOS Dir1 NB/EB	LOS Dir2 SB/WB	Project Traffic As % of SV Dir1 NB/EB	Dir2 SB/WB	Sig. & Adv. Impact @ 5% (14) Dir1 NB/EB	Dir2 SB/WB
1	8	0.02%	1	NB/EB	1	0	241	280	799	0.30	0.35	C	C	0.1%	0.0%		
2	1	0.0%	0	NB/EB	0	0	270	320	770	0.35	0.42	C	C	0.0%	0.0%		
3	2	0.0%	0	NB/EB	0	0	270	330	770	0.35	0.43	C	C	0.0%	0.0%		
4	43	0.1%	5	NB/EB	3	2	416	495	799	0.52	0.62	C	C	0.4%	0.3%		
5	970	2.0%	118	NB/EB	67	51	520	430	799	0.65	0.54	C	C	8.4%	6.4%	*	*
6	1013	2.1%	123	SB/WB	53	70	312	294	657	0.47	0.45	C	C	8.1%	10.7%	*	*
7	631	1.3%	77	SB/WB	33	44	199	181	657	0.30	0.28	B	B	5.0%	6.7%	*	*
8	19	0.0%	2	SB/WB	1	1	762	813	1748	0.44	0.47	C	C	0.1%	0.1%		
9	23	0.0%	3	SB/WB	1	2	822	884	1748	0.47	0.51	C	C	0.1%	0.1%		
10	40	0.1%	5	SB/WB	2	3	923	984	1748	0.53	0.56	C	C	0.1%	0.2%		
11	0	0.0%	0	NB/EB	0	0	380	320	799	0.48	0.40	C	C	0.0%	0.0%		
12	5	0.0%	1	NB/EB	1	0	131	110	799	0.16	0.14	C	C	0.1%	0.0%		
13	0	0.0%	0	SB/WB	0	0	90	100	799	0.11	0.13	C	C	0.0%	0.0%		
14	0	0.0%	0	SB/WB	0	0	90	100	799	0.11	0.13	C	C	0.0%	0.0%		
15	0	0.0%	0	NB/EB	0	0	70	90	770	0.09	0.12	C	C	0.0%	0.0%		
16	342	0.7%	42	NB/EB	24	18	959	1150	1748	0.55	0.66	C	C	1.4%	1.0%		
17	347	0.7%	42	NB/EB	24	18	879	1051	1748	0.50	0.60	C	C	1.4%	1.0%		
18	447	0.9%	54	NB/EB	31	23	1250	1488	1710	0.73	0.87	C	D	1.8%	1.3%		
19	459	0.9%	56	SB/WB	24	32	679	577	1710	0.40	0.34	C	C	1.4%	1.9%		
20	150	0.3%	18	SB/WB	8	10	552	465	799	0.69	0.58	C	C	1.0%	1.3%		
21	8	0.0%	1	SB/WB	0	1	180	151	770	0.23	0.20	C	C	0.0%	0.1%		
22	1	0.0%	0	SB/WB	0	0	540	450	1710	0.32	0.26	C	C	0.0%	0.0%		
23	29	0.1%	4	SB/WB	2	2	403	343	770	0.52	0.45	C	C	0.3%	0.3%		
24	22	0.0%	3	SB/WB	1	2	562	473	770	0.73	0.61	D	C	0.1%	0.3%		
25	5	0.0%	1	SB/WB	0	1	370	302	770	0.48	0.39	C	C	0.0%	0.1%		
26	638	1.3%	77	NB/EB	44	33	877	1031	1748	0.50	0.59	C	C	2.5%	1.9%		
27	4	0.0%	0	NB/EB	0	0	260	280	799	0.33	0.35	C	C	0.0%	0.0%		
28	7	0.0%	1	NB/EB	1	0	282	290	770	0.37	0.38	C	C	0.1%	0.0%		
29	260	0.5%	32	SB/WB	14	18	1551	1657	2390	0.65	0.69	B	B	0.6%	0.8%		
30	271	0.6%	33	SB/WB	14	19	1332	1428	2390	0.56	0.60	B	B	0.6%	0.8%		
31	380	0.8%	46	SB/WB	20	26	1470	1579	1901	0.77	0.83	C	C	1.1%	1.4%		
32	101	0.2%	12	SB/WB	5	7	1058	1120	1901	0.56	0.59	C	C	0.3%	0.4%		
33	61	0.1%	7	SB/WB	3	4	805	866	1943	0.41	0.45	C	C	0.2%	0.2%		
34	74	0.2%	9	SB/WB	4	5	1367	1469	1943	0.70	0.76	C	C	0.2%	0.3%		
35	9	0.0%	1	SB/WB	0	1	1520	1631	1790	0.85	0.91	D	D	0.0%	0.1%		
36	5	0.0%	1	NB/EB	1	0	1571	0	2255	0.70	0.00	D	C	0.0%	0.0%		
37	0	0.0%	0	NB/EB	0	0	2200	0	3541	0.62	0.00	C	C	0.0%	0.0%		
38	47	0.1%	6	NB/EB	6	0	2783	0	3216	0.87	0.00	C	C	0.2%	0.0%		
39	47	0.1%	6	NB/EB	6	0	2853	0	2281	1.25	0.00	F	C	0.3%	0.0%		
40	40	0.1%	5	SB/WB	0	5	0	2771	2281	0.00	1.21	C	F	0.0%	0.2%		
41	41	0.1%	5	SB/WB	0	5	0	2611	3216	0.00	0.81	C	C	0.0%	0.2%		
42	0	0.0%	0	SB/WB	0	0	0	1670	3216	0.00	0.52	C	C	0.0%	0.0%		
43	5	0.0%	1	SB/WB	0	1	0	1661	2172	0.00	0.76	C	C	0.0%	0.0%		
44		71.8%			2412	1819	2580	2033	1943	1.33	1.05	F	F	124.1%	93.6%	**	**
45		43.9%			1424	1161	1638	1431	1943	0.84	0.74	C	C	73.3%	59.8%	*	*
46		28.8%			877	820	1091	1090	1166	0.94	0.93	D	D	75.2%	70.3%	*	*
47	7383	15.2%	897	SB/WB	386	511	600	781	430	1.40	1.82	D	E	89.8%	118.8%	**	**
48	5548	11.4%	674	SB/WB	290	384	516	610	430	1.20	1.42	D	D	67.4%	89.3%	**	**
49	5382	11.1%	654	SB/WB	281	373	494	606	430	1.15	1.41	D	D	65.3%	86.7%	**	**
50	5155	10.6%	626	SB/WB	269	357	609	785	430	1.42	1.83	D	E	62.6%	83.0%	**	**
51	4176	8.6%	507	SB/WB	218	289	564	729	430	1.31	1.70	D	D	50.7%	67.2%	**	**
52	3672	7.6%	446	SB/WB	192	254	679	681	730	0.93	0.93	D	D	26.3%	34.8%	*	*
53	581	1.2%	71	SB/WB	71	0	1360	0	2390	0.57	0.00	B	B	3.0%	0.0%		
54	2764	5.7%	336	NB/EB	192	144	1355	1061	2390	0.57	0.44	B	B	8.0%	6.0%	*	*
55	924	1.9%	112	NB/EB	112	0	1172	0	1368	0.86	0.00	C	C	8.2%	0.0%	*	
56	527	1.1%	64	SB/WB	0	64	0	969	1368	0.00	0.71	C	C	0.0%	4.7%		
57	115	0.2%	14	SB/WB	0	14	0	1306	3372	0.00	0.39	C	C	0.0%	0.4%		
58	82	0.2%	10	SB/WB	0	10	0	1081	3541	0.00	0.31	C	C	0.0%	0.3%		
59	32	0.1%	4	SB/WB	0	4	0	717	2280	0.00	0.31	C	C	0.0%	0.2%		
60	60	0.1%	7	SB/WB	7	0	1504	0	2148	0.70	0.00	D	C	0.3%	0.0%		
61	63	0.1%	8	SB/WB	8	0	1505	0	2148	0.70	0.00	D	C	0.4%	0.0%		
62	67	0.1%	8	SB/WB	8	0	845	0	3372	0.25	0.00	C	C	0.2%	0.0%		
63	87	0.2%	11	SB/WB	11	0	1179	0	3372	0.35	0.00	C	C	0.3%	0.0%		
64	202	0.4%	25	NB/EB	14	11	876	930	2814	0.31	0.33	C	C	0.5%	0.4%		
65	445	0.9%	54	SB/WB	23	31	1318	1419	2680	0.49	0.53	C	C	0.9%	1.2%		
66	711	1.5%	86	SB/WB	37	49	1112	1338	1901	0.58	0.70	C	C	1.9%	2.6%		
67	144	0.3%	17	SB/WB	7	10	951	1145	1943	0.49	0.59	C	C	0.4%	0.5%		
68	80	0.2%	10	SB/WB	4	6	677	829	1850	0.37	0.45	C	C	0.2%	0.3%		
69	56	0.1%	7	SB/WB	3	4	645	776	2910	0.22	0.27	B	B	0.1%	0.1%		
70	21	0.0%	3	SB/WB	1	2	732	603	2910	0.25	0.21	B	B	0.0%	0.1%		
71	0	0.0%	0	SB/WB	0	0	670	560	2910	0.23	0.19	B	B	0.0%	0.0%		
72	0	0.0%	0	SB/WB	0	0	680	560	2910	0.23	0.19	B	B	0.0%	0.0%		
73	1949	4.0%	237	SB/WB	102	135	3977	4325	3990	1.00	1.08	C	D	2.6%	3.4%		
74	1273	2.6%	155	SB/WB	67	88	3903	4223	6080	0.64	0.69	C	C	1.1%	1.4%		
75	411	0.8%	50	SB/WB	21	29	3926	4250	6080	0.65	0.70	C	C	0.3%	0.5%		
76	560	1.2%	68	SB/WB	29	39	3206	3462	6080	0.53	0.57	B	B	0.5%	0.6%		

TOTAL TRAFFIC (continued)

#	Future LOS Facility Type	Future LOS Targ./Std.	(13) Service Volume 2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	# of Lanes Needed	Needed Improvement	
1	C3R_2W_2L_U_0L_0R	D	799	1249	1873	2498	3122	2	Add 0 L	1
2	C3C_2W_2L_U_0L_0R	D	770	1222	1833	2444	3054	2	Add 0 L	2
3	C3C_2W_2L_U_0L_0R	D	770	1222	1833	2444	3054	2	Add 0 L	3
4	C3R_2W_2L_U_0L_0R	D	799	1249	1873	2498	3122	2	Add 0 L	4
5	C3R_2W_2L_U_0L_0R	D	799	1249	1873	2498	3122	2	Add 0 L	5
6	C1_2W_2L_U_0L_0R	D	657	1964	2950	3933	4916	2	Add 0 L	6
7	C1_2W_2L_U_0L_0R	D	657	1964	2950	3933	4916	2	Add 0 L	7
8	C3R_2W_4L_D_WL_WR	D	1101	1748	2580	3440	4300	2	Add 0 L	8
9	C3R_2W_4L_D_WL_WR	D	1101	1748	2580	3440	4300	2	Add 0 L	9
10	C3R_2W_4L_D_WL_WR	D	1101	1748	2580	3440	4300	2	Add 0 L	10
11	C3R_2W_2L_U_0L_0R	D	799	1249	1873	2498	3122	2	Add 0 L	11
12	C3R_2W_2L_U_0L_0R	D	799	1249	1873	2498	3122	2	Add 0 L	12
13	C3R_2W_2L_U_0L_0R	D	799	1249	1873	2498	3122	2	Add 0 L	13
14	C3R_2W_2L_U_0L_0R	D	799	1249	1873	2498	3122	2	Add 0 L	14
15	C3C_2W_2L_U_0L_0R	D	770	1222	1833	2444	3054	2	Add 0 L	15
16	C3R_2W_4L_D_WL_WR	D	1101	1748	2580	3440	4300	4	Add 0 L	16
17	C3R_2W_4L_D_WL_WR	D	1101	1748	2580	3440	4300	2	Add 0 L	17
18	C3C_2W_4L_D_WL_WR	D	1062	1710	2533	3005	3312	4	Add 0 L	18
19	C3C_2W_4L_D_WL_WR	D	1062	1710	2533	3005	3312	2	Add 0 L	19
20	C3R_2W_2L_U_0L_0R	D	799	1249	1873	2498	3122	2	Add 0 L	20
21	C3C_2W_2L_U_0L_0R	D	770	1222	1833	2444	3054	2	Add 0 L	21
22	C3C_2W_4L_D_WL_WR	D	1062	1710	2533	3005	3312	2	Add 0 L	22
23	C3C_2W_2L_U_0L_0R	D	770	1222	1833	2444	3054	2	Add 0 L	23
24	C3C_2W_2L_U_0L_0R	D	770	1222	1833	2444	3054	2	Add 0 L	24
25	C3C_2W_2L_U_0L_0R	D	770	1222	1833	2444	3054	2	Add 0 L	25
26	C3R_2W_4L_D_WL_WR	D	1101	1748	2580	3440	4300	2	Add 0 L	26
27	C3R_2W_2L_U_0L_0R	D	799	1249	1873	2498	3122	2	Add 0 L	27
28	C3C_2W_2L_U_0L_0R	D	770	1222	1833	2444	3054	2	Add 0 L	28
29	C2_2W_4L_D_WL_WR	C	452	2390	3570	4760	5950	4	Add 0 L	29
30	C2_2W_4L_D_WL_WR	C	452	2390	3570	4760	5950	4	Add 0 L	30
31	C3C_2W_4L_D_WL_WR	D	1180	1901	2814	3339	3680	4	Add 0 L	31
32	C3C_2W_4L_D_WL_WR	D	1180	1901	2814	3339	3680	2	Add 0 L	32
33	C3R_2W_4L_D_WL_WR	D	1224	1943	2867	3822	4778	2	Add 0 L	33
34	C3R_2W_4L_D_WL_WR	D	1224	1943	2867	3822	4778	4	Add 0 L	34
35	C4_2W_4L_D_WL_0R	D	914	1790	2810	3310	4138	4	Add 0 L	35
36	C4_1W_2L_U_0L_WR	D	0	2255	3541	4721	5902	2	Add 0 L	36
37	C4_1W_3L_U_0L_WR	D	0	2255	3541	4721	5902	2	Add 0 L	37
38	C3C_1W_3L_U_0L_0R	D	1079	2172	3216	4288	5360	3	Add 0 L	38
39	C3C_1W_2L_U_WL_WR	D	0	2281	3377	4007	5009	3	Add 0 L	39
40	C3C_1W_2L_U_0L_WR	D	1079	2281	3377	4503	5628	3	Add 1 L	40
41	C3C_1W_3L_U_0L_0R	C	766	1824	2832	3776	4720	3	Add 0 L	41
42	C3C_1W_3L_U_0L_0R	C	766	1824	2832	3776	4720	2	Add 0 L	42
43	C3C_1W_2L_U_WL_0R	C	0	1824	2832	3776	4720	2	Add 0 L	43
44	C3R_2W_4L_D_WL_WR	D	1224	1943	2867	3822	4778	6	Add 2 L	44
45	C3R_2W_4L_D_WL_WR	D	1224	1943	2867	3822	4778	4	Add 0 L	45
46	C3R_2W_2L_U_WL_WR	D	1166	1845	2723	3631	4539	2	Add 0 L	46
47	C2_2W_2L_U_WL_WR	C	430	2271	3392	4522	5653	4	Add 2 L	47
48	C2_2W_2L_U_0L_WR	C	430	1793	2689	3585	4481	4	Add 2 L	48
49	C2_2W_2L_U_0L_0R	C	430	1793	2689	3585	4481	4	Add 2 L	49
50	C2_2W_2L_U_0L_WR	C	430	1793	2689	3585	4481	4	Add 2 L	50
51	C2_2W_2L_U_0L_WR	D	730	2183	3274	4365	5456	2	Add 0 L	51
52	C2_2W_2L_U_WL_WR	D	730	2765	4152	5535	6919	2	Add 0 L	52
53	C2_2W_4L_D_WL_WR	D	767	2910	4370	5827	7283	4	Add 0 L	53
54	C2_2W_4L_D_WL_WR	D	767	2910	4370	5827	7283	4	Add 0 L	54
55	C2T_1W_2L_U_0L_WR	D	0	1968	749	999	1248	2	Add 0 L	55
56	C2T_1W_2L_U_0L_WR	D	0	1968	749	999	1248	2	Add 0 L	56
57	C4_1W_3L_U_0L_0R	D	877	2148	3372	4496	5620	2	Add 0 L	57
58	C4_1W_3L_U_0L_WR	D	0	2255	3541	4721	5902	2	Add 0 L	58
59	C5_1W_2L_U_0L_0R	C	0	1548	1692	3492	4365	2	Add 0 L	59
60	C4_1W_2L_U_0L_0R	C	0	1452	2652	3536	4420	3	Add 1 L	60
61	C4_1W_2L_U_WL_0R	C	0	1452	2652	3536	4420	3	Add 1 L	61
62	C4_1W_3L_U_0L_0R	D	877	2148	3372	4496	5620	1	Add 0 L	62
63	C4_1W_3L_U_0L_0R	D	877	2148	3372	4496	5620	2	Add 0 L	63
64	C3C_2W_6L_D_WL_WR	D	1180	1901	2814	3339	3680	2	Add 0 L	64
65	C3C_2W_6L_D_WL_0R	D	1124	1810	2680	3180	3680	4	Add 0 L	65
66	C3C_2W_4L_D_WL_WR	D	1180	1901	2814	3339	3680	4	Add 0 L	66
67	C3R_2W_4L_D_WL_WR	D	1224	1943	2867	3822	4778	2	Add 0 L	67
68	C3R_2W_4L_D_WL_0R	D	1166	1850	2730	3640	4550	2	Add 0 L	68
69	C2_2W_4L_D_WL_WR	D	767	2910	4370	5827	7283	4	Add 0 L	69
70	C2_2W_4L_D_WL_WR	D	767	2910	4370	5827	7283	2	Add 0 L	70
71	C2_2W_4L_D_WL_WR	D	767	2910	4370	5827	7283	2	Add 0 L	71
72	C2_2W_4L_D_WL_0R	D	767	2910	4370	5827	7283	2	Add 0 L	72
73	RDA_LA_6L_0A	C	1662	2770	3990	5220	6525	8	Add 2 L	73
74	UA_LA_6L_0A	D	2035	4070	6080	8090	10020	6	Add 0 L	74
75	UA_LA_6L_0A	D	2035	4070	6080	8090	10020	6	Add 0 L	75
76	UA_LA_6L_0A	D	2035	4070	6080	8090	10020	4	Add 0 L	76

MPD

ITE PM PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)		FSUTMS TOTAL INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	FSUTMS INTERZONAL (EXTERNAL) TRIPS TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD)
INBOUND	1405	27635	23605
OUTBOUND	1154		
TOTAL	2559		

DRI

ITE PM PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)		FSUTMS TOTAL INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	FSUTMS INTERZONAL (EXTERNAL) TRIPS TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD)
INBOUND	3360	52566	48534
OUTBOUND	2534		
TOTAL	5894		

Footnotes:
(1) FDOT D1RPMv2.1 2026 E+C Network Link Node numbers.
(2) FDOT D1RPMv2.1 2026 E+C number of lanes.
(3) FDOT Florida 2023 Traffic Information - Site Location Reference. Lee County 2023-2028 Peak HR Peak Season Volume Calculations. Charlotte County: 2024 Roadway Level of Service Data - VV SNO #.
(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2023 LOS report
(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
(6) D1RPM Babcock Model Run - Future 2045 SE Data with 2026 E+C Network AADT distribution and assignment.
(7) AADT volumes are adjusted to ensure future volumes are greater than or equal to existing segment volumes. For Lee County roads: Existing AADT = (Existing K100 Directional Volumes)/D/K100.
(8) Non-Babcock AADT = (Total AADT) - (MPD AADT) - (DRI AADT)
(9) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2023 LOS report and D factors from FDOT Florida Traffic Information Online (2023)
Lee County K(100) and D(100) based on Lee County 2023-2028 Peak HR Peak Season Volume Calculations. Charlotte County K factors based on Charlotte County: 2024 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2023)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2023 Traffic Count Report.
(10) Select Zone Assignment.
(11) ITE net new external trips assigned to SR 31.
(12) Project directional split based on estimated ITE Net New External trips derived from ITE, Trip Generation (11th Edition).
(13) Service Volumes for Charlotte County and State Roads based on FDOT 2023 Quality / Level of Service Handbook - Appendix B: Florida's Generalized Service Volume Tables. Service volumes based on the FDOT District 1 2023 LOS report .
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).
(14) Significant = *
Significant and Adverse = **
(15) Daily volumes derived from weighted average link volumes.
(16) Peak hour directional volumes based on the Project access volume projections (Appendix 21-K).

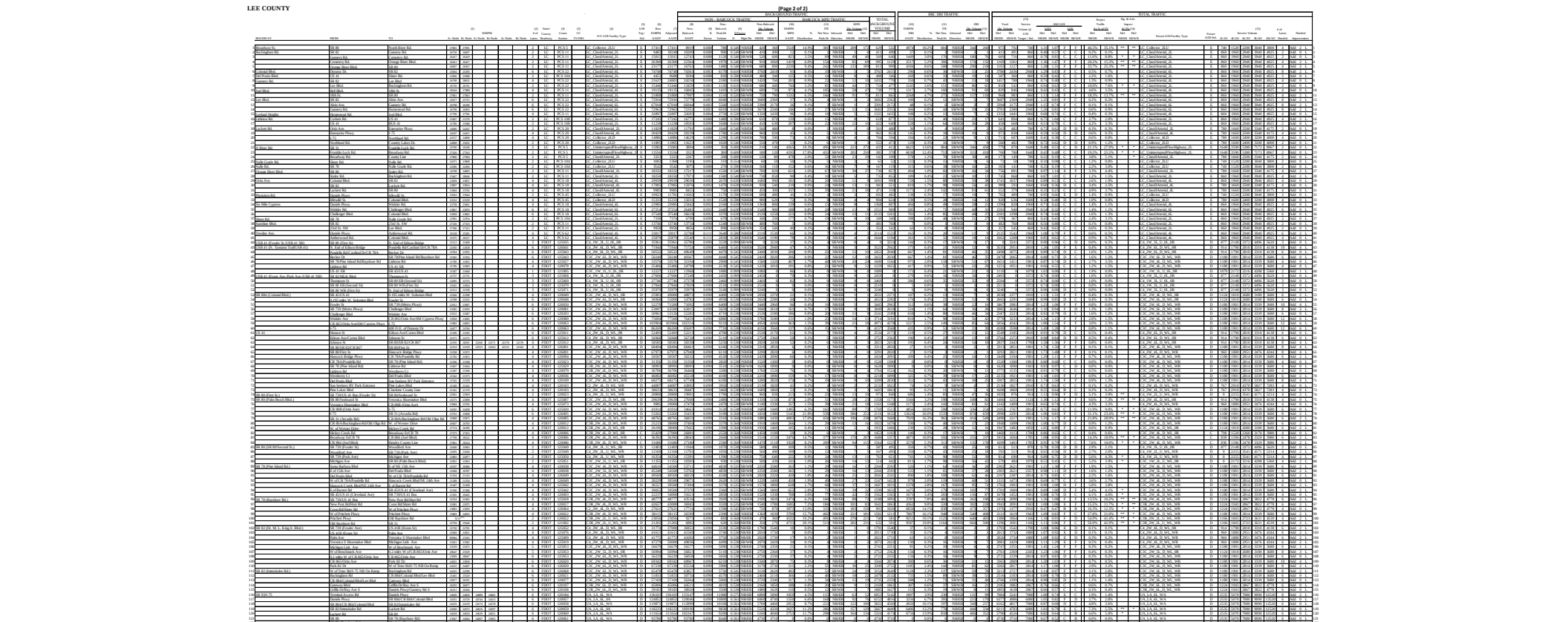
1

EXHIBIT J
CUMULATIVE FUTURE (2040) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR, PEAK SEASON

EXHIBIT 21.F-3b

BABCOCK RANCH COMMUNITY
INCREMENTAL DRI AMENDMENTS (2024)
FUTURE 2040 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY



MPD
DIR PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)

INBOUND	1385
OUTBOUND	1154
TOTAL	2539

TOTAL INTERNAL-EXTERNAL TRIPS ASSIGNED TO SR 31 ENTRANCES
27025

TOTAL INTERNAL-EXTERNAL TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH/NON-ORIEMPO TAZs
25685

DRI
DIR PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)

INBOUND	3360
OUTBOUND	2534
TOTAL	5894

TOTAL TOTAL INTERNAL-EXTERNAL TRIPS ASSIGNED TO SR 31 ENTRANCES
52566

TOTAL INTERNAL-EXTERNAL TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH/NON-ORIEMPO TAZs
48534

Footnotes:
(1) FDOT D1RPMv2.1 2026 E+C Network Link Node numbers.
(2) FDOT D1RPMv2.1 2026 E+C number of lanes.
(3) FDOT Florida 2023 Traffic Information - Site Location Reference. Lee County 2023-2028 Peak HR Peak Season Volume Calculations. Charlotte County. 2024 Roadway Level of Service Data - V-V SNO #.
(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2023 LOS report
(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
(6) D1RPM Babcock Model Run - Future 2045 SE Data with 2026 E+C Network AADT distribution and assignment.
(7) AADT volumes are adjusted to ensure future volumes are greater than or equal to existing segment volumes. For Lee County roads: Existing AADT = (Existing K100 Directional Volumes)/D/K100.
(8) Non-Babcock AADT = (Total AADT) - (MPD AADT) - (DRI AADT)
(9) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2023 LOS report and D factors from FDOT Florida Traffic Information Online (2023)
Lee County K(100) and D(100) based on Lee County 2023-2028 Peak HR Peak Season Volume Calculations. Charlotte County K factors based on Charlotte County: 2024 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2023)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2023 Traffic Count Report.
(10) Select Zone Assignment.
(11) ITE net new external trips assigned to SR 31.
(12) Project directional split based on estimated ITE Net New External trips derived from ITE, Trip Generation (11th Edition).
(13) Service Volumes for Charlotte County and State Roads based on FDOT 2023 Quality / Level of Service Handbook - Appendix B: Florida's Generalized Service Volume Tables. Service volumes based on the FDOT District 1 2023 LOS report .
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).
(14) Significant = *
Significant and Adverse = **
(15) Daily volumes derived from weighted average link volumes.
(16) Peak hour directional volumes based on the Project access volume projections (Appendix 21-K).

EXHIBIT K
CUMULATIVE FUTURE (2040) TRAFFIC CONDITIONS WITH PROJECT
PROPORTIONATE SHARE CALCULATION

EXHIBIT K
(Page 1 of 2)

BABCOCK RANCH COMMUNITY DRI

Cumulative (Increments 1-3) Proportionate Share Cost Estimates for Significant and Adverse Segments

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [1]	Proportionate Share ($) [5]
SR 31 Ultimate Improvements (Includes widening and intersections)									
SR 31 from SR 78 to Cypress Parkway	SR 31 Ultimate 1 (6 lanes from SR 78 to Cypress Parkway)	100% prop share assumed					100%	$13,885,000	$13,885,000
SR 31 from Horseshoe Road to Cook Brown Roac	SR 31 Ultimate 2 (4 lanes from Horseshoe Road to Cook Brown Road)	100% prop share assumed					100%	$17,088,000	$17,088,000
							Subtotal	**$30,973,000**	**$30,973,000**

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [2]	Proportionate Share ($) [5]
SR 31 NB Auxillary Thru Lane									
SR 31 (NB) from 800' south of North River Road to 800' north of Shirley Lan	Add 1 NB auxillary thru lane	0.52	100% prop share assumed				100%	$2,860,000	$2,860,000

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [3]	Proportionate Share ($) [5]
SR 78 Widening									
SR 78 from Pritchett Parkway to Old Bayshore Roac	Widen from 2 to 4 lanes	2.33	1079	1200	3280	2080	52%	$19,106,000	$9,911,238
SR 78 from Old Bayshore Road to SR 31	Widen from 2 to 4 lanes	0.67	1095	924	2100	1176	93%	$5,494,000	$5,115,587
							Subtotal	**$24,600,000**	**$15,026,824**

							Subtotal	**$58,433,000**	**$48,859,824**

1. Cost consistent with estimated cost from SR 31 PD&E Study Preliminary Engineering Report. Includes cost of all project-related intersection improvements identified in the PD&E Study.
2. Assumes cost per lane per mile = $5,500,000.
3. Cost consistent with estimated cost from the Lee MPO LTRP Needs Plan (Table 4-1).
4. Proportionate Share % = (Project Trips) / [(Lane Group Capacities after project improvements) - (Lane Group Capacities before project improvements)].
5. Proportionate Share Cost = Proportionate Share % * Total Project Cost.

EXHIBIT K
(Page 2 of 2)

BABCOCK RANCH COMMUNITY DRI

Cumulative (Increments 1-3) Proportionate Share Cost Estimates for Significant and Adverse Intersections

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
4) SR 78 at I-75 (West Ramp)															
NB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
SB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	118	482	508	571	63	100%	$135,418
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
EB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
WB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	157	681	371	695	324	48%	$65,619
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
Traffic Control		No Project related improvement						$0	275	1,086	N/A	N/A	N/A	0%	$0
		Subtotal	*$366,668*	*$41,667*	*$208,335*	*$31,250*	*$31,250*	*$270,836*							*$201,037*

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
12) SR 80 at Orange River Blvd.															
NB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	0	634	584	875	291	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
SB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
EB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
WB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
Traffic Control		No Project related improvement						$0	0	634	N/A	N/A	N/A	0%	$0
		Subtotal	*$83,334*	*$20,834*	*$104,168*	*$15,625*	*$15,625*	*$135,418*							*$0*

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
13) SR 80 at SR 31															
NB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
SB	LT	Add 2 Left-Turn Lanes (3 Total)	$166,668	$41,667	$208,335	$31,250	$31,250	$270,836	244	493	421	612	191	100%	$270,836
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	Add Right-Turn Lane	$174,767	$43,692	$218,459	$32,769	$32,769	$283,996	567	837	830	1,396	566	100%	$283,996
EB	LT	Add 2 Left-Turn Lanes + Receiving Lane[5]	$898,994	$224,749	$1,123,743	$168,561	$168,561	$1,460,866	1062	1249	744	2,052	1308	81%	$1,186,116
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
WB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	0	174	266	555	289	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
Traffic Control		No Project related improvement						$0	1,875	2,757	N/A	N/A	N/A	0%	$0
		Subtotal	*$1,323,763*	*$338,941*	*$1,654,704*	*$249,206*	*$249,206*	*$2,151,115*							*$1,740,948*

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
19) SR 31 at North River Rd.															
NB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
SB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
EB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	132	164	152	261	109	100%	$135,418
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
WB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	0	106	277	203	0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
Traffic Control		No Project related improvement						$0	132	270	N/A	N/A	N/A	0%	$0
		Subtotal	*$366,668*	*$41,667*	*$208,335*	*$31,250*	*$31,250*	*$270,836*							*$135,418*

	Grand Total	**$1,740,433**	**$435,108**	**$2,175,542**	**$326,331**	**$326,331**	**$2,828,204**	**$2,077,402**

1. Total Construction Cost includes addition of 25% for Scope Contingency to the Construction Cost.
2. Total Project Cost includes addition of 15% for Preliminary Engineering and 15% for CEI to the Total Construction Cost. This does not include Right-Of-Way Cost.
3. For geometric improvements: Proportionate Share % = (Project Trips) / [(Lane Group Capacities after project improvements) - (Lane Group Capacities before project improvements)]. For signalization: Proportionate Share % = (Project Traffic Entering Intersection) / (Total Traffic Entering Intersection).
4. Proportionate Share Cost = Proportionate Share % * Total Project Cost.
5. Receiving lane based on 1/8 mile length. Cost per mile: $2,929,305.

EXHIBIT K
CUMULATIVE FUTURE (2040) TRAFFIC CONDITIONS WITH PROJECT
PROPORTIONATE SHARE CALCULATION

(Page 1 of 2)

Cumulative (Increments 1-3) Proportionate Share Cost Estimates for Significant and Adverse Segments

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [1]	Proportionate Share ($) [5]
SR 31 Ultimate Improvements (Includes widening and intersections)									
SR 31 from SR 78 to Cypress Parkway	SR 31 Ultimate 1 (Expand to 6 lanes from SR 78 to Cypress Parkway) (Transportation Deficient - Widen from 4 to 6 lanes [6] from CR 74 to Shirley Lane)	100% prop share assumed					100%	$13,885,000	$13,885,000
SR 31 from Cypress Parkway to Horeshoe Road	SR 31 Ultimate 2 (Widen to 6 lanes from Cypress Parkway to Horseshoe Road)	0.75	100% prop share assumed				100%	$14,902,300	$14,902,300
SR 31 from Horseshoe Road to Cook Brown Road	SR 31 Ultimate 2 (Widen 0 lanes from Horseshoe Road to Cook Brown Road)	0.86	100% prop share assumed				0%	$0	$0
							Subtotal	**$28,787,300**	**$28,787,300**

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [1]	Proportionate Share ($) [5]
SR 31 2045 MPO Needs Improvements									
SR 78 from W. of Pritchett Parkway to Pritchett Parkway	Intersection improvements [6] in lieu of Widening from 4 to 6 lanes	0.225	540	1943	2814	871	0%	$0	$0
SR 78 from Pritchett Parkway to Old Bayshore Road	Widen from 2 to 4 lanes (from I-75 to SR 31)	2.33	640	1166	2723	1557	41%	$19,106,000	$7,853,500
SR 78 from Old Bayshore Road to SR 31	Widen from 2 to 4 lanes (from I-75 to SR 31)	0.67	664	1166	2723	1557	43%	$5,494,000	$2,343,000
							Subtotal	**$24,600,000**	**$10,196,500**

							Subtotal	**$53,387,300**	**$38,983,800**

1. Cost consistent with estimated cost from SR 31 PD&E Study Preliminary Engineering Report. Includes cost of intersection improvements identified in the PD&E Study.
2. Assumes cost per lane per mile = $5,500,000.
3. Cost consistent with estimated cost from the Lee MPO LTRP Needs Plan (Table 4-1).
4. Proportionate Share % = (Project Trips) / [(Lane Group Capacities after project improvements) - (Lane Group Capacities before project improvements)].
5. Proportionate Share Cost = Proportionate Share % * Total Project Cost.
6. Transportation Deficient per Chapter 163.3180, F.S.

EXHIBIT K
CUMULATIVE FUTURE (2040) TRAFFIC CONDITIONS WITH PROJECT
PROPORTIONATE SHARE CALCULATION

Cumulative (Increments 1-3) Proportionate Share Cost Estimates for Significant and Adverse Intersections

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
13) SR 80 at SR 31															
NB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
SB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	Add Right-Turn Lane	$174,767	$43,692	$218,459	$32,769	$32,769	$283,996	654	1117	830	984	154	100%	$283,996
EB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	874	1180	744	1346	602	100%	$135,418
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
WB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	Add Right-Turn Lane	$174,767	$43,692	$218,459	$32,769	$32,769	$283,996	548	932	830	984	154	100%	$283,996
Traffic Control		No Project related improvement						$0	2,076	3,229	N/A	N/A	N/A	0%	$0
		Subtotal	***$432,868***	***$108,217***	***$541,085***	***$81,163***	***$81,163***	***$703,411***							***$703,411***

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
18) SR 31 at SR 78															
NB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	Add Thru Lane + Receiving Lane [5]	$449,497	$112,374	$561,871	$84,281	$84,281	$730,433	1458	2244	744	1346	602	100%	$730,433
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
SB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	Add Thru Lane + Receiving Lane [5]	$449,497	$112,374	$561,871	$84,281	$84,281	$730,433	1092	1786	744	1346	602	100%	$730,433
	RT	Add Right-Turn Lane	$174,767	$43,692	$218,459	$32,769	$32,769	$283,996	509	865	830	984	154	100%	$283,996
EB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	665	1103	744	1346	602	100%	$135,418
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
WB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
Traffic Control		No Project related improvement						$0	3,724	5,998	N/A	N/A	N/A	0%	$0
		Subtotal	***$1,157,095***	***$289,274***	***$1,446,369***	***$216,955***	***$216,955***	***$1,880,280***							***$1,880,280***

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
19) SR 31 at North River Rd.															
NB	LT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	Thru	Add Thru Lane + Receiving Lane [5]	$449,497	$112,374	$561,871	$84,281	$84,281	$730,433	2527	3633	744	1346	602	100%	$730,433
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
SB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	309	520	508	571	63	100%	$135,418
	Thru	Add Thru Lane + Receiving Lane [5]	$449,497	$112,374	$561,871	$84,281	$84,281	$730,433	1949	2933	744	1346	602	100%	$730,433
	RT	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
EB	LT	Add 2 Left-Turn Lanes	$166,668	$41,667	$208,335	$31,250	$31,250	$270,836	104	142	421	587	166	63%	$169,680
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	Reconfigure to Shared Thru/Right-Turn Lane [6]	$41,667	$10,417	$52,084	$7,813	$7,813	$67,709	0	18	421	587	166	0%	$0
WB	LT	Add 2 Left-Turn Lanes	$166,668	$41,667	$208,335	$31,250	$31,250	$270,836	0	131	421	587	166	0%	$0
	Thru	No Project related improvement	$0	$0	$0	$0	$0	$0					0	0%	$0
	RT	Reconfigure to Shared Thru/Right-Turn Lane [6]	$41,667	$10,417	$52,084	$7,813	$7,813	$67,709	457	740	421	587	166	100%	$67,709
Traffic Control		No Project related improvement						$0	5,346	8,117	N/A	N/A	N/A	0%	$0
		Subtotal	***$1,398,998***	***$349,750***	***$1,748,748***	***$262,312***	***$262,312***	***$2,273,372***							***$1,833,672***

		Grand Total	**$2,988,962**	**$747,240**	**$3,736,202**	**$560,430**	**$560,430**	**$4,857,062**							**$4,417,363**

1. Total Construction Cost includes addition of 25% for Scope Contingency to the Construction Cost.
2. Total Project Cost includes addition of 15% for Preliminary Engineering and 15% for CEI to the Total Construction Cost. This does not include Right-Of-Way Cost.
3. For geometric improvements: Proportionate Share % = (Project Trips) / [(Lane Group Capacities after project improvements) - (Lane Group Capacities before project improvements)]. For signalization: Proportionate Share % = (Project Traffic Entering Intersection) / (Total Traffic Entering Intersection).
4. Proportionate Share Cost = Proportionate Share % * Total Project Cost.
5. Receiving lane based on 1/8 mile length. Cost per mile: $2,929,305.
6. Reconfigure/Restripe Turn-Lane. 50% of new Left-Turn Lane cost: $83,334*0.50 = $41,667.