1	<b>BABCOCK RANCH COMMUNITY</b>
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9	MASTER DEVELOPMENT
10	OF
11	REGIONAL IMPACT
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16	MASTER DRI DEVELOPMENT ORDER
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21	BOARD OF COUNTY COMMISSIONERS
22	CHARLOTTE COUNTY, FLORIDA
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25 26	AMENDED NOVEMBER 25, 2025
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<u>REC</u>	ITALS	<u>3</u>
	INGS OF FACT AND CONCLUSIONS OF LAW	
CON	<u>DITIONS</u>	
1	APPLICATIONS FOR INCREMENTAL DEVELOPMENT APPROVAL	<u>6</u>
2.	GROSS RESIDENTIAL DENSITY CONDITION AND DEVELOPMENT PROGRAM	6
3.	AFFORDABLE HOUSING	
4.	STORMWATER MANAGEMENT AND FLOOD PLAINS	
5.	TRANSPORTATION	23
6.	VEGETATION, WILDLIFE, AND WETLANDS	47
7.	WASTEWATER MANAGEMENT AND WATER SUPPLY	61
8.	HISTORICAL AND ARCHEOLOGICAL SITES	67
9.	EDUCATION	69
10.	POLICE AND FIRE	
11.	SOLID/HAZARDOUS/MEDICAL WASTE	77
12.	AIR	78
13.	HURRICANE PREPAREDNESS	
14.	OPEN SPACE, PARKS, AND LIBRARY	79
15.	HOSPITALS AND HEALTHCARE	
16.	ENERGY	85
17.	MINING OPERATIONS	87
18.	CONSISTENCY WITH THE LOCAL COMPREHENSIVE PLAN	88
19.	BIENNIAL REPORTS	88
20.	CHANGED CONDITIONS	88
21.	COMPLIANCE MONITORING	88
22.	EXEMPTION FROM DOWNZONING AND DENSITY/INTENSITY REDUCTION	88
23.	COMMENCEMENT OF DEVELOPMENT	
24.	PROJECTED BUILDOUT	
25.	EXPIRATION DATE	
26.	DEVELOPMENT PERMITS	
27.	GENERAL PROVISIONS	
EXH	IBITS	

# RESOLUTION NO. 2025-\_\_\_\_

2	AN AMENDMENT AND RECODIFICATION OF THE MASTER DEVELOPMENT
3	ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE
4	COUNTY, FLORIDA FOR THE BABCOCK RANCH COMMUNITY (CHARLOTTE
5	COUNTY), A MASTER DEVELOPMENT OF REGIONAL IMPACT.
6	WHEREAS, on February 23, 2007, Babcock Property Holdings, LLC
7	("Developer"), by and through its authorized agent, WilsonMiller, Inc. (now known as
8	Stantec Consulting Services Inc.), in accordance with Subsections 380.06(6) and (21),
9	Florida Statutes (F.S.), filed an Application for Master Development Approval ("AMDA")
10	of a Development of Regional Impact (DRI) known as the Babcock Ranch Community
11	(hereinafter "BRC") with Charlotte County, Florida ("County") and the Southwest Florida
12	Regional Planning Council ("SWFRPC"); and
13	WHEREAS, Developer, County, and the SWFRPC entered into a Master DRI
14	Agreement on March 13, 2007 (fully executed March 16, 2007), as required by Section
15	380.06(21)(b), F.S. ("AMDA Agreement"); and
16	WHEREAS, the Babcock Ranch Community Independent Special District
17	("District") was established by the 2007 Session of the Florida Legislature to design,
18	finance, construct, operate, and maintain various infrastructure elements within BRC; and
19	WHEREAS, on December 13, 2007, the Board of County Commissioners of
20	Charlotte County, Florida ("Board") approved and adopted the Babcock Ranch
21	Community Master Development of Regional Impact Master DRI Development Order
22	("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:

5 RECITALS

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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

- 9 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").
- 12 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 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.
- 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

- 1 hereof. Map "H" will be further revised as part of each Incremental development order.
- 2 The development program authorized by this development order is as follows
- 3 ("Development Program" or "Project"), subject to utilizing the Land Use Equivalency
- 4 Matrix"):
- 5 (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);
- 8 (ii) RV Parks, per the Land Use Equivalency Matrix;
- 9 (iii) 1,400,0004,900,000 square feet of commercial/retail/office (including medical);
- 11 (iv) 3,500,000150,000 square feet of office (general office; medical office; and government/civic uses);
- 13 (v) 600 hotel rooms (assumes 360,000 square feet of building);
- (vi) 650,000 square feet of industrial;
- 15 (vii) 177 hospitals beds;
- 16 (viii) 418 units of assisted living facilities facility (ALF) beds;
- 17 (ix) 54 golf holes;

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(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".
- 19 6. The development is not in an area designated as an Area of Critical State Concern 20 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..

- 1 8. The BRC development is consistent with the State Comprehensive Plan.
- 2 9. BRC is expected to be developed in increments pursuant to applications for
- 3 incremental development approval ("AIDA's"). The DRI questions which must be
- 4 addressed by those applications and the scopes of review of those applications are set
- 5 forth in the pertinent provisions of this MDO and are repeated in Exhibit "C" attached
- 6 hereto and made a part hereof.

#### 7 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.

### 12 2. GROSS RESIDENTIAL DENSITY CONDITION AND DEVELOPMENT

### 13 **PROGRAM**.

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#### 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. <u>Incremental Review</u>.

(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.
- 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

1 required to submit an amendment to the MDO to incorporate the 2 findings of the analysis and the agreed upon mitigation. 3 (9)The Developer may choose to mitigate any significant impact identified by the analysis through a variety of options including, but 4 5 not limited to: 1) incentivizing or building adequate housing onsite, 6 or reasonably accessible to the site; 2) payment to an affordable housing trust fund sufficient to meet the cost of rehabilitating existing 7 units or construction of new units; or 3) dedicated rent or payment 8 9 subsidies to Workforce Income employees within the BRC. 10 (10)11 12 an amendment to the MDO.

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- The mitigation strategy recommended by the BRC must be approved by the County and must be initiated within 6 months of approval as
- (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

1		incentives and programs specifically targeted at workforce units
2		within the BRC. The Developer and the County shall comply with
3		Section 125.01055, F.S.
4	(14)	Subject to funding by the Board of County Commissioners, the
5		County shall include the needs of the BRC in its annual Local
6		Housing Action Plan and, to the extent available, shall provide impact
7		fee waivers, credits, deferrals, or other regulatory and financial
8		incentives for —programs to all qualified buyers, builders or
9		developers within the BRC that may qualify for such credits or
10		deferrals.
11 B	. <u>Other</u>	Conditions. – None.
12 C	. <u>Incre</u>	mental Review. – None.
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### 4. STORMWATER MANAGEMENT AND FLOOD PLAINS

A. Representations and Commitments as Condition	A.	Represe	ntations and	Commitments	s as Conditions
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- (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

1		construction. Copies of any reports required by the NPDES permit
2		will be maintained at the appropriate construction site.
3	(5)	Clearing and grubbing will be so scheduled and performed such that
4		grading operations can follow thereafter. Grading operations will be
5		so scheduled and performed that permanent erosion control features
6		can follow thereafter if conditions on the project permit, and not
7		beyond the time limits established in the NPDES general
8		construction permit.
9	(6)	Exposed soils will be stabilized as soon as possible, especially
10		slopes leading to wetlands. Stabilization methods include solid sod,
11		seeding and mulching or hydromulching to provide a temporary or
12		permanent grass cover.
13	(7)	Energy dissipaters (such as rip rap, gravel beds, hay bales) shall be
14		installed at the discharge point of pipes or swales if scouring is
15		observed.
16	(8)	Implementation of storm drain inlet protection (such as hay bales or
17		gravel) to limit sedimentation within the stormwater system.
18	(9)	The allowable discharge in a 25 year 3-day design event will be
19		limited to the South Florida Water Management District ("SFWMD")
20		permit for the site.
21	(10)	The development within the FEMA floodplain will have finished floor
22		elevations in each development pod which exceeds the 100 year 3-
23		day design event for the adjacent water course as calculated by the

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.

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.

1 (17)The treatment system will provide equal or greater post development 2 storage volume for the 100 year -3-day event than provided by 3 predevelopment conditions. (18)There will be no increase in stream stage elevation offsite, except as 4 5 permitted by the SFWMD. 6 (19)Finished floor elevations will be at least the 100 year-3-day event 7 peak stage plus 0.5 feet. An Urban Water Management Plan will behas been developed for 8 (20)9 the site as part of the construction Environmental Resource Permit ("ERP") process and will addresses the handling of waste from 10 11 equestrian facilities on the site. Water quality monitoring will be 12 conducted pursuant to the SFWMD Conceptual ERP. В. Other Conditions. 13

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- (1) All internal stormwater management lakes and ditches, and any onsite 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.

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- (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.

Design considerations will be given to ditch and swale slopes, where
practicable, so that these facilities provide some additional water

- 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.

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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.

The United States Army Corps of Engineers ("USACOE") -issued (15)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

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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 predevelopment 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. <u>Incremental Review</u>.

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

1 (2)	The Incremental review will address compliance of the Increment
2	with the Stormwater Plan and any changes to the adopted floodplain
3	maps.
4 (3)	The Incremental review will include an assessment of any pertinent
5	information developed pursuant to a condition of the MDO
6	development order which has been developed since the MDO
7	development order was issued in order to determine if that new
8	information shows that a change in the Stormwater Plan is needed

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in order to provide the same level of protection, remediation, or

mitigation that is contemplated in the MDO-Development order.

Plan is needed

# 5. **TRANSPORTATION**

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- 2 A. Representations and Commitments as Conditions. None.
  - B. Conditions for Development Approval.
    - (1) Master Traffic Study
      - The Master Traffic Study is the analysis of the buildout of the (a) Development Program and the horizon year traffic conditions in year 20405. 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 <del>2040</del> 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 OrderMDO, 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
676% on a peak hour basis. The 20495 roadway network and

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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 20405 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 667% 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 Updates 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

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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.

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,

1			this data will be incorporated into the Master Traffic Study
2			Updates as described in Condition 5.B.(2) below. Exhibit "F"
3			will then be re-evaluated and revised as specified in Condition
4			5.B.(2) below.
5		(d)	For purposes of the First Increment, the 22% ICR portions of
6			Exhibit "F" controlled the measurement of significant impact
7			for the Incremental DRI traffic study. Future Increments shall
8			use the revised Exhibit "F" as re-evaluated either under
9			Condition 5.B.(2)(a) or B.(2)(b), as applicable.
10	(2)	Maste	er Traffic Study Updates
11		(a)	(1) The first update of the Master Traffic Study was
12			approved by Resolution 2011-485 on December 13, 2011
13			("Initial Master Traffic Study Update").
14			The 20204 Master Traffic Study Update is hereby approved
15			through this Master Development Order Amendment.
16			(2) a. Each update of the Master Traffic Study will
17			include a reassessment of the internal capture and external
18			trips consistent with paragraph 5.B.(2)(a)(1) above, Trip
19			Generation, the ITE Trip Generation Handbook, and the
20			FDOT Site Impact Handbook, the FDOT D1 District-wide
21			Model, as it may be adjusted pursuant to professionally
22			accepted techniques applicable to communities of the size,
23			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.

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- (ii) There standard mixed land are uses (residential, office, retail) for the mixed-use development concepts ITE of the 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 <u>Trip Generation Handbook</u> 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 <u>Trip</u>

  <u>Generation Handbook</u>, and the FDOT <u>Site</u>

  <u>Impact Handbook</u>. Only those retail uses which are adjacent to the primary public roadways will

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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.

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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

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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.

1	(vi) If agreement cannot be reached with all the State and
2	Regional Review agencies, the SWFRPC will
3	designate a methodology in writing to be used by the
4	Developer.
5	(vii) The Developer shall submit for approval the Master
6	Traffic Study Update and revised MDO Exhibit "F" to
7	the SWFRPC through the development order
8	amendment process, for distribution to County, FDOT,
9	and Lee County.
10	(viii) Public hearings will be conducted in accordance with
11	the County's procedures for processing development
12	order amendments in coordination with the SWFRPC.
13	(3) <u>Biennial Monitoring Program</u>
14	On a biennial basis, the Developer shall submit a DRI traffic
15	monitoring report to the following entities: County, FDOT, Lee

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traffic , 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

1	ge	generated by occupied uses in Babcock. The traffic monitoring				
2	pro	ogram must	include the following.			
3	(a)	) 2-hour	AM peak hour and 4-hour	PM peak hour turning		
4		movem	ent counts and 72-hour mach	ine traffic counts at the		
5		BRC's	access points onto the extern	nal public road network		
6		externa	nl to the Property; the 72-hou	ur traffic counts will be		
7		derived	from the permanent traffic	counters installed a		
8		Babcoo	ck's ingress/egress points as	described in Condition		
9		5.B.(6)	below.			
10	(b)	) A comp	parison of the field-measured	Project external trips to		
11		the Pro	oject's external trips estimated	d in the MDO and the		
12		Increm	ental traffic studies.			
13	(c)	The lev	vel of service of all access poir	nts between the Projec		
14		and the	e external road network.			
15	(d)	) A sumr	nary of construction and develo	pment activities to date		
16		using th	ne categories of the Master De	velopment Program.		
17	(e)	) An esti	mate of the level of developmer	nt expected to be added		
18		by the	Project for the forthcoming yea	r.		
19	(f)	The sta	itus of the mobility improvemer	nts required by any prior		
20		Increm	ental development program.			
21	(g)	) The sta	atus of mobility improvements	identified as committed		
22		in the N	Master Traffic Study or Increme	ental 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.

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(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.

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## (1) <u>Incremental Review Analyses</u>.

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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. 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

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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 2 overall impact of the Project.

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- An accounting system will be established so that if the field (g) 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.
- As provided in the MDO Agreement, an Incremental traffic (i) 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

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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

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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

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

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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.CExhibit G-1.
- (6) <u>Incremental Biennial Monitoring Controls.</u>
  - (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

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

- If the biennial traffic monitoring report for any two-year period (b) 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

1		new AIDA and Incremental traffic study which may include
2		land area not used in the Increment deemed complete.
3	(d)	If, at the buildout or completion of an Increment, the measured
4		external trips are less than the maximum number of external
5		trips established for the Increment, then the difference in the
6		proportionate share represented by the difference in those
7		external trips will be credited against the proportionate share
8		projected to be produced by the next subsequent
9		Increment(s).
10	(e)	Every two years, the results of the traffic monitoring report will
11		be compiled with the results of the previous reports. The data
12		from these monitoring reports will be used with respect to the
13		applicable components of the development program prepared
14		for the next Increment, as well as the updates of the Master
15		Traffic Study.
16	(f)	Under Conditions 5.C.(6)(a), (b), and (d) above, development
17		(including but not limited to: planned development, site plan,
18		and sub-division approvals; building permits; construction;
19		and certificates of occupancy) pursuant to Incremental
20		approvals will not be suspended while the traffic study
21		updates and any adjustments required by those provisions
22		are being finalized.
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### 6. <u>VEGETATION, WILDLIFE, AND WETLANDS</u>

(4)

- 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.
    - 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

1 easements as set forth below. Areas in the Developer's 2 plan identified for mitigation on the Property will be included in the 3 ERP for placement under a conservation easement. Wetland Areas in the Developer's plan which are not impacted by the project will be 4 5 protected by a conservation easement. Prior to the expiration date 6 of this Development Order, existing agricultural uses located within 7 the project but which are outside of the development areas shown on Map H will be placed under a conservation easement which will 8 9 allow for the continuance of agricultural operations. The upland 10 enhancement and preservation areas identified in the Developer's plan on the Property will be placed under conservation 11 12 easements. Acreages referenced in the Developer's plan are subject to change based on future permitting considerations. All 13 14 required easements will be granted to the SFWMD or other appropriate governmental entity with a compliance monitoring staff. 15 16 Easements not required by a condition of an environmental permit 17 may be granted to an appropriate governmental entity or to a non-18 profit charitable entity that exists for the purpose of holding land for 19 conservation purposes with a compliance monitoring staff. The 20 recording of the conservation easements will be phased concurrent 21 with various AIDA's, construction, and plat approvals.

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

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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.
- 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. <u>Other Conditions</u>.

(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.

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- (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.

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(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.

The SFWMD issued Permit No. 08-00004-S-05 (Application No. (6) supplemented by Permit No. 08-105624-P 070330-5). as (Application No. 200526-3536), to Developer for a conceptual ERP in accordance with its jurisdiction over such matters and the Developer will follow the authorizations and permit Property. 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. <u>Incremental Review</u>.

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

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

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- (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.
- The incremental review will include an assessment of any pertinent (3)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.
- Each AIDA shall identify the number of acres to be contained in the (4) 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

1		(i)	agricultural lands
2		(ii	) non-agricultural lands
3		(b) G	reenway acreage under conservation easements
4		(i)	wetland conservation
5		(ii	) wetland enhancement
6		(iii	i) upland conservation
7		(iv	v) agriculture
8	(5)	Each AID	DA shall identify any conservation easements over wetlands
9		and upla	nds which have been delivered.
10	(6)	Each AID	OA shall include a copy of any wildlife survey which has been
11		conducte	ed pursuant to an ERP or FDEP State 404 Permit since the
12		last AIDA	∖ was filed.
13	(7)	Each AID	DA shall provide an updated Greenway Map.
14	(8)	Each AID	DA including roadway within a wildlife corridor will detail the
15		roadway	design features to be employed with regard to surface
16		material,	lighting, signage, access, and speed limits. The existing
17		unpaved	North/South road corridor located along the east Property
18		line may	serve as a transportation, pedestrian, and utility (e.g. wells,
19		lift statio	ons, transformers, pump stations, associated lines and
20		infrastruc	cture for water, wastewater, gas, electric, cable, electronic,
21		etc.) cor	ridor consisting of not more than 120 feet in width with a
22		maximun	n speed limit of 20mph. The existing North/South road shall
23		not be r	modified beyond its current existing maximum width, nor

1	paved, unless such modification has been considered in an AIDA
2	review and approved in an Incremental development order or has
3	been reviewed and approved pursuant to an amendment to a
4	development order.
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#### 1 7. WASTEWATER MANAGEMENT AND WATER SUPPLY 2 Representations and Commitments as Conditions Α. (1) Low Flow Fixtures: Low volume plumbing fixtures will be installed in 3 all new homes and businesses. The plumbing fixtures will comply 4 5 with the following maximum flow volumes at 80 psi: 6 Toilets: 1.28 gallons per flush Shower heads: 2.5 gallons per minute 7 Faucets: 2.0 gallons per minute 8 9 (2) Customer billing by Town and Country Utilities Company will be 10 based on the use of water conservation-based rate structures. (3) 11 Town and Country Utilities Company will distribute literature to 12 households describing water conservation practices. (4) <u>Drought-Tolerant Landscaping</u>: The use of native landscaping and 13 14 the Florida Yards and Neighborhoods Program principles will be incorporated throughout the project site. 15 Reuse Water: Irrigation water will utilize reclaimed water produced (5) 16 17 by the water reclamation facility. During times when irrigation demand exceeds reclaimed water supply, irrigation water will be 18 19 derived from the on-site lake system. The lake system will be 20 replenished with ground water. (6) <u>Leak Detection Program</u>: Reports of water leaks will be directed to 21

maintenance personnel trips along water supply and distribution

Site tours and routine

personnel during business hours.

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

- (7) <u>Irrigation System Design</u>: 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.

1			Notwithstanding the foregoing, models, sales centers and associated
2			construction trailers may be extended on an annual basis as needed
3			and such consent by County shall not be unreasonably withheld.
4		(11)	Bio-solids may be converted into a Class AA residual that may be
5			used as a slow release fertilizer on the site, provided this use meets
6			applicable permitting conditions for the site.
7	B.	<u>Other</u>	Conditions.
8		(1)	The proposed water treatment and distribution and wastewater
9			collection and treatment systems will be designed consistent with
10			current industry standards in Southwest Florida.
11		(2)	All potable water facilities, including any possible on-site potable
12			water treatment plants, will be properly sized to supply average and
13			peak day domestic demand, in addition to fire flow demand, at a flow
14			rate approved by the County Fire Department.
15		(3)	The lowest quality of water available and acceptable should be
16			utilized for all non-potable water uses.
17		(4)	Irrigation systems for new construction will comply with County's
18			irrigation and landscaping ordinance, as may be amended from time
19			to time.
20		(5)	Town and Country Utilities Company or its successor or assigns will
21			provide water, wastewater, and reclaimed water to BRC.
22		(6)	SFWMD issued Permit Number 08-00122 W, in October 2007, which
23			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 nonpotable (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

1			conditions of said permit. Developers' successors-in-interest and
2			assigns are hereby placed on notice of this permit application and its
3			potential application to development which they may propose to
4			undertake within BRC.
5	C.	<u>Incre</u>	mental Review.
6		(1)	The AIDA which includes the North Babcock Area shall identify the
7			water and wastewater treatment option(s) which will be employed in
8			the North Babcock Area.
9		(2)	Each AIDA shall include an updated Primary Utility Corridor map.
10		(3)	Each AIDA shall identify the source of water for the Increment and
11			the service provider.
12		(4)	Each AIDA shall identify the service provider and the type(s) or
13			wastewater treatment system(s) to be used in the Increment and
14			their duration(s) of use.
15		(5)	Wastewater treatment options in the North Babcock Area may
16			include decentralized facilities.
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#### 8. HISTORICAL AND ARCHEOLOGICAL SITES

2 A. Representations and Commitments as Conditions - No relevant provisions.

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#### 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.

1	C.	<u>Incremental Review</u> . – None.
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# 1 9. **EDUCATION**

2	A.	Representations and Commitments as Conditions.
3		(i) The Developer shall comply with the Babcock Ranch School Site
4		Dedication Agreement.
5		(ii) The Developer, District, County and the School Board of Charlotte
6		County entered into an Addendum to the School Site Dedication Agreemen
7		on January 8, 2018 ("Agreement") addressing school concurrency for
8		development. If the Agreement is not implemented to address school
9		concurrency, the Developer and Charlotte County School Board shall
10		amend the Agreement accordingly.
11		(iii) Age-restricted communities will not be subject to school concurrency
12		requirements.
13	B.	Other Conditions. Public facilities such as parks, libraries, and community
14		centers shall be co-located with schools to the extent reasonably
15		practicable. Elementary schools shall be encouraged as focal points for
16		neighborhoods.
17	C.	Incremental Review. Developer shall provide anticipated studen
18		generation numbers as part of an AIDA using student generation rates
19		contained in the Student Impact Analysis form.
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#### 10. **POLICE AND FIRE**

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#### A. Representations and Commitments as Conditions.

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

Developer or District shall be reimbursed by County from funds other than impact fees collected from the Development for the Costs of any	1	infrastructure; i.e., water, sewer, paving, drainage, landscaping,
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	2	lighting, signage, etc. (collectively the "Costs"), but not for the sites.
portion of a building requested by County which is in excess of that	3	Developer or District shall be reimbursed by County from funds other
	4	than impact fees collected from the Development for the Costs of any
required by Exhibit "D".	5	portion of a building requested by County which is in excess of that
	5	required by Exhibit "D".

- (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.

1 (3) Six sites totaling approximately 7.8+ acres will be dedicated for 2 police and/or fire rescue operations and for a communications tower. 3 Site acreages are net developable acres exclusive of jurisdictional 4 wetlands and listed species habitat areas. Any additional acres 5 requested by County for such operations will be subject to payment 6 by County pursuant to a purchase contract negotiated between Developer and County. 7 (4) The Developer or the District shall provide funding to the County in 8 9 the amount of one million two hundred thousand dollars (\$1,200,000) 10 for a ladder truck pursuant to the schedule in Exhibit "D". The 11 housing of that vehicle will be the responsibility of County. 12 (5)The Developer has provided an interim fully operational double-wide 13 trailer as the first Sheriff's Sub-Station pursuant to the schedule in 14 Exhibit "D". The Developer has provided funding to the County for an EMS 15 (6) 16 vehicle pursuant to the schedule in Exhibit "D". The housing of that 17 vehicle is the responsibility of County. The public purpose buildings and sites shall be subject to the land 18 (7) 19 development regulations and architectural guidelines established for 20 the Property.

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.

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1	(9) Babcock is intended to be a "Firewise" community and will employ
2	"Firewise" principles where appropriate. The County's Office of
3	Emergency Management will cooperate with and assist the District
4	in this endeavor.
5	C. <u>Incremental Review</u> .
6	(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.

1 (5) Any off-site disposal of hazardous waste will be the responsibility of 2 the business that has generated the hazardous waste subject to all 3 applicable local, state, and federal regulations. 4 (6) Restaurant operators will be required to comply with the County's grease trap ordinance that requires routine maintenance of the 5 6 grease removal system. The responsibility for disposing of medical and hazardous waste lies 7 (7) 8 with the waste generator in accordance with local, state and federal 9 law. 10 Any commercial operations that routinely handle extremely (8)11 hazardous chemicals (such as the water and wastewater treatment 12 facilities, hospitals and golf courses) will be required to comply with 13 OSHA and NFPA fire and life safety requirements as well as all other 14 local, state, and federal requirements. (9)Natural gas is identified as a source of energy for the development. 15 16 The Developer will meet with the Charlotte County Fire & Emergency 17 Medical Services Department to advise it of the location of gas lines 18 prior to installing such lines. 19 (10)All grease traps will be required to comply with local and state codes. 20 The wastewater from these grease traps will be sent to a centrally 21 located wastewater treatment facility, designed to comply with the 22 applicable effluent quality requirements. The captured grease will be

hauled off by a licensed hauler.

## C. <u>Incremental Review</u>.

(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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1	12.	<u>AIR</u>		
2		A.	Representations and Commitments as Conditions.	
3			Dust prevention on development sites will employ wet or other suppression	
4			options consistent with applicable NPDES requirements. Unpaved roads	
5			will be watered as needed. Paving of roads will be performed as early in	
6			the construction schedule as is reasonably possible.	
7		B.	Other Conditions.	
8			BRC shall comply with any applicable FDEP regulations regarding air	
9			quality.	
10		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.

<u>Incremental Review</u>. – 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

1	turnover to County, County will consider an operational contract with
2	Developer or District. The Developer or District shall be reimbursed
3	for the park and library facilities from the impact fees, but only up to
4	the amount of the impact fees collected from the Development (not
5	including any interest earned by County), for the design,
6	construction, and permitting costs of those buildings and the costs of
7	all associated infrastructure; i.e., water, sewer, paving, drainage,
8	landscaping, lighting, signage, etc. (collectively the "Costs"), but not
9	for the sites. Developer or District shall be reimbursed by County
10	from funds other than impact fees collected from the Development
11	for the Costs of any portion of a building requested by County which
12	is in excess of that required by Exhibit "D".
13 (5)	District or Developer shall prepare the master plans for the park sites
14	in consultation with County and at no cost to the County.
15 (6)	The library building and site shall be subject to the land development
16	regulations and architectural guidelines established for the Property.
17 <del>(6)</del> (7)	The parties may agree that either party may complete the shell

(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.

1		(i)	(i) Ninety percent (90%) of the trees and ninety percent (90%) of	
2			the shrubs installed in public areas will be native plants.	
3		(ii)	Seventy-five percent (75%) of the total number of required	
4			trees and seventy-five percent (75%) of the shrubs installed	
5			in privately owned areas will be native plants.	
6		(iii)	One hundred percent (100%) of the trees and shrubs installed	
7			in primary greenways will be native plants.	
8		(iv)	All plants listed on the Florida Exotic Pest Plant Council's List	
9			of Invasive Plant Species Category I and II, are prohibited for	
10			use as landscaping material.	
11		(v)	Plant material used for landscaping must conform to the	
12			standards for Florida Number 1, or better as given in Grades	
13		and Standards for Nursery Plants (1998 or latest), and Grades		
14		and Standards for Nursery Plants Florida Department of		
15		Agriculture and Consumer Services, Tallahassee, Florida.		
16	(2)	General agricultural operations may be conducted in accordance		
17		with the Land Development Code.		
18	(3)	The library building shall be completed, staffed, and opened by		
19		County on the schedule shown on Exhibit "D" attached hereto.		
20	(4)	Pub	lic facilities such as parks, libraries and community centers will	
21		be o	co-located with schools to the extent reasonably practicable.	
22		Eler	nentary schools will be encouraged as focal points for	
23		neig	hborhoods.	

1		(5)	All park and library impact fees collected from the Development (not
2			including any interest earned by County) shall be provided to
3			Developer or District in the form of reimbursements.
4		(6)	The parks, common recreational areas and common open spaces
5			will be owned, operated, and maintained by either a master property
6			owner's association, a neighborhood association, a condominium
7			association, the District, or a Chapter 190 Community Development
8			District.
9		(7)	Vegetated upland areas within conservation areas will be part of the
10			extensive recreational open space system of BRC.
11	C.	Incre	mental Review.
12		(1)	Each AIDA shall provide the number of acres of Open Space to be
13			provided in the Increment and the cumulative number with other
14			approved Increments.
15		(2)	Each AIDA shall include an updated Exhibit "D" schedule.
16 17		REMA	INDER OF THIS PAGE LEFT BLANK INTENTIONALLY

1	15.	HOSPITALS AND HEALTHCARE
2		A. Representations and Commitments as Conditions.
3		None.
4		B. Other Conditions.
5		Hospital beds and assisted living facilities may be provided within BRC
6		subject to applicable licensing.
7		C. Incremental Review.
8		None.
9 10		REMAINDER OF THIS PAGE LEFT BLANK INTENTIONALLY
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#### 16. **ENERGY**

23

1	16.	<b>ENERGY</b>	
2		A. <u>R</u>	epresentations and Commitments as Conditions.
3		(1)	All community recreational facilities and businesses will be
4			encouraged to have bicycle parking facilities located closer to the
5			building entrances than non-handicapped parking spaces.
6		(2)	Developer or District will evaluate internal transit options, and wil
7			implement options determined by the evaluation to be economically
8			viable.
9		(3)	Window design, as well as other design features such as building
10			orientation, solar roof access, overhangs, shading through
11			landscape or interior shades, porches, free standing walls, fences
12			louvers, awnings, or shutters will be considered to optimize energy
13			efficiency.
14		(4)	The material choices for streets, parking lots, sidewalks, and the trai
15			system shall be selected to encourage the reduction of the hear
16			island effect. Alternatives to impervious pavement, and the use of
17			open areas, landscaping and shade trees will be an integra
18			component of the design.
19		(5)	Lighting for streets, parking, recreation and other public areas should
20			include energy efficient fluorescent/electronic ballasts, photovoltaics
21			low voltage lighting, motion sensors and/or timers on lighting and ful
22			cut-off luminaries in fixtures that comply with the International Dark-

Sky Association standards.

1	(6)	Water closets will have a maximum water usage of 1.28
2		gallons/flush. Showerheads and faucets will have a maximum flow
3		rate of 2.5 gallons/minute at 80 psi water pressure. Faucet aerators
4		will limit flow rates to 0.5 gallons per minute.
5	(7)	A primarily native plant pallet to reduce water consumption
6		throughout the community will be used as referenced in Section 14,
7		Open Space, Parks and Library, above. Additionally, Developer will
8		strive to use innovative irrigation technology, such as drip irrigation,
9		moisture sensors, and micro spray heads to reduce irrigation water
10		use.
11	(8)	All recreational areas as well as the integrated sidewalks, trails, and
12		paths shall include shade trees where design allows.
13	B. Otl	her Conditions.
14	(1)	Commercial and residential buildings shall comply with the Florida
15		Energy Efficiency Code for Building Construction.
16	(2)	Site development shall comply with the Florida Green Building
17		Coalition Certification Standards or equivalent green building
18		standards.
19	(3)	One Zero Energy Home ("ZEH") model will be built to feature and
20		promote net zero energy efficient housing. <u>COMPLETE</u> D
21	C. <u>Inc</u>	cremental Review. – None.
22	REMAI	NDER OF THIS PAGE LEFT BLANK INTENTIONALLY

1	17.	MINING OPERATIONS
2		A. Representations and Commitments as Conditions.
3		Due to the fact that mining operations have been phased out, mining lakes
4		will be properly reclaimed pursuant to applicable permits.
5		B. Other Conditions. – None.
6		C. <u>Incremental Review</u> . – 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.

#### 4 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.

### 9 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").

### 12 25. **EXPIRATION DATE**

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

### 14 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.

#### GENERAL PROVISIONS

27.

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.

1	D. If there is a conflict between a provision in this development order and
2	a provision in an ERP, a Consumptive Use Permit ("CUP"), a FDEP 404
3	Permit, or ACOEP, the provision in the ERP, CUP, FDEP 404 Permit, or
4	ACOEP shall prevail.
5	E. In the event that any portion or section of this development order is
6	determined to be invalid, illegal, or unconstitutional by a court or agency
7	of competent jurisdiction, such decision shall in no manner, affect the
8	remaining portions of this development order which shall remain in full
9	force and effect.
10	F. This development order shall be binding upon the County and the
11	Developer, its assignees or successors-in-interest.
12	G. This development order shall become effective as provided by law.
13	H. This Resolution shall be recorded in the Minutes of the Board.
14 15	REMAINDER OF THIS PAGE LEFT BLANK INTENTIONALLY

1	PASSED AND DULY A	ADOPTED this 25 day of November 2025
2		
3		
4		BOARD OF COUNTY COMMISSIONERS
5		OF CHARLOTTE COUNTY, FLORIDA
6		
7 8		Den
9		By:, Chairman
10		, Gilaliman
11	ATTEST:	
12	Roger D. Eaton, Clerk of the Circuit Court	
13	and Ex-Officio Clerk to the	
14	Board of County Commissioners	
15		
16		
17	By:	_
18	Deputy Clerk	
19		
20		
21 22		APPROVED AS TO FORM
22		AND LEGAL SUFFICIENCY:
23 24		
24 25		Dve
23 26		By:
27		LR#2025-0802
28		Na.

1		<u>EXHIBITS</u>					
2	Exhibit A	Legal Description					
3	Exhibit B	Master Concept Plan (Map H)					
4	Exhibit C	Questions to be addressed in AIDAs					
5 6	Exhibit D	Updated Summary of Land Dedications and Facilities Construction					
7	Exhibit E	RESERVED					
8   9   10   11	Exhibit F	Master (Buildout 20402045) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 7467%					
12 13 14	Exhibit G_	Babcock Ranch DRI Cumulative Incremental Transportation Conditions					
14 15 16 17	Exhibit G-1	73C-40.045 Transportation Uniform Standard Rule					
17   18   19	Exhibit H	_Land Use Equivalency Matrix					
20 21	Exhibit I	RESERVED					
21 22 23 24	Exhibit J	Cumulative Future (2038 <u>40</u> ) Traffic Conditions with Project Directional Peak Hour Peak Season					
24   25   26   27	Exhibit K	Cumulative Future (2038 <u>40</u> ) Traffic Conditions with Project Proportionate Share Calculation					

# EXHIBIT A

## **Legal Description**

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:

op Oct 23, (11x14-P (3))

ENGINEERING

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

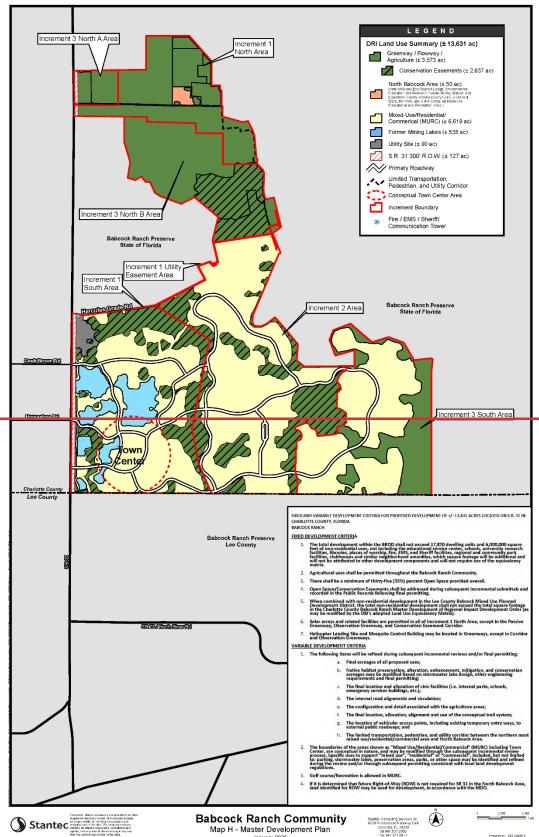
**Babcock Ranch Community** Sketch Of Description

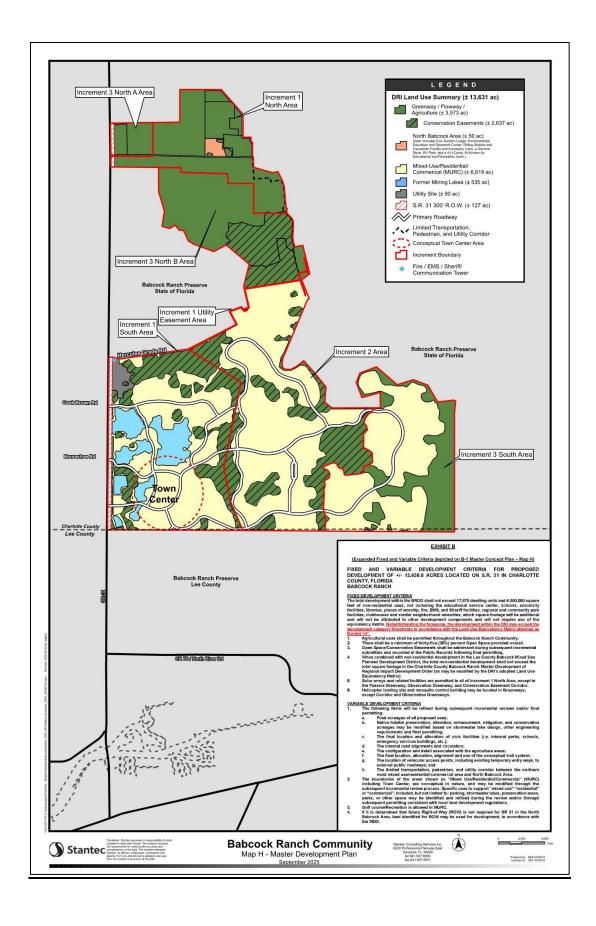
10000x 2007 20055693-602 31-42-26

As Shown

## EXHIBIT B

(Master Concept Plan - Map H)





# 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.
- 16 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.
- 51 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)

- 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 1 2 3
- ("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 4
- 5 ("Documentation").

6

### **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	
Question	8, Permitting Status	
Question	9, Maps (All)	Master
Question	9, Maps B, F, G, H, I, J	Increment
Question	10, Part 1, Project Description	
Question	10, Part 2, Comprehensive Plan	
Question	10, Part 3, Demographics	Master
Question	10, Part 4, Impact Summary	Master
Question	11, Revenue Generation	Master
Question	12, Vegetation and Wildlife	Master, Increment
	(MDO Condition 6)	
Question	13, Wetlands	Master, Increment
	(MDO Condition 6)	
Question	14, Water	Master, Increment
	(MDO Condition 4)	
Question	15, Soils	
Question	16, Floodplains	Master, See Stormwater
	Management (MDO Condition 4)	
Ougation	(MDO Condition 4)	Master Ingresent
Question	17, Water Supply( <i>MDO</i> <b>Condition 7</b> )	waster, increment
Question	18, Wastewater Management	Master Documentation
Question	(MDO Condition 7)	Waster, Documentation
Question	19, Stormwater Management	Master Increment
Quodion	(MDO Condition 4)	Waster, morement
Question	20, Solid Waste	Master. Documentation
	(MDO Condition 11)	,
Question	20, Hazardous Waste	Master, Documentation
	(MDO Condition 11)	·
Question	21, Transportation	Master, Increment
	(MDO Condition 5)	
Question	22, Air	Master
	(MDO Condition 12)	

## **AMDA and AIDA Questionnaire Responses, (continued)**

Question	23, Hurricane Preparedness(MDO Condition 13)	Master			
Question	24, Housing(MDO Condition 3)	Master			
Question	25, Police and Fire Protection	Fire ProtectionMaster, Documentation dition 10)			
Question	26, Recreation/Open Space(MDO Condition 14)	Master, [	Documentation		
Question	27, Education(MDO Condition 9)	Master			
Question	28, Health Care	Master	(MDO Condition 15)		
Question	29, Energy( <i>MDO</i> <b>Condition 16</b> )	Master			
Question	30, Historical/Archaeological	Master	(MDO Condition 8)		
Question	33, Hospitals( <i>MDO</i> <b>Condition 15</b> )	Master			
Question	35, Mining Operations(MDO Condition 17)	Master			

# EXHIBIT D

(Updated Summary of Land Dedications and Facilities Construction)

#### Exhibit D

				Exhibit D					
SUMMARY OF LAND DEDICATION & FACILITIES CONSTRUCTION							SITE & BUILDING DEDICATION/CONSTRUCTION TIME		
Public Facilities Required	Aggregate Site Dedication (acre)	Number of Sites (#)	Shell Building Required (s.f.)	Commencement of Operations		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	n/a	n/a	n/a					
Library Component	4	1	12,000 <b>*2</b> (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 * <b>10</b>	8,000 SF optional County participation *10		
Extension Services									
M∮squito Control pre-fab building (shell only)	1	1	3,000 <b>*3</b>	Prior to reaching 1 <u>7</u> 2,500 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 offices, two baysa single bay for two vehicles 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 agleed 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:**

- 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.
- 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%**

(Page	1	of	1)	)

						RECOMMENDED	PROJECT- RELATED
SI	GNIFICANTLY IMPACTED ROA	DWAYS	ADVERSE	TRANSPORTATION	E+C	IMPROVEMENTS	IMPROVEMENTS
Roadway	From	То	IMPACTS	DEFICIENCT	# OF LANES	# OF LANES	# OF LANES
-							
	<u></u>						
Charlotte County			"Y" =	Yes, "" = No or Not App	plicable		
l	1	1					

Charlotte County			"Y" =	Yes, "" = No or Not Ap	plicable		
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.	Υ		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 A	pplicable		
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.	Υ	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.)	Υ		2	Widen From 2L to 4L (7,9)	Widen From 2L to 4L (7,9)
I-75	SR 82	Luckett Rd.	Υ		6	Widen From 6L to 8L (10)	None (10)
SR 31	SR 80	SR 78	Y	Y (2L-4L)	2	Widen From 2L to 6L (2,5)	None (2,5)
(Babcock Ranch Rd.)	SR 78	Old Rodeo Dr.	Y	`	4		
(	Old Rodeo Dr.	CR 78/N. River Rd.	Y		4	1	
	CR 78/N. River Rd.	Shirley Ln.	Y	Y (4L-6L)	4	New 4L Construction, Expand to 6L Plus Existing 2L	New 4L Construction, Expand to 6L Plus Existing 2L
	Shirley Ln.	Fox Hill Rd.	Y	`	4	Frontage Road (5)	Frontage Road (5)
	Fox Hill Rd.	Busbee Ln.	Y		4	]	_ ` ` ` `
	Busbee Ln.	Charlotte County Line	Y		4	1	

#### Footnotes:

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- (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.
- Transportation mitigation assessment is not applicable at the Master DRI level. All transportation mitig
  (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.

  7) EDOT 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.

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# EXHIBIT G BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

1	A. Representations and Commitments as Conditions.
2	(1) Increments 1,2, and 3
3	In accordance with the MDO, each Incremental traffic study will include any
4	previously evaluated Increment as Project traffic. Mitigation provided by any
5	previously evaluated Increment shall be credited to the overall impact of the
6	Project.
7	a. Developer shall be fully responsible for the required site-related roadway
8	and intersection improvements associated with Increments 1, 2, and 3
9	as set forth herein. Site-related improvements include, but are not limited
10	to, the following: site driveways and roads; median cuts made necessary
11	by those driveways or roads; right-turn, left-turn, and deceleration or
12	acceleration lanes leading to or from those driveways or roads; traffic
13	control measures for those driveways or roads; and roads or intersection
14	improvements whose primary purpose at the time of construction is to
15	provide access to the development. The specific site-related
16	improvements shall be subject to review and approval under the Site
17	Plan Review process as provided in Section 3-9-7 of the Code of Laws
18	and Ordinances of Charlotte County, Florida ("Code"), and coordination
19	with FDOT. The cumulative site-related improvements for Increments 1,
20	2, and 3 are as follows:

- a. SR 31 / Cypress Parkway (D-D)
  - Signalization
  - Widen SR 31 to 6\_Lanes

1	1 NB Left-Turn Lane
2	1 NB Right-Turn Lane
3	1 SB Left-Turn Lane
4	1 EB Left/Thru/RightTurn Lane
5	3 WB Left-Turn Lanes
6	• 1 WB Thru/R <u>ight-</u> T <u>urn</u> Lane
7	b. SR 31 / Horseshoe Road / Lake Babcock Drive (C-C)
8	Multilane Roundabout
9	<ul> <li>Widen SR 31 to 4_Lanes</li> </ul>
10	• 1 NB L <u>eft-</u> T <u>urn</u> /Thru Lane
11	• 1 NB Thru/R <u>ight-</u> T <u>urn</u> Lane
12	• 1 SB L <u>eft-</u> T <u>urn</u> /Thru Lane
13	• 1 SB Thru/R <u>ight-</u> T <u>urn</u> Lane
14	• 1 EB L <u>eft-</u> T <u>urn</u> /Thru/R <u>ight-</u> T <u>urn</u> Lane
15	1 WB Left-Turn Lane
16	• 1 WB L <u>eft-</u> T <u>urn</u> /Thru/R <u>ight-</u> T <u>urn</u> Lane
17	• 1 WB-Right-Turn Lane
18	c. SR 31 / Cook Brown Road/Greenway Boulevard (B-B)
19	Multilane Roundabout
20	<ul> <li>Widen SR 31 to 4_Lanes</li> </ul>
21	• 1 NB L <u>eft-</u> T <u>urn</u> /Thru Lane
22	• 1 NB Thru/R <u>ight-</u> T <u>urn</u> Lane

1	• 1 SB L <u>eft-</u> T <u>urn</u> /Thru Lane
2	• 1 SB Thru/R <u>ight-</u> T <u>urn</u> Lane
3	• 1 EB L <u>eft-</u> T <u>urn</u> /Thru/R <u>ight-</u> T <u>urn</u> Lane
4	• 1 WB L <u>eft-</u> T <u>urn</u> /Thru/R <u>ight-</u> T <u>urn</u> Lane
5	d. SR 31 / Increment 1 North Project Entrance/Hercules
6	Grade
7	Add <u>1</u> NB Right-Turn Lane
8	Add <u>1</u> SB Left-Turn Lane
9	Add 1 WB Left-Turn/Right-Turn Lane
10	Construction of ingress and egress driveways, as necessary
11	along SR 31.
12	b. The cumulative off-site traffic impacts of Increments 1, 2, and 3 through
13	203840, as estimated by the AIDA traffic analysis are identified in Exhibit
14	J, which is attached hereto and incorporated herein by reference. These
15	off-site traffic impacts have been accepted by FDOT, Charlotte County,
16	Lee County, and the SWFRPC, as the cumulative impacts resulting from
17	Increments 1, 2, and 3.
18	1. The mutually agreed upon significantly and adversely impacted
19	roadways for Increments 1, 2, and 3 that are not transportation
20	deficient, and the identified improvements for Increments 1, 2,
21	and 3 are:
22	a. SR 31 from SR 78 to Old Rodeo Drive

1	•	<ul> <li>Widen Expand from 4 to 6 Lanes</li> </ul>
2	b. \$	SR 31 from Old Rodeo Drive to North River Road
3	(	Widen Expand from 4 to 6 Lanes
4	c. \$	SR 31 from North River Road to Shirley Lane
5	(	Widen Expand from 4 to 6 Lanes
6	d. \$	SR 31 from Shirley Lane to Fox Hill Road
7	•	<ul> <li>Widen Expand from 4 to 6 Lanes</li> </ul>
8	e. \$	SR 31 from Fox Hill Road to Busbee Lane
9	•	<ul> <li>Widen Expand from 4 to 6 Lanes</li> </ul>
10	f. SR	31 from Busbee Lane to Charlotte/Lee County Line
11	•	<ul> <li>Widen Expand from 4 to 6 Lanes</li> </ul>
12	g. S	SR 31 from Charlotte/Lee County Line to Cypress
13	Par	kway
14	•	<ul> <li>Widen Expand from 4 to 6 Lanes</li> </ul>
15	h. \$	SR 31 from Lake Babcock Drive to Greenway
16	Bou	ılevard
17	•	Widen from 2 to 4 Lanes
18	i. SR	78 from Pritchett Parkway to Old Bayshore Road to SR
19	31	
20	•	Widen from 2 to 4 Lanes
21	j. SR	78 from Pritchett Parkway to Old Bayshore Road to SR
22	<u>31</u>	

1	<ul> <li>Widen from 2 to 4 Lanes</li> </ul>					
2	2. The mutually agreed upon significantly and adversely impacted					
3	intersections, that are not transportation deficient, and the					
4	identified improvements for Increments 1, 2, and 3 are:					
5	a. SR 78 / I-75 (West Ramp)					
6	Add SB Left-Turn Lane					
7	Add WB Left-Turn Lane					
8	b. SR 80 / Orange River Boulevard					
9	Add NB Left-Turn Lane					
10	cSR 80 / SR 31					
11	Reconfigure NB Thru/Left-Turn Lane to Thru Lane					
12	Add 2 SB Left-Turn Lanes					
13	Reconfigure SB Thru/Left-Turn Lane to Thru Lane					
14	Add SB Right-Turn Lane					
15	<ul> <li>Add 21 EB Left-Turn Lanes</li> </ul>					
16	Add <u>1</u> WB <u>LeftRight</u> -Turn Lane					
17	d. SR 31 / SR 78					
18	Realign Intersection from Interim to Ultimate					
19	Alignment with:					
20	a. Add 21 NB Left-TurnThru Lane					
21	b. Add 21 NSB Thru Lanes					
22	c. 2 SB Thru Lanes					
1						

1		<del>d.</del> c.	Add 1 SB Right-Turn Lane
2		<del>e.</del> <u>d.</u>	Add 31 EB Left-Turn Lanes
3		f. 1-l	EB Right-Turn Lane
4	e.	SR 31 / Nort	h River Road
5		• Convert i	nterim roundabout to ultimate traffic signal
6		consister	nt with the SR 31 PD&E Study:
7		a. <u>Ac</u>	<u>ld</u> 1 NB <del>Left-Turn</del> Thru Lane
8		b. <u>Ac</u>	ld 31 NSB <del>Thru</del> Left-Turn Lanes
9		c. <u>Ac</u>	ld 1 NSB <u>Thru</u> Right-Turn Lane
10		d. Ac	<u>ld</u> 2 <del>S</del> EB Left-Turn Lanes
11		e. Re	econfigure 31 SEB ThruRight-Turn Lanes
12		<u>to</u>	Shared Thru/Right-Turn Lane
13		f. Ac	<u>ld</u> 4 <u>2</u> <u>\$W</u> B <del>Right</del> Left-Turn Lane <u>s</u>
14		g. Re	econfigure 1 <u>EW</u> B <u>LeftRight</u> -Turn Lane
15		<u>to</u>	Thru Lane
16		<del>g.</del> h.	_ <del>1_EB_Thru/RT_Lane</del>
17		<del>h.</del> i. 4-1	WB Left-Turn Lane
18		<u>i.j</u> 4-\	WB Thru/RT Lane
19		<u>j.k.</u> 44	WB Right-Turn Lane
20		Add NB /	Auxiliary Thru Lane
21		• Add EBL	
22		• 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 5,899924 pm peak hour two-way external trips and 5,8694 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 \$50,937,22643,401,163 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		Mitigation	
#	Item (1)	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		40
	- 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	0.47, 170, 000	0 : (6)
	- Includes intersection improvements	\$47,170,000	Ongoing (6)
	c. Cypress Parkway to Horseshoe Road -Widen from 2 to 4 lanes		
	- Widen from 2 to 4 lanes -Sidewalk one side	67 720 000	Ongoing (6)
	-Sidewalk one side	\$7,730,000	Ongoing
	G 14 4 1	\$75.0C0.000	
	Subtotal	\$75,860,000	
	d. Prior Project Contributions (1) SEIR/PD&E Contribution	¢1 250 000	Completed (5)
		\$1,350,000	Completed
	(2) Previously completed and ongoing design,	\$2.242.000	Completed (5)
	permitting, and survey associated with SR 31 widening	\$2,342,000	Completed (5)
	(3) Previously constructed chain of lakes SR 31 Subtotal	\$2,500,000 \$82,052,000	Completed
	SK 31 Subiolal	\$82,032,000	Installed at Cypress Parkway, Lake Babcock
2	SR 31 Traffic Count Stations (3)	\$200,000	Drive, and Greenway Boulevard (4)
	SK 31 Traine Count Stations	\$200,000	Drive, and Greenway boulevard
	Grand Total	\$82,252,000	
Б	Grand Total	ψ62,232,000	

#### Footnotes:

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- (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 byin year 20257.
- (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:

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- 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 20257.
- 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.

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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 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,

203840, 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, 203840, 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

4	5	REI	MAINDER O	F THI	S PAGE L	EFT BL	ANK IN	ITENTION	ALLY		
2	1		Report.								
3	3	(2)	Total mitiga	ation	paid for th	e projec	t shall	be reflecte	ed in the	e Bier	nnial
2	2		<u>d</u> Developer	-							
	1		necessary	and	mutually	agreed	upon	between	FDOT	and	the

# EXHIBIT G-1 BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

G1 - 73C-40.045	<b>Transportation</b>	Uniform	<b>Standard Rule</b>
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- 2 (1) Purpose. This rule establishes how the Department will evaluate transportation facility
- 3 issues in the review of applications for binding letters, local government development
- 4 <u>orders, and DRI applications for development approval (ADA).</u>
- 5 (a) The Legislature established chapter 380, F.S., to facilitate orderly and well-
- 6 planned development, by authorizing the state land planning agency to establish
- 7 <u>land management policies to guide local decisions relating to growth and</u>
- 8 development. sections 186.002, 186.007, 186.009, and 187.101, F.S., establish
- 9 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
- 12 <u>380.065(3), F.S.</u>

- 13 (b) Consistent with the land management policies delineated in the State
- 14 Comprehensive Plan, it is the intent of the Department to set forth in this rule
- 15 specific transportation facility DRI review guideline standards and criteria.
- (c) The statutory authority to promulgate and establish this rule is derived from
- 17 sections 380.032(2) and 380.06(23), F.S.
- 18 (2) Definitions. As used in this rule:
- 19 (a) "Applicable Local Plan" or "Local government comprehensive plan" means a
- 20 <u>plan or element or portion thereof prepared, adopted, or amended pursuant to part</u>
- 21 <u>II of chapter 163, F.S., as amended.</u>
- 22 (b) "Applicable Regional Plan" means the Regional Planning Council's adopted
- 23 Strategic Regional Policy Plan pursuant to section 186.508, F.S.

(c) "Applicable State Plan" means the State Comprehensive Plan. 1 2 (d) "Concurrency Management System" means the adopted procedures and/or process that the local government of jurisdiction for the development utilizes to 3 4 assure that development orders and permits are not issued unless the necessary 5 transportation facilities and services are available concurrent with the impacts of 6 development, consistent with chapter 163, F.S. 7 (e) "Department" means the Florida Department of Economic Opportunity. (f) "Florida Intrastate Highway System" means an interconnected network of limited 8 9 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 10 adopted by the Legislature. 11 (g) "Level of service" means a qualitative assessment of a roadway's operating 12 13 conditions or the average driver's perception of the quality of traffic flow that is 14 represented by the letters A through F: A representing the freest flow and F 15 representing the least free flow. Quantitative criteria for the different levels of 16 service are provided in the Highway Capacity Manual (1985 Special Report 209) 17 as published by the Transportation Research Board, National Research Council, 18 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 19 20 contribution from a developer or owner of a DRI to the local government or the 21 governmental agency having maintenance responsibility for those facilities, which 22 makes adequate financial provision for the public transportation facilities needed 23 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:

#### DRI trips cost

(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.

1	Construction cost includes all improvement associated costs, including
2	engineering design, right-of-way acquisition, planning, engineering,
3	inspection, and other associated physical development costs directly
4	required and associated with the construction of the improvement, as
5	determined by the governmental agency having maintenance authority over
6	the roadway.
7	(i) "Project phase" means a discrete, five year or lesser construction
8	timeframe of development, including the local government issuance
9	of certificates of occupancy for that construction or its functional
10	occupancy.
11	(j) "Regional center" means a major retail, service, public,
12	recreational, entertainment or other type of facility or development
13	area that regularly attracts use by citizens from more than one
14	county, including regional hospitals, civic centers, universities,
15	professional sports stadiums, regional malls, regional airports,
16	regional, state or federal governmental centers, state parks,
17	nationally advertised resorts or amusement parks, or designated
18	regional activity centers.
19	(k) "Regional Planning Council" means a governmental body created
20	pursuant to chapter 186, F.S.
21	(I) "Roadway" means an existing or planned road segment in its
22	entirety or any portion thereof, including intersections and
23	<u>interchanges.</u>

(m) "Stage" means one in a series of approximately equal increments 1 2 in the development of a proposed development upon which are placed quantified limits for construction that are reasonably 3 4 calculated to ensure that the state and regional roadway network 5 affected by the proposed development will not be overburdened by 6 development traffic. As used in this rule, a stage is to be a subset of 7 a particular project phase of development planned for a project by a 8 developer. A stage of development includes both a specific type and 9 amount of development and the associated, approved buildout timeframe for that development. 10 (n) "State Highway System" means all streets, road, highways, and 11 other public ways open to travel by the public generally and 12 13 dedicated to the public use according to law or by prescription and 14 designated by the Florida Department of Transportation, consistent 15 with chapters 334 and 335, F.S. (3) Application. 16

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(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 1 2 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 3 in local government development orders. This rule shall not apply to any 4 5 development order rendered to the Department after the effective date of this rule 6 that approves, with or without conditions, an application that was submitted prior 7 to the effective date of the rule and has continued to remain pending and active 8 until the development order's approval. 9 (c) A development order shall be determined by the Department to make adequate 10 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 11 impacts, if it contains the applicable mitigation standards and criteria set forth in 12 13 this rule. If a development order does not contain the applicable mitigation standards and 14 15 criteria set forth in this rule, the Department shall have discretion to appeal the 16 development order, pursuant to the provisions of section 380.07, F.S. However, 17 nothing in this rule shall require the Department to undertake an appeal of the 18 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 19 20 addressed on a case-by-case basis by the Department as to whether it otherwise 21 complies with the intent and purposes of chapter 380, F.S. The Department will 22 take into consideration the balancing of this rule's provisions with the protection of 23 property rights, the encouragement of economic development, the promotion of

other state planning goals by the development, the utilization of alternative, 1 2 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 3 4 mitigation criteria and standards. 5 (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 6 7 transportation related issues, such as air quality, right-of-way protection, railroad crossing safety, hurricane preparedness, project access to state highways, state 8 9 subsidies in high-hazard coastal and barrier island areas, or consistency with a 10 local government comprehensive plan. (e) This rule shall not limit the ability of the Department to make a determination of 11 significant impact or appeal a development order on the basis of inadequate, 12 13 inappropriate, or inaccurate transportation impact analyses carried out by the 14 applicant or his agents, where the findings of such analyses are instrumental to 15 forming the basis of information necessary to evaluate compliance with the 16 application of this rule's criteria and standards. However, if agreement was 17 reached at the DRI preapplication conference regarding transportation impact 18 analyses assumptions and methodologies to be used in an ADA, then reviewing agencies may not subsequently object to these assumptions and methodologies, 19 20 consistent with the provisions of paragraph 73C-40.021(1)(h), F.A.C. 21 (4) Identification of State and Regionally Significant Roadways. For the purpose of 22 evaluating the state and regional significance of a roadway, the Department shall consider 23 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

8 <u>falls within the categories of roadways enumerated above, unless it is a segment of the</u>

9 Florida Intrastate Highway System.

10 (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 incompliance local government comprehensive plan, then this lower 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.

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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

1	guaranteed to be in place and operational, or under actual construction for the
2	entire improvement, at buildout of each project stage or phase that creates the
3	significant impact. This guarantee shall be in the form of:
4	(I) A clearly identified, executed and recorded local government
5	development agreement, consistent with sections 163.3220 through
6	163.3243, F.S., that is attached as an exhibit to the development order, and
7	which ensures, at a minimum, that all needed roadway improvements will
8	be available concurrent with the impacts of development, consistent with
9	section 163.3180(2), F.S.;
10	(II) A binding and enforceable commitment in the development order by the
11	local government to provide all needed roadway improvements concurrently
12	with the development schedule approved in the development order;
13	(III) A local government commitment in the current year of their local
14	government comprehensive plan Capital Improvement Element (CIE) to
15	provide all needed roadway improvements, or a local government
16	commitment in the current three years of their CIE to provide all needed
17	roadway improvements when the local government has specifically adopted
18	an in-compliance concurrency management system in their plan; or
19	(IV) A Florida Department of Transportation commitment in the current five
20	years of the Adopted Work Program for Florida Intrastate Highway System
21	(FIHS) facilities or in the first three years of the Adopted Work Program for
22	all other facilities to provide all needed roadway improvements;

1 (V) A binding and enforceable commitment in the development order by the
2 developer to provide all needed roadway improvements concurrently with
3 the development schedule approved in the development order; or
4 (VI) Any combination of guarantees (I) thru (V), above, that ensures that all
5 needed roadway improvements will be provided concurrently with the
6 development schedule approved in the development order.

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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, the 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 subsubparagraphs 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

1	written acceptance by the affected local government governing board or the Florida
2	Department of Transportation, as appropriate.
3	b. This option is also available to the local government of jurisdiction over the
4	development for those significantly impacted state and regional roadways within
5	their jurisdiction which are not addressed for concurrency by their local
6	Concurrency Management System.
7	c. The development order shall contain a schedule as set forth in sub-
8	subparagraphs 1.a., b., and c., above, that appropriately addresses each
9	significantly impacted state and regional roadway segment. For significantly
10	impacted state and regional roadways within the area around the development site
11	that are specifically covered by the local government of jurisdiction's Concurrency
12	Management System (CMS), the development order shall ensure that appropriate
13	mitigative measures are clearly and specifically delineated in the development
14	order for each roadway segment, consistent with the concurrency provisions of the
15	in-compliance, adopted local government comprehensive plan and implementing
16	land development regulations of that local government.
17	d. For each significantly impacted state and regional roadway outside the specified
18	Concurrency Management System area, the development order shall additionally
19	include:
20	(I) A schedule of the list of the improvements that are needed to be
21	constructed to ensure maintenance of the adopted level of service, an
22	identification of the governmental agency with maintenance responsibility
23	over the improvement, the cost of each needed improvement including

right-of-way and other costs for the improvement, the developer's 1 2 proportional share contribution for the improvement, and any proposed staging of the development. 3 4 (II) A date-certain payment provision which requires that, at a minimum, the 5 developer pay his proportionate share contribution to the agency that has 6 maintenance responsibility over the impacted roadway prior to the issuance 7 of any building permits for the stage or phase which will cause or increase 8 the significant impact to that roadway. 9 (III) A provision which requires that as a condition of accepting the payment 10 of the proportionate share contribution that the receiving governmental agency with maintenance responsibility over the impacted roadway agrees 11 in writing as an exhibit to the development order that the contributed monies 12 shall only be applied towards the construction of one or more of the 13 14 significantly impacted improvements which are under their jurisdiction and 15 listed in the schedule. If the contributed money to that agency is sufficient 16 to fully construct one or more of the roadway improvements under its 17 jurisdiction that is on the schedule in (I), above, then the receiving 18 governmental agency shall agree, as a condition of acceptance, to 19 expeditiously apply the received monies for the improvement construction. 20 (IV) A provision which requires that development activities and issue of 21 permits therefor immediately cease if the proportionate share contribution 22 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.

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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, or
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 1 measures contained in subparagraphs 1., 2., 3., or 4., above, that mitigates for each 2 significantly impacted state and regional roadway, or other mitigative measures which are 3 4 proposed and reviewed in the ADA, including the provision for capital facilities for mass 5 transportation, or the provision for programs that provide alternatives to single occupancy 6 vehicle travel, which reasonably assure that public transportation facilities shall be 7 constructed and made available when needed to accommodate the impacts of the 8 proposed development, consistent with the provisions of chapters 163 and 380, F.S. 9 (b) Interchange Protection. If a developer proposes the need for the construction of a new 10 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 11 12 to chapter 14-97, F.A.C. The traffic impact analysis methodology and the study area shall 13 be professionally, consistently and uniformly applied by an applicant in both the local 14 government land use approval application and any federal and state submissions 15 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 16 17 modified access to a state or federal limited access facility shall not be allowed to initiate 18 development for that stage or phase of development by a local government until the new 19 or modified access has been authorized by the Federal Highway Administration and/or 20 the Florida Department of Transportation, as applicable. When such authorization is not 21 forthcoming, the developer may request to amend his land use approval, based upon the 22 submittal of a revised transportation analysis not utilizing the new or modified access to

- 1 the limited access facility and any needed additional transportation mitigation, as
- 2 <u>appropriate</u>.
- 3 (8) Construction of Rule. This rule shall not be construed to limit the ability of local
- 4 governments to impose more stringent mitigative measures than those delineated in this
- 5 rule, where such measures or policies are contained within local land development
- 6 <u>regulations, or a local government comprehensive plan.</u>
- 7 (9) Effect of Areas of Critical State Concern. This rule shall be superseded by more
- 8 stringent transportation facility requirements for developments in designated Areas of
- 9 <u>Critical State Concern.</u>
- 10 Rulemaking Authority 380.032(2)(a), 380.06(23)(a), (c)1. FS. Law Implemented 380.021,
- 11 <u>380.06, 380.061, 380.065, 380.07 FS. History–New 3-23-94, Amended 2-21-01, 6-1-03, </u>
- 12 *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 du.)	Age Restricted <sup>1</sup> Residential (1d.u.)	Assisted LMing Facility (1 bed)	Retail (1,000 sq.ft.)	General Office (1,000 sq.ft.)	Medical Office (1,000 sq.ft.)	Indu drial - General Light (1,000 sq.ft.)	industrial <sup>2</sup> (1,000 sq. ft.)	Hotel/ Motel (1 room)	RVPark <sup>3</sup> (1 cite)	Clvlo / Government (1,000 sq. ft.)
Single-Family	d.u.	NA.	058	0.40	0.32	3.62	1.54	5.45	0.44	0.46	0.98	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	145	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	181	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
in dustrial - General Light	sq.ft	2,250	1,310	910	720	8,170	3,480	12,290	NA.	1,080	2,100	820	5,200
in dustrial 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 <sup>3</sup>	site	2.76	161	1.11	0.89	9.98	4.26	15.02	1.22	126	2.57	NA.	636
CMo/ 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

		DDO Incom	and the same of	
	ITE	(Cumulati	ve DRI)	Inoremental (Cumulative DRI)
Land Use	Land-Use Code	Trip Generation (PM Peak, Two-way)	Size	Trip Generation Estimate <sup>5</sup> 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
No n-Residential	•			
Retail	820	3,774	1,400,000	2.70 trips/1,000 sq. f
General Office	710	1,000	870,000	1.15 trips/1,000 sq. f
Medical Office	720	933	230,000	4.06 trips/1,000 sq. f
Industrial - General Light	110	66	200,000	0.33 trips/1,000 sq. f
Industrial 2	130	n/a	n/a	0.34 trips/1,000 sq. f
Hotel / Motel	310	416	600	0.69 Inpalroom
RV Park *	416	n/a	n/a	0.27 x fe
Civic / Government	730	127	74,000	1.72 trips/1,000 sq. fr

Source: Institute of Transpostation Engineers (TE), Trip Generation, 11th Edition.

- Note:

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

  2 Includes Industrial Park and Research & Development Park.

  3 Recreational Vehicle Park MIDO.

  4 Refer to Appendix 2H-4 Page 149, Trip Generation With BRC DRI, Bulcock Ranch Community DRI Incomment 3 (2022), November, 2022.

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



## **EXHIBIT H** MDO LAND USE EQUIVALENCY MATRIX (LUEM)

(Page 1 of 1)

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

Land Use	Unit	Single-Family (1 d.u.)	Multifamily (1 d.u.)	Age- Restricted <sup>1</sup>	Assisted Living Facility	Retail (1,000 sq. ft.)	General Office	Medical Office	Industrial - General Light	Industrial <sup>2</sup>	Hotel / Motel	RV Park <sup>3</sup>	Civic / Government
Equivalent To		(1 u.u.)	(1 u.u.)	Residential (1 d.u.)	(1 bed)	(1,000 sq.11.)	(1,000 sq. ft.)	(1,000 sq. ft.)	(1,000 sq. ft.)	(1,000 sq. ft.)	(1 room)	(1 site)	(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 <sup>3</sup>	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

	ITE	BRC Increm (Cumulat		Incremental (Cumulative DRI)
Land Use	Land-Use Code	Trip Generation (PM Peak, Two-way)	Size	Trip Generation Estimate <sup>5</sup> 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 <sup>2</sup>	130	n/a	n/a	0.34 trips/1,000 sq. ft.
Hotel / Motel	310	416	600	0.69 trips/room
RV Park <sup>3</sup>	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 DRL
2 Includes Industrial Park and Research & Development Park.
3 Recreational Vehicle Park - MDO.
4 Refer to Appendix 21-I (Page 19), Trip Generation - With BRC DRL <u>Babcock Ranch Community DRL - Incremental DRI Amendments (2024), June 20, 2025</u>.
5 The effective trip rate based on the ITE trip generation equation (fitted curve), where applicable. Otherwise, standard ITE average rate assumed.



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

ARLDU 41.1-08

#### ABCOCK RANCH COMMUNITY

NCREMENT 3 (2022)

UTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

									-	NON-RAIR OLK D	16	A ROBOTAD BO	ELOS K MPG TRUE		TOTAL	_	Mrc CAT	DOLLE	-					Parjore	701A	. TRUMPTIC			
										6	Note States of	190	60	970	NCKGROUND	(10)			581	Total	Service	78701-016		Treffe	1 reptor				
				10	120 0	er (h	(t) ( t) (t)	100 feet	. 0	None (1) (0) Berryla II Different	Ser Selver	10.18.PM	5 Section Man	(Se trolume	THE STATE OF	0.000		s (steed )	a Yels es ((1))	Ski Volume Skil Skil		Set Set Set	1670	to North	gerson bet		9	(T)	to f
NY.	PHONE .	16			dr Lann No.	free fame 11	THE SECTION S. P.	94 1.007		LIST Face S Her			to Pod 9 David				untimes from			10.00 13.90		10.00 (0.9 h 10.1				Free Hill Marky Type		LAW BY	
																-													
NJ.	Congres No. Earlier No.	Lay-less W.A.	1000 1000	-	1 0	C (0121V	EASTWALL WERE	D 1999	190	FM1 000 010 M	AN 211 24		No. 1 7/34	1	1 210 311		0.0%	o Nictio	- 1	28 28	76	0:27 0:40 C 0:40 0:28 C 0:40 0:40 S 0:40 0:40 S 0:40 0:40 S 0:40 0:40 S 0:40 0:40 S 0:40 0:40 S 0:40 0:40 S		61% G(%)	-	EASTERN DESIGN OF THE PARTY OF	S. OK 760 1750	292 841	1348 2
	175	Ope RA	180 180	_	1 1 1		1 CA 1/2 & 1 /2 Z C X C 10	D 0.00	6.84	10 100 110 00	ATM 27% 46		0. 0.50	1	0 270 km	1	0.0%	- Nata	-1 -1	720 74	14	0.00 0.19 0	1 2 11	100 100	_	CANDALI DE LE L		190 000	
or Dr.	that Hantiers Steiner.	13.41	10.00		1 0	0.000	THE REPORT OF THE PARTY OF	57 996.0	1967	1/30 0 000 07-0 Ms	A30 1,211 t	90 1	Fo. 14 Tube		1 61 61		0.1%	Na 616		1.3e- 17	67	0 to 7 to 10	101	0.75 0.75		CANDERLY JE HALL Y	N.S. (8) (67) 1 Per 1 (19) 2.24 (	389 309	1596 2
9.4	(5, r)	SE 31	1909 1990		2 6		F. CA SER SWIELS SE SE OR		8.011	7423 6598 6542 558	EN 379 A	0.000	47 534		1 27 47			Nicilia	11 23	1.0 19	1119	0.00 0.11 8	16	1.1% 1.1%		CARLEST A E. C. OL 4	10mm 2317	FRE MEN	11(3) 3
	Charlesto Coase, Law	Cliebro Circario Casa	1000		2 0	C 0168	1 EX 13H 2W 3L U (E. 6)	D ING	8-(5)	1.80 666 63.0 63	Fall 7945 77	170	75 11 3049	100	1 30 30	401	0.9%	1 1/4 1/4 14 1 1/4 1/4 14	48 33	107 196	1000	0.00 0.17 19	- 1	115 116		EASTER PRIZE COLD	1090 2211	1,423 (4024)	5536 2
bred 8.0	Late Crandy Law	Sec. 19.	100	-	1 1	C 484.007	TO DOWN THE REAL PROPERTY.	D 1000	1430.0	1000 0000 010 00	130 210 21		Fig. 1 508 9	-	1 10 20	701	0.175	1 10 10	-	0.00 27	1000	00 0/9 6	1211	0.00 I I I	_	CARLES OF A COLUMN	A - 100 - 100	1224 642	4176 1
	Second Red	Nation Ref.	1000		4 6	C 0101	O EX NOW WELLING ALD WELLIN	D: 1290	14480 2	tella cost cità-lis	Alle sides To		Fo. 1 3/8/9		1 11 11	111	6.475	101/876		1997 Tax	1100	0 W 0.63 C		61% 6 Ps		EX STREET OF SECURIN	AT 40 103 197	278 Billion	15 kg 2
	No Real Pub.	CS-41	1619		1 0	C 0100	I DA SOW ACT ON ALL DO ME IN	D 11661	HART I	4.55 E 6.65 E 5.36 EB	A36 720 TV	20 1	FS 2 30k.V	100	1 31 70	3.0	0.156	100.00	1 1	18 19	1118	6 to 10.24 C	6	0.1% 0.2%		CANKEL WILLIAM	45, de 102 100	2719. 8556	15 kg 2
ra De	5. ()	ers has	167 30		2 6	C 015V	I CA SUM ALL BE ALSO	50 7407	163	101 699 610 55	100 100 11		85 0 55k		0 800 870 0 800 800		0.175	N 10 5 74	4 4	140 15	4.7	631 F21 C		10% (18)		CANDER JUNE 11. F.	L dk   121   1307	275 371	1500 1
	Mesta Stack	Fibrale No.	100 100	-	1 1	C HIGH	S CA NOW ACT ON A C. W. CO.	D 190.0	1911	1964 0000 0140 000	100 100 5		65 6 534 5 0 100 7		1 81 11	-	0.00	Na Ste	-	111 1	- 19	0.00 0.10 C	1511	615 616	-	EANTER DE BLU	J. (8) 762 1116	250 201	1305 3
	Lengths In	Catrodia No.		_	2 2		C 10 10 5 1 2 5 4 5 45 10	D 90	900	No. 201 211 20			4 149 7		10 10	1	0.075	Mar 9.74	-	40 1	14	010 CAN L	111	100 D F	_	A 10/2 M 1 78 15 5	41. 4 74 117	292 844	
	SWEET CHANGE THE SE	Florida No.	1917 1917		2 0	C (610)	II DA SON ACTOR IL U MALON	D 96	13.7	187 699 618 68			Po. 6 N.St	1	10 10 10		8.6%	N9-534		- 11	100	DOM: NOT C	-	0.0%   0.0%		CA SPECIAL PROPERTY	AL 46 121 130	195 3674	1766 1
org-Rd-N adv	-3s -19	Read State RV:	100 100		1 0		F. DANK KLISK 4, D. WEIR	D 11809	31.00 31	197 198 11.0 tilk		10 212	Fo. 24 NS	12	13 900 1900	25.5	84% 3	Nh file	21 11	901 100	1908		- 0	125 000		EASTER DE IL D. Y	(T. (R. (D.) 180)	27tm 200	45 lb: 4
	Band Nove Rd.	Topic Rd.	100		7 6	E 481,013 1	A LANGE LEWIS CONTRACTOR	10 19111	19252 11	9 20 0 000 0 1 0 00 0 000 0 1 0 00		234	F24 27 N/W	1.0	27 207 667	251	6-876 A	1000	23 23	N.14 913	1500	0.00 0.20 C	15	12% 095		CANDALIA ILD	A. M. S. 180	2.775 B-76	13.8c 8
	-14	Ayes N.O.	100 100		1 1	C merite	# DANKETTE 4 D WEST	D 12774	1270 1	100 000 010 00	File new 4		70 H 100 Y	(b)	1 May 01	8-1	0.975	1 Markin	14 24	620 114	1919	SH 514 C	1111	6V2 160		CANDED IN ILD	AL - 91 19	17th 846	17.6-
	Page 2 700.	East of Paper No.	1447 1488		1 0	E 00 ( F) 1	O DO NOW ACT LINE ALS THE OWNER.	D: 1100m	Higher II	ent con city vis	Ele 190 1	11 1	Po. 1 564.9		P 601 (11)	59	0.2%	1617676	4 9	198 110	198	max esta d	- 6	active 1 also		CANDRACT OF BUILDIN	AT de No vito	29/2 hers	1948 3
oge Roll, Seconds	Tolkin Rill		1090 108		1 0	C (01.8)	D DA NAME I DA ALL ALDRES	Ex 9-(61):	1655	103 000 034 55	File Fact 11	0 0	Ph. 15 508 9	100	0 900 250	- 1	1975	1 3/4/9/9		100 13	190	0.00 0.19 (		10%		EARING LINE T	45. dk 760 1700	250 200	1366
	American Sale	i. Hinay St.	1847	_	4 6	C 8161	N DA NOW ACT 2 N 4 L D WILLIAM	D 113	9356	431 044 010 NB	Chi - 2745 - 44		Pb. 0 50k 9	100	1 251 411		8,675	35.35		730 10		82 833 C		0.0%		CANDEN LIBERT DE	A. M. S. L. L. S. L. L. S. L.	2784 Bullet	15.84
v.	Age of Terror Rel.	Name Store Rot.		-	1 1 1	C 01155 1	THE TAX NOW AS 1 JAN AS D. W.L. CO.	D 1961	120	12r 000 010 53	126 J. 1	19 1	Fig. 2 508.9		1 MJ H1	- 11	0.15	500 Wile	-	16 10	74	0.0 0.11 C	1511	015 00	_	CANDREL DE LLE	1 4 2 17	293 841	1318 3
	Negrat Rd.	Corpor No.	1007	-	2 0	C 001E4 1	IN NAME OF BUILDING	D can	164	101 000 010 55	5 to 1		Po 4 369 V		1 Acc 100		6.4%	100100		746 71	190	0.07 0.09 E		1175 U.D.	_	CANDRACT IN LLT.	AL - 763 1757	191 811	1200 2
Coule	5. 0	- 15	16%		1 0	C 0150 1	IN CASSIMACTOR & DWINE	To your	19565 0	1265 0 000 0 1 K MA	Alle This an	122	Fig. 12 N/S	De la	to No. We	417	695	Nath	1) 19	926 92	19181	0 to 1.71 C	0.1	18% 1.6%		CANDEN FOR THE	AT 48 113 1367	2714 3670	1536 1
1	April Miles Rd.	Contylantifi	1010 790		1 0	C HIRLY 1	D. DANWACTER & U.W. DR	0 1W6	7181	THE SUM STANDS	Als: 250 21	1	to 10 3/81	in a	10 25e 25e		89%	1 Nit Fit		19 19	76	0.00 mm C	- 6	61% 64%		EASIWACLIN JULY	45 (R. 76) 170	292 811	£166 2
	Crispity Euroff B East Crising Law	Zana (Rij).	100	-	1 1	C 0000 /	ALL THE TAX ALL THE SE	C 1960	1100	1977 0000 0175 00	A 100 A		1 10	-	1 34 34	- 1	0.00	1 X10 576	1 1	1100 100	110	0 D 035 C		015 055	+	CANDELL IN ILLUIT	A. W. 110	100 800	1,748 2
	Parent NO.	Managalo la	1000	1	4 10	Discon To	MON SERVICE OF BUILDING	C 2850	16/64 3	9279 0000 0117 No	Alle tions try	111	es to sta		+ 187 180	56.5	0.2%	Niefle	12 4	1345 146	33.00	000 000 0		01% 0 M		ADA CERLIN IC D WIL	WW 961 239	1,000 860	ed.25 4
	Microsopole Dr.	True form or Cross alle, 56% at	1617 1619		4 30	torium Tori	CA CEN 2W IS D WS WE	fp 24.863	1100 0	1962 000 010 00		170 1	25 12 338	1	# 1617 150H	28 f	0.1%	Nie Sie	17 19	1032 15.8	9,2501	0.00 0.41 50	10	0.7% D.Ph		CACIRIO W. D.W.	ATR 12167 1281	1900 7000	W225 I
	Fashen Geals Stull.	CR Tel-N Taylor Rd.	1454 1404		1, 10	OT SEAT	CA CENT AN ACTOR AND AND	D 21669	21000 20	1914 609 0.11 Ma	A 50 500 810	70 1	Fig. 6 366.9	100	3 95 100	11	0.2%	1/20/16/16		790 10 A	7.J361	0.29 0.12 B	- 1	0.1% 0.2%		CA CHE IN & D.W.	N. 1,540 1,000	140 240	4035 3
	CR To CA Targles Roll.	CR Tel-Shout Store Rd.	1000	_	1 10	OT HIRE	CA NOW AS I JOB & D. WE WAS	D resta	110Ta F	100 000 013-00	A lot B and the	20 1	5 2 30 7	(S) (I)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 25	0.175	1 10/10	1 1	9 E 964	2,146	CH CTA C	1511	1100 1100	_	CANCELL WILLIAM	1. No. of 180	161 642	1240 1
Northbrook	S II Comple	Child - Mit Makes reg to	107 107	_	1 10	6/1 (0164)	LA UPH IN 25 U WE WA	10 2000	10/00/2			1 1	Fo. 1 3.74		1 120 110	- 11	6.15	Nath	1 1	2.78		0 % 0 0 C		115 115		LA LINE IN A. L. W.	AR 11 170	194 212	1000
Settined	S. G Nik McTevers Nr.	Objective Aces	1616		1 10	OT (809)	CA SOW AS LIN & D. WE WE	D 1999	2990 2	1911 009 059 05		00 0	Fig. 10 569 F		0 0 1000	1.0	0.1%	1 304 970	4 4	0 269	2858	0-00 0.T0 C		0.0% 0 Ps		CANDREL WILDY	AL RR 0 257	1965 3011	43-G 3
	Pargraph or	Oct 1 - NR Carechit	196 196		1 10	OT REGIO	CANCELLE EN ALAN	17 17 17 18 a	17000 0	THE CON LAW OR			A 1 100 Y	100	4 1500		64%	1 139 9.54		0 110	1417	0.00 0.00 €	- 6	0.0%		(人) (() () () () () () () () () () () () (	AL 22 P 157	1965 3651	430 3
Melnirch Harolt Rd.)	East Crawley East	Carried to Delicate De	76.5	-	4 10	of Dedita	CA SURVEY DE DE ME WAR				21 1	1	Ph.	280	277 204 Min	H -	21.25		(M) 180	Jadi ted	2100	127 n.79 E		11.7% bit at		EASTER DE ILE T	AL MR NO DES	ARE GAL	1210 6
	Cyperic Phray: Cyber Radionick Cit.	Commercial plants	21.4	-	1 10	ANT DESTA	CA NOW A 1 2W Z. U. W. W.				100	1 -	70	110	11+ 3+ 3+ 11+ 3+ 24	н –	16.7%		20 00	24 19	2.116	0 % 0.79 C	1:11	10 To 11 11		CA NOW W. 1 290 15, 10 1	1. 33 00 10	2011 0042	1240 7
	Common March	1 K 10	1907		3 40	OT GROOM	MIA CEN JW. E. C. W.L. WR.		191	947 512 512 500	A36 60 1	9 3Kin 13	75 369 569 9	127	131 175 161	1.6/1	117% 65	3836	213 (12)	108 60	100	0.90 OTF B	6	2X 65 11.65		MENA CERE IN 16 C WE	WR 500 180		1217 2
	Se the	Orlinto Cynety Laut CR, Tol (Farra NO.)	1000		2 (6)	CT (SINE)	MOA STROW IS NOW WE	C 650	4/9/7	1234 E-10 1134 NO	Alle and a	er 20ac to	21 SQLY	(% 111	113 103 103	2964	0.7%	16 3/4 1674	014 3re	3.10	930	6:17 0:50 14	- 10	16-75 19-35		MENA KERR DW 26, KL 48,	With Sign Tell's		1130 3
	Charleste Cravely Line	CR Tol (Fore No.)	100		3 10	OT HERMA	MOA CHIE 2W Z. U 16, 48	C 0-0-1	1/81	189 698 617 55	File To	2000 10	75. 319 56k V	111	104 86 274	2801	6.7%	10.35	E4 D1	100 10	1,21	0.30 0.19 3		15.7% 18.25		MEAN THE PARTY OF THE PARTY	N NO 1455	140 010	1130 1
	A PARA	5.115.8.790			2 10	117 B 1177 B	MOA, CTR JW, E, C of, WK	10 000	100	187 600 616 NO	and the same				10 DT FIN											MEAN OF BUILDING			
	N ICCR NO	H4 70	999		3 10	ANT GROSS	TA SURVEY IN THE WE ARE	C 1995.5	1446.1	164 694 616 66	A Ser John Ja	6 611		10	70 877 654	296.6	1.1%	169 7676	80. (5.)	102 19	16	042 079 C		16.76 20-07		TA SURVEY IN HE E. S.	L 30 10 10	4100 1011	01.8r 2
	E. of Feed Decile	3(3)			4 10	OT SECENT	TA NUMBER OF SELECTION AND ARE	C 11-b-4	1140	162 009 015 00 011 000 015 00 015 010 000 015	134 64	311	21 104 9	11	11 574 674	259	63%	Na Sia	11 22	110 0.0	1420	0-62 0.79 C 0-80 0.41 C 0-90 0.41 C		4.7% 1.7%		DA SOM SET OF HE DE	1. 10 11 10	290 000	465 3
- Al	dest	Regio Ave Cult M	1100		+ 165	Farm To	EA NUMBER OF RED WE WE	C Jeste	Jarkes 6			Dan 1	Ph. 612 N/W	10 0.0	41 91 31	1.00	1.0%		CH sec	1044 97	1935	0 % D.O. C	- 0	110		TANKELLIN IL DE		2364 1516	esch é
O Children Sci	92.707514 kery St.	Regar Ave. Cub St. GR 707Mcperfor St.		_	1 10	OT MINE	TA SUWACI ON HE C OF MR	C 7014	11 ACT 1	0012 000 000 TB		1 10	Po. 10 Nia 1	5 75	0 90 0	20	040 0	a Markin	10 11	10.00	219	0.00 HAN C	1511	270 0.00	_	EA SURACE OW HE CO		7 But 1097	Test 1
Windows Marris ( 4 )	SETTING TO SHAPE A MILE.	(3c11 (Cress20.)	100	<del>     </del>	3 30	ADT 487687	DA NOW AND THE R. D. M. WHI	D 960	1,590 1	161 619 619 66	A 50 0 0 0 0	4 11 1	fo 9 369 F	1 1	0 0 1000	- 55	0.2%	A MATERIA	4 11	0 1100	1177	0.00 0.34 C 0.00 0.34 M 0.01 0.00 C	1	11/2 E E	_	EARLING IN ILL O	E. W. W. D. 200	285 401	11W 1
Sadmed Olyapia has	St. II Kross St.1	ok 1945 filleannes	160 169		1 10	alitin To	CA SURVEY SEE AT AN ARM	D 1989	16/500 h	6367 637 <b>9</b> 657 <b>9</b> 538	file with	1 11 1	Po. 1 534	100	0 981 0	19	0.2%		10 0	941	in Justice	0.30 min C	- 6	0.7% 0.0%		EASTER FREE TE BE	AT OR IN 1989	1151 Balk	1490 3
	SELECTION TO CHESTON AND A		106 101	10'00 10	w # FD	NT RESE	DESIGNACTION ALD WENCE	D 19562	11161 1	ter and area	File 900 83	170 1	Ph 17 N/4		e 101 100	67	84% 3	Niefie	11 9	9/1 9/8						EASTER LIKE HED Y		2 FFT 1 46-42	1342 3
	Constitution for	Copie by Asia. CB: Tr (Versions Rd.)	100	100 10	9 10	A21 04142.7	33 N.W. A. L. J.R. H. D. A.L. 198	E 2090 S	18/91 2	100 000 015 N	100 Late 01	100	Fig. 14 N.S.	1	1 1367 1417	31	1170 8	N9450	47 17	120 110	7400	0.00 0.10 C	1:11	150 150	_	CA SCHOOL 2R HED.	A 40 CO 100	100 000	1000 6
	St. Te (New year Rule)	R 3-1 (Wadwater Loop Rd.)	100		4 10	orana To	CA CEW DW (L. D WL. WK.	D 1290	1250 1	2417 1009 110 10	Ede Hills St	10 10	75 1 500 7	100	1 150 161 1 160 WH	11	0.2% 1	N 10 F 10	4	1136 91	2300	0:00 0:10 U 0:00 0:10 G	1 : 1	075 075		CA CHIEF W. A. D. WL. 1	WW 12mm 12mm	rigo Dan	9225 1
	N. Test (Washington), page 801.7		1007		4 50	OT HIRE	CA THE SAME OF THE AM	D 1186	11000 2	130 000 030 33	Elle This and	50 10	75 5 500 9		2 70 600	144	8.1%	4 March 14	12	795 6-8	3,500	0.20 + 10 2	1	0.1% 0.7%		CALINET A DAL Y			1035 1
	Landeria Da	District Control of the Relation of the Relati	100		4 16	OT 000080	LA GH IW IL DWL WE	D: 11985	11911	1907 01/0 01/0 530	120 00	27 1	75 7 329.7	100	1 10 10	. 13	0.176	- 100 W/6	1	10 60	1230	0.13 0.16 24	1 1	100 00		TA CHE IN SECONE O	N 1246 3361	1900 000	4170 1
4	Ot Tel (Kindaghed applict)	Delicard matching	100		4 60 9 a 60	NOT (MINE)	EA EER DW. 6. D. W.E. WR. MOA EW HE UA	E 1987	77000 0	180 000 010 50	10 000 10	20	Fig. 2 50k V	20 10	10 101 101	- 11	2.20	100.00		1700 700	27%	CB 012 B	1 5	1400 1300	_	CA CHE IN IC.D WE'VE	W W 100	120 010	10.00
	Let Calcoly Let N. 1911 (Teach or s. Capable)	CR Bill Taken trade:	1010 1000	100	n 10	437 (4494)	1.4. FW 16. DA	C. 10711	10310	2.007 0.107 0.117 004	All Mari Av	100	Vo. 811 366 V	S 12	11 3702 1903	140	2.3%	Mr 8.9	43 84	2577 COM	16/20	031 037 6	1 7 1	14% 17%		LA FW 46, 0A	0 50	1400 4470	77.67 6
	N. Amerikang No.	75.17	1010 1000	100	W & FD	62T - 860/250	CA FW of GA	E 1991 E 1991 D 1964	1140 1	1.00 E 107 E 17 Ma	A36 X311 414	6 1625 a 6 850 c	Fo. 67 506 Y	150	32 398.4 666.3	81	(8.7%) A	1 536 W S 1 536 W S 2 536 W S	10 20	1827 169	1930	ne sin c	- 6	625. 166		LA LIMIT W. E. D. WIL TO LA LIMIT W. E. D. WIL TO LA LIMIT W. E. D. WIL TO MOA DW. ed. DA LA FW. ed. DA LA FW. ed. DA LA FW. ed. DA	1870 3707	2 400 TABLE 2 400 TEST 2 400 TEST 5 500 M TO 5 5400 TEST 5 5400 TEST 6 5400 TEST 6 5400 TEST	93 E
	(N. 17)	CR: The History Nove Rd. 1	1009 109	10700 10	10 m Fills	44999 TO	CA FW 16, 10.0	D 1966-5	Teach se	000 11 to \$100 000	File Com Roll	1,19	Fo 10 50k V	100	25 1265 1065	461	0.9%	1 Mar Wile	11 33	3319 3159	1630	6:70 0:51 B		0.2% 0.6%		CA FW 16, 114	28/91 3/20	Fago Toso	4130 4

ANNONE ED TO SEE IT EXTRANCES ENTREMENT ENTREMENT ENTREMENT ANNONE ED TO SEE IT EXTRANCES ENTREMENT ENTREM DOUND IT BOUND ITAL | Barting and the point and the property of th

ottome:
) FDOTD1RPMs2.02025 E+C Network Link Node numbers.

| FDOTDERPAGE\_2021 For Season Link Note transform.
| FDOTDERPAGE\_2022 For Season Link Note transform.
| FDOTDERPAGE\_2022 For Season Link Season Classes Reference 2019 Lee Cross Expost. Promises Court Station. Charleste Courty, 2021 Readowy Leed of Service Data - VV. NO. 3.
| FDOTS Handley for Season Link Season Link

4) Significant and Advonce = \*
5) Daily solution doi: of from weighted average link solution.

5) Daily solution doi: of from weighted average link solution.

#### EXHIBIT 21.F-3b

#### BABCOCK RANCH COMMUNITY INCREMENT 3 (2022)

FUTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI-ROADWAY SEGMENT ANALYSIS

#### LEE COUNTY

|  |  |  |  |  
   |  |   |  |  |  |   
  |  |  |  | - 10  
   | ACKGROUNE  | DTRAFFIC   |  |  
   |  | BCD  | SECTION 1  | C  
   |  |   |  |
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   |  |   |  |  |  | 00  
  | (9   | NON-BAD  | DOK HOLD   | Nie Black   
   | (10)   | BARCOCK MPD B  | RAPIC:<br>MO   | WCKGROUNE  
   | (10)   | -  | пb   | TRE  
   | Total  | (10)<br>Strain  | 201  |
|  |  |  |  | (b)<br>DiffeM  
   |  | (2) Se  | State (b)  |  |  | (f) Rev (f)   
  | (I) Now and Dishood  |  | fo<br>DFaster  | Die Where<br>Die 1 Diez   
   | DRM  | TIE.   | Dic Volume (1.2)   | 2) VOLUME  
   | DRM  | 5 X  | (II)<br>III.<br>Selvino Takon  | Dis Volume (C2)  
   | Dic Violent  | When C  |  |
| ROADWAY  | RoM 1  | TO   | A, Node 7  | B, Nobe A, Nobe B,   
   | B, Node - D  | ans Ro  | Starty Court<br>subsey Station   | in WSO   | D CIOS Rollsy Type   | St. AADT AADT   
  |  | K.<br>Faster   | DFastor<br>D HighDir   | Del Daz<br>e Medie Sewie  
   | A AADT T   | to. Not New Tol<br>Distribution - Peak Hy TS   | entire NHER SRV  |  
   | AADT   | Distillation Pr  | int New Tobas<br>Peak His Tiles of   | ound Did Did<br>orion NBER SRWR  
   | Note Sev   | E EOS   | Ne file SeWi   |
| Irogluzy St.   | 532.10 P   | North Byer Rd.   | 2301   |  
   | 二  | 2   10  | -2°   N7   |  | IC College 3.11  | E 14867 14967   
  |  | 0.001  | THE RESERVE  | 9 490 300   
   | •  | 147001 337   | 160  | 69 651 469   
   | 7854   | 6.4%   |  | DELD 229 127   
   | 71 80 3  | 740   | 0 1 120 0.8  |
| Broadway St.<br>Backingham Rd.   | 502 IC   | Cornery Rd   | 26730  | 3649   
   | 2  | 2 1   | IC POST  | 811  | LC Classifatorial 21.  | E 10191 10191   
  | N1 10154   | 0.009  | 150 SDW  | 8 420 490   
   | 12   |  | NISTED O   | 1 420 481  
   |  | 0.1%   | 3 NB   | INITE 2  
   | 1 42 4   | 402 500   | 0 0.49 0.50  |
|  | Genery Rd.   | Constary Rd.   | 26417  |  
   | 2  | 2 1   | IC POST  | E11  | I.C. Chel Atterial 21.   | E 13931 13951   
  | 61 12557   |  | 050 SBWB   | 530 50  
   | 619  |  | NB1B 29 3  | 30 559 620   
   | 0 755  | 1.7%   | 95 NB  | DE 61 34   
   | 630 6  |   | 0.72 0.76  |
|  |  | Orange River Blkd.<br>S22 NO   | 3602   | 3610   
   |  | 2 1   | IC POST  |  |  | E 24830 24890<br>E 21428 21428  
  |  |  | 050 SBWB<br>050 SBWB   | 940 100<br>9 730 89   
   |  |  | NB10 49 5<br>NB10 86 8   | 50 980 1120<br>86 816 916  
   |  | 2.6%   | 145 NB<br>257 NB   |  
   | 2 1002 11<br>2 991 10  |   | 0 1.26 1.38  |
| Crional Blvd.  | Dyraudy Dr.  | 500.802  | 25000  | 20.0   
   | 6  | 6   | IC PCS2  | 22   | I.C. CholiAterial 61.  | E 71139 71139   
  | 70767  |  | 050 NBIB   | 3730 230  
   | A) 76  | 0.3% 7 5   | SBWB 4   | 3 3736 2293  
   | 276  | 0.6%   | 35 500   | WH 13 22   
   | 2 3747 23  | 315 2940  | 0 1.27 0.79  |
| DelPrado Blvd  | 15 41  | Shar Rd.   | 2296   | 23949  
   | 2  | 2 1   | IC PCS D   | 404  | I.C. Claud Arterial 21.  | E 3925 (283   
  |  | 0.101  | 050 NBIB   | 8 410 30<br>9 1530 90   
   |  |  | NISTE 6  | 7 416 387<br>8 15% 948   
   | 317  | 0.7%   | 40 NB  |  
   | 4 40 4   |   | 0 0.51 0.4   |
| Garnery Rd.  |  | LeeBhd<br>Buckingturn Rd.  | 3/760<br>34740   | 36.0   
   | 2  | 2 1   | IC PCS2  | 122  | I.C. Chol Aterial 21.  | E 15014 16509   
  |  |  | 060 NBIB<br>060 NBIB   | 5 1530 940<br>5 810 400   
   |  | 2.5% 52 1  | NOTE NOTE 26 2   | 8 1536 948<br>26 836 516   
   |  | 1.4%   | 77 NB  |  
   | 9 1555 9<br>36 885 5   |   | 0 1.03 0.6   |
| lod Bld.   | Self-Blvd.   | 186.5k   | 3010   | 23.00  
   | 4  | 4 1   | IC POST  |  | LC CarelAteral 4L  | E 18301 18301   
  |  | 0.099  | 150 SEW  | 5 700 70  
   |  | 4.0%   | NBIB 42 4  | 42 742 832   
   |  | 13%  | KS NO  | DM 53 30   
   | 0 78 1   |   | 0 0.41 0.4   |
|  | 19169.   | 502, 900   | 2364   | 286  
   | 平  | 2 1   | C PCST   | 4  | I.C. Chol/Atterbl 21.  | E 20657 2067  
  | 1996   | 0.009  | /50 SEWE   | 7643 104  
   | / 1445   | 6.5% D8 1  | NISTED 69 6  | A 829 919  
   | 1123   | 2.5%   | 141 NB   | |
   | 0 920 9  | 200 300   | 0 1.07 1.13  |
| Lee 15Ad.  |  | Alth Ave.<br>Conney Rd   | 3676   |  
   | 7  | 6 L   | C IXS  | 42   |  | E 67319 67319   
  | 49 6725  | 0.005  | 600 NO.  | 3550 217  
   | 20 20  |  | SBWB 2   | 1 359 217  
   | Harry<br>39  | 0.1%   | 14 SB/   | |
   | 9 37W 2  | 50 Zen.<br>74 2940  | 0 129 0.7  |
|  | Garnery Rd.  | Florestead Rd  | 300  |  
   | 6  | 6 L   | IC PCS2  |  | I.C. Chol/Attabl 61.   | E 72443 72463   
  | 43 72117   | 0.085  | 4600 NBH   | 3800 239  
   | 0 163  | 0.7% 15 5  | SBWB 8   | 7 388B 2537  
   | 163  | 0.4%   | 20 507   | WES 7 13   
   | 3815 27  | 2940  | 0 1.30 0.8   |
| Lactor of Heights  | Democraci Rd.  | lod filvd  | 22760  | 27790  
   | 4  | 4 L   | IC POST  |  | I.C. Chol Atarii 41.   | E 32353 3283  
  | 32161  | 0.009  | 250 SEWE   | 1340 150  
   | a 101  | 0.5% 10  | Note 5   | 5 1348 8329  
   | 91   | 0.2%   | 11 NB  |  
   | 4 132 15   | 29 1960   | 0 0.69 0.  |
| Little Rd  | CorbatRd.<br>US 41   | US 41<br>BLS 41  | 2100   | 2076   
   |  | 2 1   |  |  |  | E 21974 21974<br>E 12567 12567  
  | 4 21305  | 0.093  | 520 Starte   | 5 960 1000<br>5 530 570   
   | 0 194  | 0.6% 13 5  | Nata 6   | 7 900 1047<br>9 539 579  
   |  | 12%  | 42 NB  | |
   | 5 905 10<br>34 538 6   | 003 860   | 0 0.68 0   |
| Turket Rd  | Ortz-Ava   |  | 2006   |  
   | 2  | 2 1   | IC PCS20   | § 20   | C Chellings 3.   | E 11790 11780   
  |  |  |  | 5 560 460   
   | SD 45  | 0.2% 4 1   | Notes 2  | 2 662 462  
   | 2 177  | 0.4%   | 22 NB  | DE 14 8  
   | 8 675 4  |   | 0 0.87 0.0   |
|  | Diagric Play   | 1-75   | 3/3/7  | 28111  
   | 4  | 4   | IC PCS20   | 200  | I.C. Chedikristal 4.   | E 20783 20783<br>E 14311 1431   
  | 4 20104  |  | 0.500 NB4B<br>0.500 NB4B   | 1150 NO<br>100 50   
   | 130  |  | NISTED 6   | 6 1156 806<br>3 86 563   
   | 549  | 12%  | 69 NB<br>24 SB/  |  
   | S 1200 8   | 61 1660   | 0 0.72 0.5   |
|  | Nothing Rd   | Nortfind Rd.<br>Courtry Lakes Dr.  | 3637   | 20.0   
   |  | 2 1   | IC PCS2  | \$20   |  | E 14511 1431<br>E 11399 1139  
  | 1129   | 0.097  | 500 NBU  | 5 540 450   
   |  |  | SBWB 2   | 3 NB 563<br>2 642 452  
   |  | 0.2%   | 24 SB/   | |
   | 5 812 5<br>8 647 4   | 700 700   | 0 0.83 0.5   |
| N Rher Mt.   | 500.33   | FranklinLock Rd.   | 25766  |  
   | 2  | 2 1   | IC PCS5  | 85   | LC Classifatorial 21.  | E 11716 11716   
  | 16 3250  |  | 060 NMB  | 190 110   
   | 0 4673   | 21.0% 444 S  | SBWB 222 22  | 22 412 332   
   | 2 3793   |  | 475 500  | WEB 170 305  
   | 5 50 6   |   | 0 0.68 0.  |
|  | Fanklin Lock Rd.   | Broadway Rd  |  |  
   |  | 2 1   |  |  |  | E 10173 10173<br>E 2877 2677  
  |  |  | 050 NMB  | B 150 90<br>B 120 80  
   |  |  | SBW(B) 201 20<br>SBW(B) 23 2   | 01 331 291<br>22 146 102   
   |  | 7.6%   | 422 SB/  |  
   | 71 54E 5   |   | 0 0.58 0:  |
| S<br>Nake Grade Rd.  | Broadway Rd. C<br>Shinr Rd   | Courty Line<br>NaileRef.   | 2000   | 23090  
   | <del>-</del>   | 2 1   |  |  |  | E 2877 2877<br>E 983 1219   
  |  |  | 050 NBIB<br>050 NBIB   | B 120 80<br>B 60 50   
   | 90 460<br>90 54  |  | Note 23 2  | 22 146 102<br>3 62 53  
   |  | 0.7%   | 37 SB/   |  
   | 5 70   | 58 740  | 0 0.09 0   |
| n Nak Rd.  | SE N   | Na lie Grade Rd.   | 3186   | 300  
   | 2  | 2 L   | IC PCS D   | 104  | IC College 2.U   | E 3000 3000   
  | 3000   | 0.101 (  | 0.50 NB4B  | 160 10  
   | 0 361  | 1.6% 34 5  | SBWB 17 1  | 17 177 157   
   | 638  | 1.4%   | 80 SB  | WEB 29 51  
   | 1 206 2  | 28 740  | 0 0.28 0   |
| 77 Orange River BlAd.  | 532.10   | Staley Rd  | 30766  | 386  
   | 2  | 2 1   | IC POST  |  | C Chellerial 3.  | E 17901 17901   
  | /1 17248   |  | 050 SBWB   | 7200 600  
   | A 240  |  | SBWB 12 1  | 11 7.2 831   
   |  | 0.9%   | 52 SW  | SW(B) 19 33  
   | 3 751 8  |   | 0.96 1   |
| S<br>D Ortz Ava  |  | Buckinglam Rd.<br>SR N2  | 2847   | 36-6   
   | 7  | 2 L   | IC PCS11   |  |  | E 17977 17977<br>E 30975 30975  
  | 1 17KeV  |  | 050 SSWS<br>050 NB/B   | 5 750 MO<br>5 1580 150  
   | 165  |  | NOTE B   | 2 755 842<br>8 1586 1158   
   | AT M   | 1.9%   | 12 SB/   |  
   | 165 1  | 1960  | 0 038 0  |
| A STATE OF THE PARTY OF THE PAR | 500 10   | Ludottilid.  | 23005  | 28:10  | 2  | 2 1   
   | IC POST  |  | IC Chellerial 3.   | E 10942 15977  
   |  |  | 050 NBIB   | 790 57  | 0 154  
   | 10.779   | Note 7   | 8 7W 577   | A ME   
   | 1.8%   | 101 NB   | DEED 65 36   | 6 862 6  
   | 614 790   | 0 1.11 0   |
|  | Liciet Rd.   | S22, 160   | 2880   | 28748  
   | 2  | 2 1   | LC PCS II  | 48   | IC Chell/retal 3.  | E 7588 288  
  | 6093   | 0.091  | 150 NBU  | 320 29  
   | A 288  | 13% 27   | ABIB 13  | 4 335 247  
   | 1207   | 27%  | 151 NB   | DEB 97 54  
   | 4 430 2  | 200 700   | 0.55 0   |
| Plantation Rd.   |  | Idio id St.<br>Colmal Blvd   | 2800   | 230-65   
   |  | 2 L   |  | 4-   |  | E 11348 12388<br>E 16700 16700  
  | 4 1010°  | 0.106  | 0.50 NBIB<br>0.50 NBIB   | 7.00 Dec  
   | 4 24   | 0.2% 5 7   | 4  | 3 722 553<br>5 974 745   
   | 439  | 1.0%   | 33 NB  | BMED 21 12<br>BMED 35 20   
   | 1000   | 500 Feb.  | 0 1.00 0   |
| Six Mile Cypera.   | DarielsPlowy   | Winter Rd.   | 2018   | 2866   
   | 4  | 4 L   | IC PCS1  | S18  | LC Claud Attarial 41.  | E 24208 2428  
  | 8 23667  | 0.091  | 150 NBU  | 1250 900  
   |  |  | NBIB 5   | 5 1255 905   
   | 436  | 1.0%   | 55 NB  | DE 15 20   
   | 0 1290 9   | 23 1960   | 0 0.56 0   |
|  | Winkfur Rd.  | Challenge Bld.   | 2867   | 28/8   
   | 6  | 6 L   | IC PCS1  |  | I.C. Carel Atterial fol.   | E 27133 27133   
  | A 26293  | 0.091  | 150 NBID   | 1390 1000   
   |  | 0.7% 16  | ABIB N   | S 1398 KKIS  
   |  | 1.5%   | 85 NB  | DEED 55 30   
   | 0 1425 10  | dis 2940  | 0.49 0.  |
| % Shiar Rd.  |  | Colorad Blvd<br>Nalle Grade Rd.  | 2390   | 186  
   |  | 2 1   |  |  |  | E 37159 37159<br>E 6270 297   
  | 723  | 0.091  | 500 Nistia   | 5 1900 1360<br>5 380 350  
   | / 20m  |  | NOTES 10 1   | 5 386 335  
   | 239  | 0.5%   | 110 NB   |  
   | 9 198 14<br>9 307 3  | EV 2996   | 0 0.46 0   |
| 7 Stear Rd.<br>W Sandine Bld.  | SR ID  | 25dSt SW   | 2706   | 273 28   
   | 2  | 2 L   | IC POST  | 811  | I.C. Chol/starial 21.  | E 10367 10367   
  |  |  | 0.50 NB4B<br>0.50 SBWB   | 5 430 400   
   |  | 0.0% 0 1   | NISTES 0   | 0 430 490  
   |  | 0.0%   | 0 NB   | BIEB O C   
   | 0 430 4  |   | 0.20 0.  |
| 10   | 25rd 58, 55W   | Lee DAd.   | 27906  | 273 (2   
   | 2  | 2 1   | LC PCS11   | 811  | I.C. Chod Ataria 21.   | E 8378 9992   
  | 92 9340  | 0.089  | 0.50 SBWB  | 5 390 460   
   | 0 27   | 0.1% 3 1   | NBIB 1   | 2 39 442   
   | 25   | 0.1%   | 3 NB   | MID 2  
   | 1 395 4  | 463 860   | 0.46 0.  |
| O The Inc Ave  | Industrial III   | Colonia Bud  | 2008   | 2030   
   |  | 4   | IC PCS6  | 0.00   | P. Chaldenni II  | E 20000 2000  
  | 10.541   | 0.100  | 000 Nata   | 2300 to-  
   | 4 Day  | 0.3% 6 7   | NISTED 3   | 3 23B E43  
   | 41 17  | 0.4%   | 22 No.   | SEE 14 -   
   | 8 2317 15<br>1 1775 1  | 10.0  | 0 1.18 0.  |
| C ISB4 FoverSt ISB4 Sig  | SER (Fre Sc)   |  | 2210   |  
   | 4  | 4   | DOT DOD  | 45   | UA SOWACT TWISE U OL WR  | D 36042 3600  
  |  |  | 099 SEWE   |   
   | 0 220  | 1.0% 21 9  | A STATE OF   | 21 0 361   
   |  | 21%  | 117 587  |  
   | 0 33   | 278 3305  | 0.00 0.<br>1 0.80 0.   |
| 6 LSS 4 (N. Tantani TrafA SS 4)  | N. End of Edwordinique   | SR 760m Island Rd Gaybon Ro  | 296  | 285  
   | 6  | 6 10  | DOT 2504   | 041  | UA SZWACI ZW 6L D WL WR  | D 51912 51912<br>D 36507 36507  
  |  |  | 0.56 NB4B<br>0.56 NB4B   | B 2350 2110<br>B 1660 1400  
   |  |  | NB1B 22 2<br>SBWB 20 1   | 22 2372 2332<br>19 1680 1509   
   |  | 4.3%<br>2.4%   | 236 NB   |  
   | 64 2538 22<br>77 1729 13   | 36 3171<br>3171   | 1 0.50 0.  |
| 4  | Littleton Rd.  | MittitonRd.<br>US 41 Sti   | 2195   | 2078   
   | 4  | 4 ED  | DOT DOOR   | 078  | DA S2WACT 2W 4L D WL WR  | D 26909 26909   
  | 26333  | 0.090  | 0.5% NB4B  | 1250 120  
   |  | 0.8% 17 5  | SBWB 9   | 8 1259 1128  
   |  | 0.9%   | 50 500   | WES 18 32  
   | 2 127/ 11  |   | 0 18.0 0   |
| 4  | US 41500   | SR 454.541   | 2540   | 2880   
   | 1  | 1 100   | DOT 2102   | OKE.   | UA SZWACT TW TIL U OL OR   | D 11431 11451   
  | 61 11244   | 0.090  | 099 NBIB   | 5 1010 0  
   | 0 63   | 0.3% 6 5   | SBWB 6   | 0 1016 0   
   | 124  | 0.3%   | 16 500   | W/B 16 6   
   | 0 102  | 0 887   | 1.16 (   |
| USS 41 (Brans Aus Park Ave A SS 41 NE<br>8 SR 888 (Colored Blvd.)  | NII SR IO MER Blvd.  | N. End of Edwar Bridge<br>0.195 miles W. Selemen Blvd  | 221 E  | 25.8   
   | 3  | 5 ED  | 1001 125070  |  | UA SEWACT TW SE U OL OK  | D 35960 35960<br>D 26681 46500  
  |  |  | 099 NBIB<br>051 SBWB   | B 3210 0<br>B 1960 2210   
   | 4 54   | 0.2% 5 7   | NBIB 5   | 0 32B 0<br>1 196 211   
   | 133  | 0.5%   | 32 NB  |  
   | 8 3247<br>6 1972 22  | 0 3600  | 0.90 0   |
| Al loss (Constitution)   | 0 195 mics W. Solomon Blad.  | SR 739 (Metro Plewy)   | 2000   | 2010   
   | 6  | 6 10  | DOT DOOR   | 050  | UA SZWACI ZW BL D WL WR  | D 52042 67500   
  | 500 66804  | 0.090  | 0.51 NB4B  | 3190 200  
   | 131  | 0.6% 12 1  | NISTED 6   | 6 3196 2026  
   | 565  | 1.3%   | 71 NB  | DED 46 25  
   | 3342 28  | 81 3171   | 1.02 (   |
| 4  | SR 789 (Metro Placy.)  | CR RSO to Aw/rM Cype w/N   | 76 2885  | 28/9   
   | 6  | 6 10  | DOT DOOR   | 0967   | LIA SZWACT ZW BL. D.W.L.WR   | D 75538 7558  
  |  | 0.090  | 051 Nata   | 3520 3100   
   |  | 1.6% 35 1  | N910 17  | 18 3537 3118   
   | 8 1664   | 339%   | 208 NB   | DED 134 74   
   | 4 3671 31  | N2 3171   | 1 1.16   |
|  | GE 865 Orto Ave. 6M Cypnas PM  | F75  | 3860   | 3866   
   | 6  | 6 10  | DOT DOOR   |  | UA SZWACT ZW 6L D WL WR  | D 81534 101534<br>D 81588 8388  
  | 4 98694  | 0.090  | 051 Nata   | B 4720 4160<br>B 3950 3400  
   |  |  | NBIB 25 2  | 25 4746 4185<br>6 3956 3996  
   |  | 52%  | 290 NB   | BRES 186 104   
   | H 493 42<br>4 398 33   | 3171  | 1 1.56   |
| ARM  |  | 400 Pt E. of Dynaty Dr.<br>Johnson St.   | 22171  | 300  
   | 6  | 6 10  | DOT DSOD   | 012  | UA S2WAC1 2W SL D WL WR<br>UA S2WAC1 2W SL D WL OR   | D 83268 83268<br>D 57046 57066  
  |  |  | 051 NBIB<br>051 NBIB   | B 3950 3400<br>B 2700 2300  
   |  |  | NINTED 5   | 6 3956 3896<br>6 2785 2386   
   |  | 1.0%   | 53 SB/   |  
   | 4 3978 33<br>4 2746 24   | 10 3020   | 0 0.91 0   |
| 4  | Johnson St.  | CR NAP malls Rd.   | 3170   | 2819   
   | 4  | 4 ED  | DOT DOM  | TA .   | DA SZWACT ZW 4L D WE WR  | D 48771 48771   
  | 771 48313  | 0.090  |  | B 2310 2060   
   | 40 KS  | 0.4% B 1   | NBIB 4   | 4 2314 2044  
   | 4 373  | 0.3%   | 47 NB  | INC. 10 17   
   | 7 2546 20  | DE 2100   | 0 1.12 (   |
|  |  | Lifetonika.<br>Del Prodo De d  | 2005   | 289  
   |  | 4 FD  |  |  | LIA SZWACI ZW 4L D WL WR<br>DA SZWACI ZW 4L D WL WR  | D 36299 36299<br>D 36291 36291  
  | 4 36299  | 0.090  | (ST NBID   | B 1740 1550<br>B 1820 1610  
   | 4 0  |  | Notes o  | 0 1740 1530<br>2 1822 1612   
   |  | 0.0%   | 0 NB   |  
   | 0 1740 15  | 2100  | 0 0.83 (   |
| 4  | Littleton Rd.<br>Dri Praudo BlAd.  | Del Prado Blvd.<br>SunSedom RV Park Erimon   | 2000   | 28-11  
   | 4  | 4 PD  | DOT DOTS   | 109  | DA SZWACT ZW 4E D WE WR<br>DA SZWACT ZW 4E D WE WR   | D 59604 59604   
  | 64 59207   | 0.090  | 451 NBU  | B 2830 2500   
   | 0 136  |  | SOWO 7   | 6 2837 2506  
   |  | 0.5%   | 33 58  | |
   | 1 2640 25  | 27 2100   | 0 1.36   |
| 4  | San Seekars R.V Park Britance  | Chafotte CourtyLine  | 2108   |  
   | 4  | 4 100   | DOT DOTO   | 45   | DA SZWACT ZW 4L D WE WR  | D 45210 45210   
  |  | 0.090  | 0.51 SBWB  | 1900 2160   
   | so 35  | 0.2% 3 5   | SBWB 2   | 1 19E 2161   
   | 1 55   | 0.1%   | 7 500  | WES 3 4  
   | 4 198 21   | 165 2100  | 0.91   | | |
| 59 SSE NO WIS (First St.)<br>NO SSE NO (First Stack block)   | SR 794.5 4 Ba (Fowler St.)   | SE 80 Seaboard St.<br>Verorica Stromoker Blod  | 33964  |  
   |  |   |  | <b>4</b> €T -  |  |   
  |  |  |  |   
   |  |  |  |  
   | 4 600  | 13%  | 86 NB  |  
   | 11 902 H   |   | 0 0.70   |
| At May attitude to the co  |  |  | 1886   | 200  
   |  |   | 100T 1250E   | <del></del> ,  | UA SZWACZ ZW ZL D WL OR<br>UA SZWACI ZW 4L D WL OR   | D 20199 20199<br>D 28311 2831   
  |  |  | 051 NBIB<br>051 NBIB   | 8 920 E0<br>8 1270 120  
   |  | 0.7% 15 1<br>1.5% 31 1   | NOTE 15  | 8 927 828<br>16 1285 1136  
   | 1438   |  |  |  
   |  |   | 0 0.70   |
|  |  | CR 8th (Ortz Ave.)   | 2890   | 231 75<br>236 50   
   | 4  | 4 10  | DOT 2507   | INTO   |  |   
  | 11 26543   | 0.090 (  |  | B 1270 120<br>B 1120 1280   
   | 30 330<br>50 879   | 1.5% 31 1  |  |  
   |  | 87%  | 480 NB   |  
   | 2 1470 14  |   | 100.750  |
| 1  | CR 905 (DataAve.)  | CR 805 (Orb. Ave.)<br>1-75   |  | 28175<br>28186<br>28186  
   | 4  | 4 PD<br>4 PD<br>6 PD  | DOT 12507<br>DOT 12507   | 000<br>075<br>020  | DA S2WACT 2W 4L D WL 0R  | D 28311 2831<br>D 31101 31101<br>D 40270 40270  
  | 01 26543<br>01 26590<br>20 33600   | 0.090 0  | 051 NB4B<br>051 SBWB<br>051 NB4B   | B 1270 1130<br>B 1120 1260<br>B 1600 1400   
   | 30 330<br>80 879<br>30 1291  | 1.5% 31 7<br>3.9% 84 7<br>5.8% 125 7   | Nata 15 1<br>Nata 42 4<br>Nata 61 6  | 16 1285 1136   
   |  | 8.7%<br>12.1%  | 674 NB   | DED 433 241  
   | 1 209 17   |   | 0.56   |
|  | CR 900 (Detr.Ave.)<br>F75  | CR RR (Orto Ava.)<br>I-75<br>SR 31 (Bahorak Barah Rd.)   |  | 231 75<br>236.00<br>301 30<br>256.00   
   | 4  | 4 PD<br>4 PD<br>6 PD<br>6 PD  | 1001 E500<br>1001 E500<br>1001 E500  | 005<br>005<br>000  | DA S2WACT 2W 4L D WL 0R  | D 28311 2831<br>D 31101 31101<br>D 40270 40270<br>D 54493 54403   
  | 81 26543<br>801 26390<br>20 33600<br>80 37548  | 0.090 0  | 0.51 NB4B  | B 1270 1230<br>B 1120 1260<br>B 1600 1420<br>B 1770 1540  
   | 30 330<br>90 879<br>30 1291<br>80 3948   | 1.5% 31 1<br>3.9% 84 1<br>5.8% 123 1<br>17.7% 375 1  | NB18 15 1<br>NB18 42 4<br>NB18 61 6<br>NB18 187 18   | 16 1285 1136   
   |  | 8.7%<br>12.1%<br>29.8% 1   | 674 NB<br>1653 NB  | DED 433 241<br>DED 862 591   
   | 11 2098 17<br>21 3019 23   | 369 3171  | 1 0.66   |
|  | CR 80% (Outs.Auc.)<br>F75<br>SR N (Subcock Burth Rd.)<br>CR 80A/BuckinghamRd. Old Olgo   | CR RIS (Ortz Ave.)<br>1-75<br>SR 31 (Bahrock Barch Rd.)<br>CR ROAllackingham Rd-Old Olga<br>a W. of Warner Dr.   |  | 28179<br>2869<br>2818<br>2818<br>2819<br>2819  
   | 4<br>4<br>6<br>4   | 4 FD<br>6 FD<br>6 FD<br>4 FD<br>4 FD  | TOT 2500<br>TOT 2503<br>TOT 2503<br>TOT 2509<br>TOT 2009   | 0075<br>075<br>020<br>005<br>005   | DA SZWACT 2W 4L D WE 68<br>DA SZWACT 2W 4L D WE WR<br>DA SZWACT 2W 6L D WE WR<br>DA SZWACT 2W 6L D WE WR<br>DA SZWACT 2W 4L D WE WR<br>DA SZWACT 2W 4L D WE WR<br>DA 12W 2W 4L D WE WR   | D 28311 2831<br>D 31101 31101<br>D 40270 40270<br>D 54403 54403   
  | 91 26543<br>91 26590<br>70 33600<br>93 37548<br>99 38232   | 0.090 0<br>0.090 0<br>0.090 0<br>0.090 0   | 051 NB4B<br>051 SBWB<br>051 NB4B   | 8 1270 1230<br>8 1120 1240<br>8 1600 1430<br>8 1770 1340<br>8 1820 1820<br>8 1410 1240  
   | 30 330<br>90 879<br>30 1291<br>90 3948<br>30 3262<br>90 139  | 1.5% 31 1<br>3.9% 84 1<br>5.8% (23 1<br>17.7% 39 1<br>14.7% 30 S<br>0.6% 13 S  | Natio 15 1<br>Natio 42 4<br>Natio 61 6<br>Natio 187 18<br>Sawn 155 15<br>Sawn 7  | 16 1285 1136   
   | G 3832<br>G 5379<br>S 13197<br>S 4915  | 8.7%<br>12.1%  | 674 NB<br>1653 NB<br>616 SB<br>23 SB   | BM:B 453 241<br>BM:B 562 591<br>BM:B 220 396<br>BM:B 13  
   | 11 20% 17<br>71 30% 23<br>86 21% 21<br>15 1425 12  | 300 3171<br>171 2100<br>261 3280  | 1 0.66<br>1 0.95<br>0 1.05<br>0 0.43   |
|  | CR Stots (Cate Auc.)<br>575<br>SR R (Bahcock Barch Rd.)<br>CR SOA Baddingham Rd. CRI CRIg (<br>W. of Wester Dr.  | CR 800 (Orto Ave.)<br>1-75<br>SR 31 (Bahrock Barch 84.)<br>SR 30 (Bahrock Barch 84.)<br>a W. of Wierer Da<br>Birkey Crack 84.  |  | 281 70<br>28-90<br>381 30<br>29-30<br>29-70<br>367 50<br>367 90  
   | 4<br>6<br>6<br>4<br>4                                    | 4 FD<br>6 FD<br>6 FD<br>4 FD<br>4 FD<br>4 FD  | DOT 2507<br>DOT 2503<br>DOT 2503<br>DOT 2506<br>DOT 2006<br>DOT 2006   | 007<br>075<br>075<br>075<br>075<br>075<br>075  | DA S2WACT 2W 4L D WL 0R<br>DA S2WACT 2W 4L D WL WR<br>DA S2WACT 2W 6L D WL WR<br>DA S2WACT 2W 6L D WL WR<br>DA S2WACT 2W 6L D WL WR<br>DA S2WACT 2W 4L D WL WR<br>DA S2WACT 2W 4L D WL WR<br>DA S2WACT 2W 4L D WL WR   | D 28511 28311<br>D 31101 51101<br>D 40270 40270<br>D 54493 54493<br>D 45499 30000<br>C 28550 28550  
  | 81 26543<br>801 26390<br>270 33600<br>803 37548<br>809 38232<br>800 29675<br>566 26392   | 0.090 0<br>0.090 0<br>0.090 0<br>0.090 0<br>0.090 0  | 051 NBB<br>051 SIWB<br>051 NBB<br>058 NBB<br>058 NBB<br>058 NBB<br>058 NBB   | 5 1270 1230<br>5 1120 1230<br>6 1600 1430<br>6 1770 1500<br>6 1820 1620<br>6 1410 1230<br>6 1330 180  
   | 30 330<br>90 879<br>30 1291<br>90 3948<br>30 3262<br>90 56   | 1.5% 31 1<br>3.9% 84 1<br>3.8% (23 1<br>17.7% 393 1<br>14.7% 30 3<br>0.6% 13 3<br>0.3% 6 5   | NB1B 12 1<br>NB1B 42 4<br>NB1B 61 6<br>NB1B 187 18<br>SBWB 155 15<br>SBWB 7<br>SBWB 3  | 16 1295 1136<br>42 1162 1362<br>62 1661 1482<br>88 1957 1778<br>53 1978 1775   
   | G 3832<br>G 5379<br>S 13197<br>S 4915  | 8.7%<br>12.1%<br>29.8% 10<br>11.1%<br>0.4%<br>0.2%   | 674 NB<br>1653 NB<br>616 SB<br>23 SB<br>10 SB  | BEES 433 241<br>BEES 1062 591<br>WES 220 396<br>SWES 8 13<br>SWES 4 6  
   | 11 2098 17<br>3019 23<br>66 2198 21<br>6 1337 11   | 300 3171<br>171 2100<br>261 3280<br>180 2210  | 1 0.66<br>1 0.95<br>0 1.05<br>0 0.43<br>0 0.60   |
| 5  | CR SON (Cleb.Ave.)<br>975<br>SR St (Babook Barth Rd.)<br>CR SOAthadonphen Rd. Old Clip<br>W. of Wenner Dr.<br>Helosy Cred: Rd.   | CR RIS (Ortz Ave.)<br>1-75<br>SR 31 (Bahrock Barch Rd.)<br>CR ROAllackingham Rd-Old Olga<br>a W. of Warner Dr.   | 2864<br>2665<br>2562<br>2666<br>2667<br>2766<br>2776<br>2776   | 23/170<br>28/50<br>30/36<br>29/30<br>29/170<br>30/30<br>30/30<br>30/30<br>30/30  
   | 4<br>4<br>6<br>6<br>4<br>4<br>4<br>4                     | 4 FD 6 FD 6 FD 4 FD 4 FD 4 FD 4 FD 4 FD   | TOOT 0500 0500 0500 0500 0500 0500 0500  | 007<br>075<br>000<br>005<br>005<br>005<br>005<br>005   | LIA SERVACE 2 W 40. D WE URE LIA SERVACE 2 W 40. D WE WRE LIA LEFE 2 W 40. D WE WRE LIA LEFE 2 W 40. D WE OR LEFA LEFE 2 W 40. D WE WRE  | D 28311 28331
28331 2833   | 81 26543<br>81 26590<br>70 33600<br>40 37548<br>40 36232<br>80 29075<br>56 26392<br>70 25714<br>81 27697   | 0.090 0<br>0.090 0<br>0.090 0<br>0.090 0<br>0.090 0<br>0.095 0<br>0.095 0  | 0251 NB08<br>0251 SBW6<br>0251 NB08<br>0251 NB08<br>0251 NB08<br>0251 NB08<br>0251 NB08<br>0251 NB08   | 5 1270 1030<br>5 1120 1280<br>6 1600 1430<br>6 1770 1590<br>5 1820 1630<br>5 1410 1280<br>6 1230 1150<br>6 1290 1150<br>6 1390 1290  
  | 50 350<br>50 879<br>50 1291<br>60 3948<br>50 3262<br>50 139<br>60 60<br>50 32<br>60 3483   | 1.5% 31 1<br>3.9% 84 1<br>5.8% 123 1<br>17.7% 30 5<br>0.0% 13 5<br>0.3% 6 5<br>0.1% 3 5<br>0.1% 3 5  | Note 15 1<br>Note 42 4<br>Note 61 6<br>Note 157 15<br>Saws 155 15<br>Saws 3<br>Saws 3<br>Saws 3  | 16 1295 1136<br>42 1162 1362<br>62 1661 1482<br>88 1957 1778<br>53 1978 1775  
  | G 3832<br>G 5379<br>S 13197<br>S 4915  | 8.7%<br>12.1%<br>29.8% 10<br>11.1%<br>0.4%<br>0.2%<br>0.1%<br>6.2%   | 674 NB<br>1653 NB<br>616 SB<br>23 SB<br>10 SB<br>6 SB<br>345 SB  | BEE 433 241 BEE 1062 591 BW 220 399 BW 11 BW 14 6 BW 12 24 BW 11 BW 12 24 BW 11 BW 12 222   
  | 11 2004 17<br>21 21 21 21 21 21 21 21 21 21 21 21 21 2   | 369 3171<br>171 2100<br>281 3280<br>189 2210<br>155 2210<br>627 1607  | 1 0.66<br>1 0.95<br>0 1.05<br>0 0.43<br>0 0.60<br>0 0.59   |
|  | CR NOTE (CHEV.Ave.)  775  SR ST (Einberck Barch Rd.)  KR SO-Mindersphan Rd. Old Olg<br>We of Winder Ele.  Eleksy Crask Rd.  Breadway St CR.78  CR SSE (Geoffflick)   | CR 880 (Ortz Ave.) 1-75 1-75 83.31 (Bahrock Barch Rd.) CR 80-Allac langham Rd Old Olgo 84. of Warner De Flaktop Crack Rd. Proachoup Sc.CR 78 CR 864 (Jost Bl.d.) Flandry Courty Line Flandry Courty Line   |  | 23/170<br>28/50<br>30/36<br>29/30<br>29/170<br>30/30<br>30/30<br>30/30<br>30/30  
   | 4<br>4<br>5<br>6<br>6<br>4<br>4<br>4<br>4                | 4 FD 6 FD 6 FD 4 FD 4 FD 4 FD 4 FD 4 FD   | TOOL ESON<br>TOOL ESON  | 007<br>075<br>000<br>005<br>005<br>005<br>006<br>006   | LIA SENANCE TWO HE DEWELOW<br>LIA LEPET TWO HE DEWELOW<br>REAL EPET OW HE DEWELOW<br>REAL EPET OW HE DEWELOW<br>REAL EPET OW HE DEWELOW  | D 28511 28311<br>D 31101 51101<br>D 40270 40270<br>D 54493 54493<br>D 45499 30000<br>C 28550 28550   
   | 81 26543<br>81 26590<br>70 33600<br>40 37548<br>40 36232<br>80 29075<br>56 26392<br>70 25714<br>81 27697   | 0.090 0<br>0.090 0<br>0.090 0<br>0.090 0<br>0.090 0<br>0.095 0<br>0.095 0  | 051 NBB<br>051 SIWB<br>051 NBB<br>058 NBB<br>058 NBB<br>058 NBB<br>058 NBB   | 5 1270 1230<br>5 1120 1230<br>6 1500 1430<br>6 1770 1500<br>6 1820 1620<br>6 1410 1230<br>6 1330 180<br>6 1290 1250  
  | 50 350<br>50 879<br>50 1291<br>60 3948<br>50 3262<br>50 139<br>60 60<br>50 32<br>60 3483   | 1.5% 31 1<br>3.9% 84 2<br>5.8% 85 1<br>17.7% 35 1<br>14.7% 30 S<br>0.0% 15 S<br>0.1% 5 S<br>0.1% 5 S<br>0.1% 5 S   | Note: 15 1 Note: 42 4 Note: 61 6 Note: 187 18 Sown 187 | 16 1285 1136<br>42 1162 1802<br>62 1661 H832<br>63 1955 1778<br>55 1975 1775<br>6 1417 1266<br>73 1335 1183<br>1 1252 1151<br>65 1356 1405<br>96 1406 1326   | 2 3832<br>2 5379<br>8 15197<br>9 4915<br>6 186<br>13 78<br>11 45<br>2 2751<br>26 1613  
   | 8.7%<br>12.1%<br>29.8% 10<br>11.1%<br>0.4%<br>0.2%   | 674 NB<br>1653 NB<br>616 SB<br>23 SB<br>10 SB<br>6 SB<br>545 SB<br>202 SB  | DES 433 241 DES 1062 591 DES 1062 591 DES 220 596 DES 13 DES 14 6 DES 123 222 DES 123 225  | 11 2054 17<br>11 3079 23<br>10 2195 21<br>15 1425 12<br>16 1337 11<br>4 1256 13<br>16 137 16<br>16 1536 14   
   | 369 3171<br>171 2100<br>281 3280<br>189 2210<br>155 2210<br>627 1607  | 1 0.66<br>1 0.95<br>0 1.05<br>0 0.43<br>0 0.60<br>0 0.59   |
| SE 50 HB & R50 Second Sc)  | CR NOTE (CHELANAL) F75 SR SI (Balsacck Barch Rd.) CR NO Albadonpharalid. Old Olga<br>W. of Wiether Dr. Below Cond Rd. Broadway SP CR 78 CR 884 (Bod Bhd.) SR 795 (Foods Rd.)   | CR 880 (One Are.) 5-75 5-75 82-51 (Babenele Barech Bel.) CR 80-61 (Babenele Barech Bel.) CR 80-61 (Babenele Barech Bel.) Flotory Crack Bel. Frondromy Sc.CR 78 CR 80-6 (Sold World) Flotory Courty Line SC 799 (Fack Are.)   | 2844<br>25162<br>25162<br>25162<br>2016<br>2017<br>27176<br>2776<br>2786<br>2866<br>2866   | 23/170<br>28/50<br>30/36<br>29/30<br>29/170<br>30/30<br>30/30<br>30/30<br>30/30  
   | 4<br>5<br>6<br>4<br>4<br>4<br>4<br>4<br>4                | 4 FD 6 FD 6 FD 4 FD 4 FD 4 FD 4 FD 4 FD   | TOOL \$200   \$200 | 000<br>000<br>000<br>005<br>005<br>005<br>006<br>006<br>006  | LIA SENANCE TWO HE DEWELOW<br>LIA LEPET TWO HE DEWELOW<br>REAL EPET OW HE DEWELOW<br>REAL EPET OW HE DEWELOW<br>REAL EPET OW HE DEWELOW  | D 28311 28311 28311 D 31101 S1101 D 40270 40270 D 54693 54693 54693 D 46400 54693 54693 D 25492 56692 C 26550 26593 25791
25791 2579   | 81 26543<br>801 26390<br>803 35600<br>803 37548<br>409 38232<br>800 29675<br>806 26392<br>807 25714<br>81 27554<br>815 10271   | 0.090 0<br>0.090 0<br>0.090 0<br>0.090 0<br>0.090 0<br>0.095 0<br>0.095 0  | 0251 NB08<br>0251 SBW6<br>0251 NB08<br>0251 NB08<br>0251 NB08<br>0251 NB08<br>0251 NB08<br>0251 NB08   | 5 1270 1120<br>5 1120 1250<br>5 1600 1420<br>5 1600 1420<br>5 1770 1570<br>5 1410 1250<br>5 1270 1150<br>5 1270 1250<br>5 1370 1250<br>5 470 450   
  | 330<br>330<br>300<br>379<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>300<br>324<br>320<br>320<br>320<br>320<br>320<br>320<br>320<br>320   | 1.5% 31 1<br>3.9% 84 2<br>5.8% 85 1<br>17.7% 35 1<br>14.7% 30 S<br>0.0% 15 S<br>0.1% 5 S<br>0.1% 5 S<br>0.1% 5 S   | Note 15 1<br>Note 42 4<br>Note 61 6<br>Note 157 15<br>Saws 155 15<br>Saws 3<br>Saws 3<br>Saws 3  | 16 1285 1136<br>42 1162 1502<br>50 1661 1482<br>53 1925 1778<br>55 1925 1779<br>6 1417 1265<br>1 1255 1163<br>1 1255 1163<br>1 1255 1463<br>2 1465 1326<br>3 465 4433   
  | 2 3832<br>2 5379<br>5 15197<br>5 4915<br>6 186<br>33 78<br>11 45<br>2751<br>26 1613  | 8.7%<br>12.1%<br>29.8% 10<br>11.1%<br>0.4%<br>0.2%<br>0.1%<br>6.2%   | 674 NB<br>1653 NB<br>616 SB<br>23 SB<br>16 SB<br>16 SB<br>6 SB<br>345 SB<br>202 SB<br>36 NB  | 10   10   10   10   10   10   10   10   
  | 11 2004 17<br>21 21 21 21 21 21 21 21 21 21 21 21 21 2   | 369 3171<br>171 2100<br>281 3280<br>189 2210<br>155 2210<br>627 1607  | 1 0.66<br>1 0.93<br>0 1.05<br>0 0.43<br>0 0.60<br>0 0.59<br>7 1.04<br>0 0.70<br>8 0.65   |
| 52 50 10 65 250 Second Sc)   | CR 800 (Crts.Auc.) 475 SR 3t flishers k Barth Rd.) CR 800 Allackington Rd. CR CO gr W. of Ward Level History Crts Rd. Frontony NC CR 76 CR 884 (Gall Rd.) SR 700 (Front Rd.) SR 770 (Front Rd.)  | CR 880 (Ortz Ave.) 1-75 1-75 83.31 (Bahrock Barch Rd.) CR 80-Allac langham Rd Old Olgo 84. of Warner De Flaktop Crack Rd. Proachoup Sc.CR 78 CR 864 (Jost Bl.d.) Flandry Courty Line Flandry Courty Line   | 2864<br>2665<br>2562<br>2666<br>2667<br>2766<br>2776<br>2776   | 23/170<br>28/50<br>30/36<br>29/30<br>29/170<br>30/30<br>30/30<br>30/30<br>30/30  
   | 4<br>6<br>6<br>6<br>4<br>4<br>4<br>4<br>4<br>7<br>2      | 4 FD 6 FD 6 FD 4 FD 4 FD 4 FD 4 FD 4 FD   | 1001   1250  | 000 000 000 000 000 000 000 000 000 00   | LIA SENANCE TWO HE DEWELOW<br>LIA LEPET TWO HE DEWELOW<br>REAL EPET OW HE DEWELOW<br>REAL EPET OW HE DEWELOW<br>REAL EPET OW HE DEWELOW  | D 28311 28311 28311 28311 28311 28311 28311 28311 28311 2831101 31101 D 40270 40270 D 54693 54693 56690 C 28592 30000 C 28592 28592 C 25791 28791 2791 2791 2791 2791 2791 2791 2791 2  
  | 91 26543<br>91 26543<br>90 35609<br>90 37548<br>90 36252<br>90 26675<br>96 26392<br>91 27697<br>91 27574<br>93 10271<br>90 11211   | 0.090 0<br>0.090 0<br>0.090 0<br>0.090 0<br>0.090 0<br>0.095 0<br>0.095 0  | 0251 NB08<br>0251 SBW6<br>0251 NB08<br>0251 NB08<br>0251 NB08<br>0251 NB08<br>0251 NB08<br>0251 NB08   | 5 1270 1030<br>5 1120 1280<br>6 1600 1430<br>6 1770 1590<br>5 1820 1630<br>5 1410 1280<br>6 1230 1150<br>6 1290 1150<br>6 1390 1290   
   | 50 330<br>50 879<br>50 1291<br>50 3243<br>50 3262<br>50 130<br>50 56<br>50 52<br>50 32<br>50 32<br>50 34<br>50 56<br>50 56<br>50 57<br>50 59<br>50 50 59<br>50 50 59<br>50 50 59<br>50 50<br>50 50 | 1.5% 31 1<br>3.9% 84 7<br>3.5% 23 1<br>17.7% 25 1<br>14.7% 30 5<br>0.5% 6 5<br>0.1% 3 5<br>0.5% 6 5<br>0.1% 52 5<br>0.5% 6 5<br>0.1% 82 5<br>0.5% 6 1<br>0.5% 6 1<br>0.5 | Note: 15 1 Note: 42 4 Note: 61 6 Note: 187 18 Sown 187 | 16 1285 1136<br>42 1162 1802<br>62 1661 H832<br>63 1955 1778<br>55 1975 1775<br>6 1417 1266<br>73 1335 1183<br>1 1252 1151<br>65 1356 1405<br>96 1406 1326   | 2 3832<br>2 5379<br>8 15197<br>9 4913<br>6 186<br>33 78<br>11 45<br>2 2751<br>6 163<br>35 645  | 8.7%<br>12.1%<br>29.8% 10<br>11.1%<br>0.4%<br>0.2%<br>0.1%<br>6.2%   | 674 NB<br>1653 NB<br>616 SB<br>23 SB<br>10 SB<br>6 SB<br>545 SB<br>202 SB   
  | 100  | 11 2054 17<br>11 3079 23<br>10 2195 21<br>15 1425 12<br>16 1337 11<br>4 1256 13<br>16 137 16<br>16 1536 14   | 369 3171<br>171 2100<br>281 3280<br>189 2210<br>155 2210<br>627 1607  | 1 0.56<br>1 0.93<br>0 1.05<br>0 0.43<br>0 0.50<br>0 0.59<br>7 1.04   
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1	CB 1800 (Fire Ace.)  FFS SR 3 disbouse i Bornin Rd.)  SR 34 disbouse i Bornin Rd.)  GR 1804 Rd. Acet organization of the State of	CR 480 (Criz Arc.)  CR 51 (Babrock Borch BL)  CR 50 (Babrock Borch BL)  CR 50 (Barry BL)  Bloby Crisk BL  Bloby Crisk BL  Bloby Crisk BL  Bloby Crisk BL  Browless B-CR 76  CR 494 (Jod Bhd)  Bloby Crisk BL  Browless B-CR 76  CR 494 (Jod Bhd)  Bloby Crisk BL  SR 779 ark Arc.)  SR 107 (Park Bad.)  M 7926 Bd.  M 7926 Bd.	2049 2049 2392 pa 2968 2661 2375 2376 2376 2366 2366 2366 2366 2366 2366	281 79 284 80 284 80 286 18 286 19 286 19 286 29 287 18 282 20 281 18 282 20 284 284 20 284 2	4 5 6 4 4 4 4 4 7 2 2 2	4 FD 6 FD	1001   2508   1001   2508	005 075 075 005 005 005 005 006 006 006	145 SSWACT 7 W 41, D W 1, 02 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, 02 145 M 17 H 3 W 41, D W 1, 02 145 M 17 H 3 W 41, D W 1, 02 145 M 17 H 3 W 41, D W 1, 03 145 SSWACT 2 W 22, D W 1, 03 145 SSWACT 2 W 24, D W 1, 03 145 SSWACT 2 W 41, D W 1, W 1 145 SSWACT 2 W 41, D W 1, W 1 145 SSWACT 2 W 41, D W 1, W 1 145 SSWACT 2 W 41, D W 1, W 1	D 28311 2831 D 31101 31101 31101 D 40270 40270 D 54697 54697 D 25499 40410 D 25499 40410 C 2650 2559 5650 C 2579 2579 570 C 3671 5671 D 10012 10022 D 10027 12000 D 46460 4750 D 46460 4750 D 46460 4750 D 46460 4750	91 26543 91 26543 90 26590 70 33600 40 37548 40 36532 100 29675 56 26592 70 25714 81 27697 81 27354 95 10271 103 10271 103 46603 104 45711	0.090 ( 0.090	0251 Notes 0251 Notes 0251 Notes 0251 Notes 0255 Notes 0251 Notes	1270   120 1120   120 1120   120 1120   120 1120   120 1170   150 1170   150 11410   120 1150   150 1150   150 1150	50 330 50 879 50 1291 50 3948 50 3262 50 139 50 3262 50 326 50 50 50 50 50 32 50 3224 50 3024 50 3	1.5% 31 1 3.9% 84 1 5.8% 923 1 17.7% 95 1 14.7% 90 1 0.5% 0 1 0.5% 0 1 15.6% 20 1 0.5% 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nation 12   1   1   1   1   1   1   1   1   1	16 128 1136 42 1162 1305 52 1661 1482 88 1957 1776 6 1417 1266 3 1357 1153 1 1352 1151 65 1556 1465 96 1466 1357 3 486 433 7 587 477 1313 1813 283 2 1712 2263	02 3832 23 5379 25 5379 27 4913 26 186 27 186 27 2751 28 2751 27	8.7%   12.1%   12.1%   12.1%   12.1%   12.1%   13.1%	674 NB 1653 NB 616 SB 23 SB 10 SB 6 SB 345 SB 202 SB 36 NB 18 NB 78 NB	Main   433   241   151   152   153   154	11 2094 17 3019 21 3019 21	309 3171 171 2100 281 3280 389 2210 385 2210 1607 1607 466 2210 465 785 516 785 61 2100 312 2100	1 0.66 1 0.95 0 1.05 0 0.43 0 0.50 0 0.59 7 1.04 0 0.70 8 0.76 0 0.89 0 0.86
1	23. Sell (Carlo-Are.) 27. 28. H. (Edward, Barch R.d.) 28. H. (Edward, Barch R.d.) 28. H. Allanderspannikt, Call Chys 6. of Warmer L. Call Chys 6. of Warmer L. Call 28. Flow (Cash R.d. 28. The (Carlo R.d.) 29. The (Carlo	CR 480 (Art. Avs.)  28 3 11 (Bahwat Born Bd.)  28 3 11 (Bahwat Born Bd.)  28 3 15 (Bahwat Born Bd.)  28 3 5 (Bahwat Born Bd.)  28 4 (Bahwat Bd.)  28 5 (Bahwat Bd.)	23eM 263eS 275e2 225eS 225eS 2257e 277e 277e 27ee 23ee 23ee 23ee 23ee 23	281 70 286 80 286 80 286 70 286 70 287 70 287 70 287 80 282 80 282 80 282 80 282 80 282 80 283 80 284 80 28	4 5 6 4 4 4 4 4 2 2 2 2	4 FD 6 FD	1700  1250	0075 075 0020 0025 0035 0035 0036 0036 0036 0036 0037 0037 0037	LIA SEWALT TW 41, D WE OR LIA SEWALT TW 41, D WE WE LIA SEWALT TW 41, D WE LIA LIFET TW 41, D WE LIA SEWALT TW 21, D WE LIA SEWALT TW 21, D WE LIA SEWALT TW LIA SEWALT TW 41, D WE LIA SEWALT TW LIA SEWALT LIA SEWA	D 28311 28311 D 31101 31101 31101 D 402714 40275 D 54497 54497 D 54497 54497 D 25497 56497 D 25497 56497 D 125497 56497 D 125497 56497 D 10012 10022 D 10012 10022 D 10012 10023 D 145294 57530 D 445294 57530 D 37574 57540	81 26543 801 26599 803 37548 809 37548 809 37548 809 29675 800 29675 801 27677 801 27677 801 27677 801 27677 802 10271 803 46603 804 46603 805 34754	01380 ( 01380	0201 Notes 0201 Seven 0201 Notes	1270   120 1123   126 1123   126 1603   1430 1770   1500 1833   1630 1410   1500 1 1350   1800 1 1350	50 330 50 879 50 179 50 3948 50 3262 50 1394 50 3262 50 566 50 52 50 3483 50 2024 50 2024 50 2024 50 278 50 429 50 429 50 429 50 707	1.5% 31 1 3.9% 34 1 3.9% 34 1 3.9% 34 1 17.7% 35 1 14.7% 35 1 14.7% 35 3 0.5% 15 5 0.5% 5 1 15.5% 51 1 15.5% 51 1 15.5% 51 1 15.5% 51 1 15.5% 51 1 15.5% 67 1 15.5% 67 1	Nation 12   1   1   1   1   1   1   1   1   1	10 128 1156 42 1162 1925 53 1925 1778 53 1925 1778 54 1925 1778 55 1925 1778 55 1925 1778 56 1477 1256 57 1335 1183 11 1222 1153 14 1222 1153 466 433 466 433 466 433 466 433 56 477 56 477 15 1815 2625 24 1712 2665 25 1712 2665	0 3832 0 5579 15197 199 4913 186 186 186 2751 11 45 2751 1613 285 177 645 189 199 199 199 199 199 199 199	8.7%   12.1%	674 NB 1633 NB 616 SB 23 SB 10 SB 6 SB 545 SB 36 NB 81 NB 75 NB 140 NB 232 NB	Marie   433   241   151   152   153   15	H 2004 17 H 3019 21 2105 21 2 1425 21 2 1425 12 2 1425 12 2 1425 12 3 1425 12 4 1296 11 2 1296 11 3 516 4 3 59 59 3 3 186 24 3 186 24 3 186 25 3 186 25	300 3171 171 2100 251 3250 180 2210 165 2210 167 1607 160 785 316 785 316 785 316 785 317 2100 197 2100 197 2100	1 0.56 1 0.95 0 1.05 0 0.43 0 0.50 0 0.50 0 0.70 0 0.70 0 0.65 0 0.70 0 0.89 0 0.89
58.75 (* no listed 84.)	23. Sell (Carlo-Are.) 27. 28. H. (Edward, Barch R.d.) 28. H. (Edward, Barch R.d.) 28. H. Allanderspannikt, Call Chys 6. of Warmer L. Call Chys 6. of Warmer L. Call 28. Flow (Cash R.d. 28. The (Carlo R.d.) 29. The (Carlo	CR 480 (Criz Arc.)  CR 51 (Babrock Borch BL)  CR 50 (Babrock Borch BL)  CR 50 (Barry BL)  Bloby Crisk BL  Bloby Crisk BL  Bloby Crisk BL  Bloby Crisk BL  Browless B-CR 76  CR 494 (Jod Bhd)  Bloby Crisk BL  Browless B-CR 76  CR 494 (Jod Bhd)  Bloby Crisk BL  SR 779 ark Arc.)  SR 107 (Park Bad.)  M 7926 Bd.  M 7926 Bd.	23eM 263eS 275e2 225eS 225eS 2257e 277e 277e 27ee 23ee 23ee 23ee 23ee 23	281 79 284 80 284 80 286 18 286 19 286 19 286 29 287 18 282 20 281 18 282 20 284 284 20 284 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4 FD 6 FD	Third   Estate   Estate	005 005 005 005 005 005 006 006 006 005 005	145 SSWACT 7 W 41, D W 1, 02 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, W 12 145 SSWACT 7 W 41, D W 1, 02 145 M 17 H 3 W 41, D W 1, 02 145 M 17 H 3 W 41, D W 1, 02 145 M 17 H 3 W 41, D W 1, 03 145 SSWACT 2 W 22, D W 1, 03 145 SSWACT 2 W 24, D W 1, 03 145 SSWACT 2 W 41, D W 1, W 1 145 SSWACT 2 W 41, D W 1, W 1 145 SSWACT 2 W 41, D W 1, W 1 145 SSWACT 2 W 41, D W 1, W 1	D 28311 2831 D 31101 31101 31101 D 40270 40270 D 54697 54697 D 25499 40410 D 25499 40410 C 2650 2559 5650 C 2579 2579 570 C 3671 5671 D 10012 10022 D 10027 12000 D 46460 4750 D 46460 4750 D 46460 4750 D 46460 4750	81 26543 801 26598 803 37548 803 37548 809 37548 809 37548 809 26592 500 26592 701 25714 801 27697 701 27554 801 27697 702 27554 803 46603 803 46754 803 27911	01380 ( 01380	0251 Notes 0251 Notes 0251 Notes 0251 Notes 0258 Notes	1270   120 1120   120 1120   120 1120   120 1120   120 1170   150 1170   150 11410   120 1150   150 1150   150 1150	50 330 50 1291 50 1291 50 1291 50 3262 50 3262 50 3262 50 356 50 356 50 3481 50 2024 50 2024 50 2024 50 2024 50 350 50	1.5% 31 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5	Nation 12   1   1   1   1   1   1   1   1   1	16 128 1136 42 1162 1305 52 1661 1482 88 1957 1776 6 1417 1266 3 1357 1153 1 1352 1151 65 1556 1465 96 1466 1357 3 486 433 7 587 477 1313 1813 283 2 1712 2263	02 3832 32 5379 55 4913 56 186 33 78 57 1613 33 282 57 1613 58 1613 58 1619 58	8.7%   12.1%	674 NB 1653 NB 616 SB 23 SB 10 SB 6 SB 345 SB 202 SB 36 NB 18 NB 78 NB	Marie   433   241   14	11   2074   17   3019   21   3019   21   3019   21   3019   21   3019   21   3019   21   3019   30	200 3171 171 2100 331 3280 189 2210 195 2210 67 1607 46 2210 46 785 536 783 41 2100 397 2100 221 2100	1 0.56 1 0.95 0 1.05 0 0.40 0 0.59 7 1.04 0 0.70 0 0.55 0 0.55 0 0.76 0 0.59 0 0.76 0 0.59
71	SI SINI (A FRANCE)  SI SI SI Sinhares (I Intril 104)  SI S	All Mill (Chen Au.)  18 1 1 1 (Chen Au.)  18 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	23eM 263eS 275e2 225eS 225eS 2257e 277e 277e 27ee 23ee 23ee 23ee 23ee 23	281 70 286 80 286 80 286 70 286 70 287 70 287 70 287 80 282 80 282 80 282 80 282 80 282 80 283 80 284 80 28	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4 FD	1250   250	00F 00F 00B 00B 00B 00B 00B 00B 00B 00B	LIA SEWALT TW 41, D WE OR LIA SEWALT TW 41, D WE WE LIA SEWALT TW 41, D WE LIA LIFET TW 41, D WE LIA SEWALT TW 21, D WE LIA SEWALT TW 21, D WE LIA SEWALT TW LIA SEWALT TW 41, D WE LIA SEWALT TW LIA SEWALT LIA SEWA	D 28311 2831 D 34071 40270 D 54697 54697 54697 D 55697 56697 56697 D 25597 36600 C 26510 26597 C 26510 10071 C 36071 10072 D 10077 12000 D 46500 45500 D 37700 37700 D 37700 37700 D 21790 37700	811 26543 801 26590 700 33600 803 37548 809 37548 809 39675 506 26592 701 25714 801 27697 801 27697 802 26600 803 45711 803 45711 804 45711 805 36754 805 27911 806 27911	01380 ( 01380	0201 Notes 0201 Seven 0201 Notes	1270 1230 1250 1123 1260 1123 1260 1123 1260 1250 1250 1250 1250 1250 1250 1250 125	50 330 50 50 50 50 50 50 50 50 50 50 50 50 50	1.5% 31 1 3.0% 84 1 1 3.0% 84 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NSHE 12 1 NSHE 42 1 NSHE 42 1 NSHE 41 6 1 6 NSHE 157 12 SIWE 125 12 SIWE 125 12 SIWE 155 12 SIWE 155 12 SIWE 156 16 SIWE 156 1	16 128 1136 42 1146 1942 5 164 1952 1779 5 1972 1779 6 1447 1256 7 1355 1935 1755 6 1447 1256 7 1355 1355 1355 1355 1355 1355 1356 1456 1356 1477 1276 1356 1477 1477 1477 1477 1477 1477 1477 1477 1477	02 3832 32 5379 55 4913 56 186 33 78 57 1613 33 282 57 1613 58 1613 58 1619 58	5.7%   12.1%	674 NB 1653 NB 616 SB <sup>2</sup> 23 SB <sup>2</sup> 10 SB <sup>2</sup> 6 SB <sup>2</sup> 342 SB <sup>2</sup> 345 SB <sup>2</sup> 346 NB 347 NB 348 NB 3	DEED   433   241	11 2094 17 13 30 9 21 13 30 9 22 14 32 17 6 13 37 11 6 13 37 11 22 16 9 16 13 14 33 5 16 4 13 3 5 16 4 13 18 2 2 3 18 18 2 2 4 18 18 2 2 3 18 18 2 2 3 18 18 2 2 3 18 18 2 3 3 18 18 2 3 3	200 3171 171 2100 381 3280 189 2210 185 2210 67 1607 46 2210 785 461 2100 787 2100 787 2100 787 2100 787 2100 787 2100	1 0.56 1 0.95 0 1.05 0 0.43 0 0.50 0 0.50 7 1.04 0 0.70 0 0.50 0 0.50 0 0.70 0 0.70 0 0.70 0 0.70 0 0.70
70 22 SR 78 (Pmr Island Rd.) 25 74 25	SE BRIEGERS AND 175 SET SE SERVICE SER	A. B. Bill. (Chec. Au.).  2. B. Bill. (Chec. Au.).  2. B. A. B. A. B.	2365 2535 2505 2605 2605 2777 2776 2564 2564 2564 2564 2564 2564 2564 256	241 0 246 0 246 0 246 0 246 0 250 1	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4 FD 6 FD	1250   1250	005 075 005 005 005 005 006 006 006 006 006 00	LIA SEWALT TW 41, D WE OR LIA SEWALT TW 41, D WE WE LIA SEWALT TW 41, D WE LIA LIFET TW 41, D WE LIA SEWALT TW 21, D WE LIA SEWALT TW 21, D WE LIA SEWALT TW LIA SEWALT TW 41, D WE LIA SEWALT TW LIA SEWALT LIA SEWA	3 5311 2831 3 5110 3131 3 5110 3131 3 5400 5440 4620 4640 4620 5440 4620 5440 4620 5440 4620 5460 5250 2650 6 2550 2650 7 2550 7 2	811 26543 801 26590 26590 803 37540 803 37540 803 37540 803 29675 804 26590 701 25714 801 27057 701 27154 801 27057 802 4571 803 4571 804 41462 805 32750 805 32750 805 32750 805 32750 805 32750 805 32750	0.09% ( 0.09%	951 Notes 951 Notes 951 Notes 952 Notes 953 No	1270 1250 1250 11250 1250 11250 1250 1450 1450 1450 1450 1450 1450 1450 14	50 336 50 879 50 1291 50 1291 50 2548 50 3548 50 356 50 52 50 50 50 548 50 548 50 2054 50 2054 50 278 50 459 50	150 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NATE 17 NATE 42 NATE 41 NATE 51 NATE 5	16 1385 1136 42 1142 1362 1363 1363 1363 1363 1363 1363 136	0 3832 5 5579 5 15197 5 15197 5 4912 6 116 6	8.7% 12.1% 29.3% 11.1% 0.4% 0.2% 0.1% 0.2% 3.5% 1.5% 1.4% 1.5% 1.4% 1.5% 1.4% 1.5% 1.4% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5	674 NB 1623 NB 616 SB/ 23 SB/ 10 SB/ 6 SB/ 343 SB/ 343 SB/ 350 NB 81 NB 75 NB 140 NB 257 NB 257 NB 768 NB 778 NB	Sect.   A33   A34     Sect.   Sect.   A35   A35     Sect.   Sect.   A35   A35     Sect.   A35	H 2098 17 10 2098 17 10 2019 21 10 2109 21 11 142 12 11 142 12 11 142 12 11 142 13 11 143 13 11	389 3171 771 2103 351 3230 189 2210 155 2210 67 1607 46 2210 46 753 46 2210 753 46 2100 37 2100	1 0.66 1 0.93 1 0.93 0 0.43 0 0.50 0 0.50 0 0.50 0 0.70 0
58.75 (* no listed 84.)	CH. SIGHT (ATTA-Arcs) 275 283 THE Subsects to Hards Hid 1 275 283 THE Subsects to Hards Hid 1 284 THE ARCS ATTA-ARCS	All Mill (Cher Au)  18 1 (Januard Berth Mill)  18 1 (Januard Mill)  18 1 1 (Januard Mill)  18 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2846 2028 2782 2782 2782 2770 2770 2776 2786 2286 2286 2286 2286 2286 2286	201 0 201 0	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4 FD	1250   250	185   185	LIA SEWALT TW 41, D WE OR LIA SEWALT TW 41, D WE WE LIA SEWALT TW 41, D WE LIA LIFET TW 41, D WE LIA SEWALT TW 21, D WE LIA SEWALT TW 21, D WE LIA SEWALT TW LIA SEWALT TW 41, D WE LIA SEWALT TW LIA SEWALT LIA SEWA	0 3811 381 0 3110 1191 0 40274 40274 1 54607 40475 1 46607 46475 1 25607 26607 1 25707 25707 1 10077 12007 1 10077 12007 1 46507 47507 1 25707 27507 1 25707 275	1   26543	0.19% ( 0.19%	951 Notes 951 Notes 951 Notes 952 Notes 953 No	1270 1230 1250 1123 1260 1123 1260 1123 1260 1250 1250 1250 1250 1250 1250 1250 125	50 330 50 879 50 1291 50 1291 50 3948 50 3362 50 3362 50 3562 50 52 50 5483 50 2024 50 2024	1.5% 31 1 3.0% 84 1 1 3.0% 84 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	National   15   15   15   15   15   15   15   1	16 128 1136 42 1146 1942 5 164 1952 1779 5 1972 1779 6 1447 1256 7 1355 1935 1755 6 1447 1256 7 1355 1355 1355 1355 1355 1355 1356 1456 1356 1477 1276 1356 1477 1477 1477 1477 1477 1477 1477 1477 1477	0 3832 0 5379 51197 9 15197 9 4915 180 180 180 181 45 275 1613 33 282 275 1613 34 1613 35 282 177 642 180 644 1849 645 647 648 649 649 649 649 649 649 649 649	8.7%   12.1%	674 No. 1653	Sect.   A33   A34     Sect.   Sect.   A35   A35     Sect.   Sect.   A35   A35     Sect.   A35	11 2098 17 2098 17 1 2098	200 3171 171 2100 281 3280 189 2210 185 2210 667 1607 466 2210 467 788 316 788 461 2100 392 2100 397 2100 200 2100 100 210 100	1 0.66 1 0.92 0 0.43 0 0.69 0 0.59 0 0.59 0 0.69 0 0.59 0 0.69 0 0.79 0 0.89 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75 0 0.75
SE 78 (Fine listed Rd.)	SE SING STREAMS.  275  SEE SE SERVICE STREAMS SEE STREAMS.  SEE SEE SERVICE STREAMS.  SEE SEE SERVICE STREAMS.  SEE SEE SERVICE STREAMS.  SEE SEE SEE SEE SERVICE STREAMS.  SEE SEE SEE SEE SERVICE STREAMS.  SEE SEE SEE SEE SEE SEE SEE SEE SEE SE	A. B. Bill. (Chec. Au.).  2. B. Bill. (Chec. Au.).  2. B. A. B. A. B.	2461 2445 2445 2445 2445 2446 2447 2476 2476 2466 2466 2466 2466	241 0 24-00 24-00 24-00 24-00 25-10	4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	4 FD	1200   1200	180   180	LIA SEWAGE, TAW 41, D WE, 60; LIA SEWAGE, TAW 42, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 44, D WE, 60; LIA LIFE TAW 44, D WE, 60; LIA SEWAGE, TAW 44, D WE	1   1   2   2   2   2   2   2   2   2	1   26543	0.070 (	951 Notes 951 Notes 952 Notes 953 No	1278   1251   1252   1255	50 3.50 50 1.5	1.50 11 1.50 1	National   15   15   15   15   15   15   15   1	16 1305 1156 1161 1505 1156 161 1615 1605 1705	22 3832 23 3832 24 377 25 15197 27 4912 28 1100 28	8.7%   12.1%   12.1%   12.1%   12.1%   12.1%   12.1%   12.1%   12.1%   12.1%   12.1%   12.1%   12.1%   12.1%   12.1%   12.2%	674 No. 1653	100   100	H 2004 17 10 3019 23 10 3019 23 11 3019 23 12 1425 12 13 1425 12 14 1204 13 15 1425 13 16 1435 14 17 16 16 16 17 16 16 17 16 17 16 17 16 17 16 17 1	369 3171 171 210a 251 3230 189 2216 185 2216 167 1607 46 2216 46 2216 46 2216 47 210a 312 210a 313 210a 314 210a 315 210a 316 210a 317 210a 318 210a	11 0.560 11 0.951 11
SSE 76 (P me Induct Set.)	St. Bern (J. Faz. Arc.)  175  St. 1 St. Stevensk Brach (Ed.)  St. 10 St. Marke Septemble Coll Cop.  St. 4 Wester Dr.  Erkey Creat Septemble Coll Cop.  St. 4 Wester Dr.  Erkey Creat Septemble Coll Cop.  St. 10 St. Jan.  St. 10 S	A SHELLOW AND THE STATE OF THE	24ds 24ds 24ds 25ds 25ds 25ds 25ds 25ds 25ds 25ds 25	241 0 24-00 24-00 24-00 24-00 25-10	4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	4 100 6 100	Control   Cont	185   185	LIA SEWAGE, TAW 41, D WE, 60; LIA SEWAGE, TAW 42, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 44, D WE, 60; LIA LIFE TAW 44, D WE, 60; LIA SEWAGE, TAW 44, D WE	33 25111 25111 25111 351	1   26541	0.070 (	9.51 No.60 9.55 No.60	1270 1250 1250 1270 1270 1270 1270 1270 1270 1270 127	50 3.50 50 1.5	1.50 11 1.50 1	Nation 17 Nation 27 Nation	16 1305 116 156 4 116 156 6 1604 1605 5 1604 1605 5 1604 1605 5 1605 1605 5 1605 1605 5 1605 1605 6 1417 1566 6 1417 1566 6 1417 1566 6 1417 1566 6 1406 1555 1406 1555 1406 1555 1406 1555 1406 1556 1556 1407 1556 140	2 38.52 2 5.579 9 1319 9 4912 9 4912 1 501 1 101 1 101 2 257 2 101 2 101 2 257 1 101 2 257 2 101 3 101 4 156 5 257 7 101 8	8.7%   1.1%   29.3%   1.1%   29.3%   1.1%   29.3%   1.1%   29.3%   1.1%   29.3	674 No. 1653	1905   435   244   150	11 2098 17 209	389 3171 771 2100 381 3280 389 2210 389 2210 46 2210 46 2210 46 2210 46 783 56 783 461 2100 467 2100	11 0.56 11 0.92 10 0.92 10 0.43 10 0.56 10 0.50 10 0.5
501.76 (Few Indeed 184.) 501.76 (Few Indeed 184.) 501.76 (Few Indeed 184.) 601.76 (Few Indeed 184.)	SE SING STREAMS AND PARTY	N. B. BELLOTER AND J.  25 THE STATE OF THE S	2465 24145 24145 24145 24145 24145 24145 24141 2	241 0 24-00 24-00 24-00 24-00 25-10	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	4 FD 4 FD 6 FD 7	Control   Cont	(AE) (AE) (AE) (AE) (AE) (AE) (AE) (AE)	LIA SEWAGE, TAW 41, D WE, 60; LIA SEWAGE, TAW 42, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 44, D WE, 60; LIA LIFE TAW 44, D WE, 60; LIA SEWAGE, TAW 44, D WE	33 35311 25311 2531 2531 2531 2531 2531	1   26541	0.070 (	9.51 No.60 9.55 No.60	120   120	50 3.50 50 1.5	1.5% 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Nation 17 Nation 18 Nation 4. 4 Nation 5. 6 Nation 5. 7 Nation 18	16 1326 1156 4. 1166 1661 6. 1662 1662 6. 16	2 35.52 2 15.57 5 1510 5 1510 7 401.5 6 150 7 5 1510 7 6 1510 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	8.7%   12.1%   29.3%   11.1%   29.3%   11.1%   29.3%   11.1%   29.3%   11.1%   29.3%	674 NB 1653 NB 1653 NB 1653 NB 165 NB 16 NB 16 NB 16 NB 175 NB	10   10   10   10   10   10   10   10	11   2559   1   1   1   2559   1   1   1   2   2   2   2   2   2   2	389 3171 771 2100 381 3280 389 2210 389 2210 46 2210 46 2210 46 2210 46 783 56 783 461 2100 467 2100	1 0.56 1 0.95 0 1.05 0 0.43 0 0.50 0 0.50 0 0.57 7 1.04 0 0.70 0 0.70 0 0.70 0 0.70 0 0.80 0 0.70 0 0.70 0 0.80 0 0.70 0 0.80 0 0.70 0 1.27 0 0.50 0 0.50 0 0.70 0 1.27 0 0.50 0 0.50 0 0.70 0 1.27 0 0.50 0 0.50 0 0.70 0 1.27 0 0.50 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0
501.76 (Few Indeed 184.) 501.76 (Few Indeed 184.) 501.76 (Few Indeed 184.) 601.76 (Few Indeed 184.)	SI SING STRUNGS   STRUNGS   SING STRUNGS   STRUNGS   SING STRUNGS	A SHELLOW AND THE STATE OF THE	24ds 24ds 24ds 25ds 25ds 25ds 25ds 25ds 25ds 25ds 25	241 0 24-00 24-00 24-00 24-00 25-10	4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	4 PD 4 PD 6 PD 6 PD 6 PD 6 PD 6 PD 6 PD	Control   Cont	185* (175* (	LIA SEWAGE, TAW 41, D WE, 60; LIA SEWAGE, TAW 42, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 44, D WE, 60; LIA LIFE TAW 44, D WE, 60; LIA SEWAGE, TAW 44, D WE	33 35311 25311 2531 2531 2531 2531 2531	1   26541	0.070 (	9.51 No.60 9.55 No.60	1270 1250 1250 1270 1270 1270 1270 1270 1270 1270 127	33	1.5% 31 5 1.5% 25 1.5%	Nation 17 Nation 18 Nation 4. 4 Nation 5. 6 Nation 5. 7 Nation 18	16 1305 1150 41 1162 1150 62 1664 1462 63 1055 1775 6 1417 1256 7 1256 1462 1 1256 1465 1 1256 1466 1	2 35.52 2 15.57 5 1510 5 1510 7 401.5 6 150 7 5 1510 7 6 1510 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	8.7%   1.1%   29.3%   1.1%   29.3%   1.1%   29.3%   1.1%   29.3%   1.1%   29.3	674 No. 1653	Tell	11 2098 11 2098 12 209	30 3171 7 3 3 3 7 1 1 3 3 3 3 3 3 3 3 3 3	1 0.56 1 1.02 0 1.02 0 0.41 0 0.41 0 0.50 0 0.50 0 0.50 0 0.50 0 0.50 0 0.50 0 0.50 0 0.50 0 0.50 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.70 0 0.50 0 0.50 0 0.70 0 0.50 0 0.50 0 0.70 0 0.50 0 0.50 0 0.70 0 0.50 0 0.50 0 0.50 0 0.70 0 0.50 0 0.50 0 0.70 0 0.50 0 0.50 0 0.50 0 0.50 0 0.70 0 0.50 0
201.76 (7 nr 10 nr 10 11 11 11 11 11 11 11 11 11 11 11 11	SH SHIR (A FEW AND )  275  283 H S SHANNER SHIRTS HE )  284 SHOW AND SHIRTS HE (SHOW)  285 SHOW AND SHIRTS HE (SHOW)  285 SHOW AND SHIRTS HE (SHOW)  285 S	All Mill (Chen Aus.)  187  187  187  187  187  187  187  18	24ds 24ds 24ds 25ds 25ds 25ds 25ds 25ds 25ds 25ds 25	241 0 24-00 24-00 24-00 24-00 25-10	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4 FD 6 FD	Control   Cont	185* 175* 175* 175* 175* 175* 175* 175* 17	1.5 N. N. M. A. D. WILLON LAND SANGAL TO WELLOW LAND LAND SANGAL TO WE ALL THE WELLOW LAND SANGAL THE WE	33 35311 25311 2531 2531 2531 2531 2531	1   25543	0.070 (	9.51 No.60 9.55 No.60	120   130   130	20 3.9 3.9 3.9 3.9 3.9 3.9 3.9 3.9 3.9 3.9	1.5% 31 5 1.5% 25 1.5%	NASTER 19 NASTER 42 NASTER 42 NASTER 61 NASTER 61 NASTER 61 NASTER 61 NASTER 61 NASTER 61 NASTER 62 NASTER	16 1326 1156 4. 1166 1661 6. 1662 1662 6. 16	2 3512 2 5579 5 15107	8.75 12.15 29.85 11.15 0.25 0.25 0.25 0.25 0.25 0.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1	674 NB 1653 NB 176 NB	1965   1965   244   244   246   24	10   3.996   1   1   1   3.996   1   1   1   3.996   1   1   1   3.996   1   1   3.996   1   3.996	30 3171 7 3 3 3 7 1 1 3 3 3 3 3 3 3 3 3 3	1 0.56 1 0.92 0 1.02 0 0.43 0 0.56 0 0.56 0 0.57 7 1.04 0 0.76 5 0.76 0 0.39 0 0.39 0 0.39 0 0.79 0 0.127 0 0.39 0 0.79 0 1.21 0 0.39 0 0.39 0 0.79 0 1.21 0 0.39 0
OR 76 (First blant 184.)  SE 75 (East-dree 184.)  SE 25 (East-dree 184.)	St. Best (A Face Ace)  175  St. 18 (Betweek Branch Rel)  175  St. 18 (Betweek Branch Rel)  176 (Best (Best Arregards))  176 (Best Arregards)  177  177  178  178  178  178  178  17	C. B. 401 (Crite Au.)  2. B. 401 (Crite Au.)  2. B. 1. C. 1. B. 1.	2366 2487 25 92 25 92 25 92 25 92 25 93 25 95 25	241 0 24-00 24-00 24-00 24-00 25-10	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4 PD 4 PD 6 PD 6 PD 6 PD 6 PD 6 PD 6 PD	Control   Cont	185* 175* 175* 175* 175* 175* 175* 175* 17	LIA SEWAGE, TAW 41, D WE, 60; LIA SEWAGE, TAW 42, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 43, D WE, WE LIA SEWAGE, TAW 44, D WE, 60; LIA LIFE TAW 44, D WE, 60; LIA SEWAGE, TAW 44, D WE	33 35311 25311 2531 2531 2531 2531 2531	25548   12	GLEWIN   G	151 Note   151 Note   151 Note   151 Note   151 Note   151 Note   152 Note   153 Note	270 100 100 100 100 100 100 100 100 100 1	15	1.50 31 4 2.50 11 12 12 12 12 12 12 12 12 12 12 12 12	Nation 19 Nation 20 Nation 40 Nation 61 Nation 61 Nation 61 Nation 61 Nation 61 Nation 61 Nation 62 Nation 62 Nation 63 Nation	16	2 35.50 2 55.70 3 1519 3 1519 3 1519 3 1519 3 1519 3 1519 3 1519 4 1519	3.75 12.15 12.	654 NB 1653 NB 1653 NB 1653 NB 1653 NB 165 N	Tellin	10   3.996   1   1   1   3.996   1   1   1   3.996   1   1   1   3.996   1   1   3.996   1   3.996	30   3   7   7   3   3   7   7   3   3   7   7	1 0.66 1 0.93 0 0.43 0 0.45 0 0.45 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.59 0 0.79

#### EXHIBIT 21.F-3b

#### BABCOCK RANCH COMMUNITY

INCREMENT 3 (2022)

#### FUTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

#### LEE COUNTY

																			ALKURUU	IND TRAFFI	£						107	REDRET	KAFFILL							
															NON - BA	RCOCK	TRAFFIC		T	BARC	OCK MPD	TRAFFIC		TO	TAL						$\neg \neg$			(11)		
												(6)		(6)			1	ion, Rahovek	- 61	0	(11)		MPO	RACKI	ROUND	(10)		(11)		D	181	36	ind a	See les		209105
			•	(1)			(2) Section	(3)	(0)	- (0)	(29)	New	(7)	No.	(9)	(9)		Die Wilme	DIREC	a.	TE		Die Volume (	<ul><li>vo</li></ul>	LUME	DIRM	i .	TI I		Die Vol	la me (12):	Dir. V	Williams Visit	James 🔮	VIEV	A F
				DIRPM	x .		for Course	Court	CC	PIC LOSS for the Type	LOS	DIRPM	Adjusted	Bahen ek	K	D Face	er D	et Die	Z MPT	8 9	. Ner New	in house of	DM DW	Diel	DM	DIS	2 W	C. Northead	in housed	Diel	DMT	DM	090	LOS	Diel	DMI DMI
BOADWAY	PROM	70	A., Nobe	. Note A.F.	Andr By W.	ante la com-	ann Read way	ny Kanton	W IND	Bell Littlementy Type	56.6	AADT	AADT	AA DT	Form r	D H	ligh Dir - Nil	(B) (B) (	A ARE	T Disellusion	Freik Her	Discolor N	OUTS SAY	IN NAME	RIVE N	A ADT	Diseller in	e Freik H	r Director	NATE	RIVER IN	NAMES	SEV N	Red .	NR III. F	WAY & NAME
					_	_																				•								_	_	
90 SR 93 (-75	Termina I Access R &	Cranick Plany	2000	2000 7	2000 200	412 6	6 FDOT	T 120164	-	UA_FW_6L_WA	D	16310	145910	14300	0.090	0.594 3	SREE 7	560 51	60 1150	5.2%	109	NRER	54	55 761	52:15	2860	6.55	3.96	NRE	R 230	128	3614	5363	662.0	1.18	0.81 F
91	Danie la Planty	SR SSECR SSECuloid Red	206	20130 7	2010 200	16013 6	6 FDOT	120017		UA_FW_6L_6A	D	128624	128624	122206	0.090	0.577 3	SREB 6	350 6	50 166	73%	158	NRER	79	79 642	6729	4355	10.77	5 5 9	NRE	R 382	2.0	6811	1 4942	5620	121 (	0.88 F
92	SR 801 CR 801 Colonial Real.	SR 92 immetate Rd.	26236	2020 7	AUN 30"	M216 6	6 FDOT	T 128658	4	UA_PW_6L_6A	D	13942.0	129120	119620	0.090	0.577	SHER 6	210 8	60 230	7 10.4%	219	NREB	109	10 631	4670	7.693	16.9%	4.90	NRE	H 603	3.38	6922	5005	562.0	123 (	0.89 F
93	SR Klifmonkalen Rd.	Lacket Rd.	2040	2802 7	2600 200	1040.7 6	6 FDOT	T 128659	1	UA_FW_6L_6A	D	123677	123677	111810	0.090	0.577	SHER 3	886 (2	60 2810	12.6%	267	NREB	133	343	0.94	9657	20.45	1130	NRE	B 729	4.05	6662	4799	562.0	1.19	0.95 F
94	Lactor Rd.	SR SO	2668	2600 7	2009 200	#11 6	6 FDOT	T 120060	4	UA_FW_6L_WA	D	117549	112549	10881	0.090	0.577	SRER 3	450 20	90 296	13.3%	292	NRER	141	11 559	4131	9702	21.99	12.6	NRE	R 781	6.36	6972	1563	662.0	0.96	0.69 D
95	SR 90	SR 78 (Ray show Rate	2990	2000 7	ART 27	ALC 6	6 FDOT	T 120061	4	UA_FW_6L_WA	D	94727	94727	90905	0.090	0.577 3	SRER 4	720 36	60 960	3.9%	92	NRER	41	41 476	3501	2960	6.79	y 33	NRE	B 238	133	8999	9 3694	662.0	0.76	0.55 C
96	SR 'R (Raydorn Rd.)	Cludete County Line	1670	16236	1004 100	imi 6	6 FDOT	T 120062	4	TA.FW.6L.0A	C	7,6000	7,600	71920	0.165	0.577 5	BWB 3	190 (3	60 100	6.0%	136	SRWB	68	68 325	6128	1605	3.37	h 181	SRW	R 65	116	3323	4504	4670	0.71 (	0.97 R
97 SR31 (Balcock ReachRd)	SR 80	SR 78	2036	2036	$\perp$	2	2 FDOT	T 120610	4	UA_SZWACT_ZW_ZE_U_WE_WR	10	3 (181	3.081	5157	0.090	0.528 5	SEW16	220 2	40 7477	33.6%	710	NRER	354	86 57	596	18653	42.1%	1 23%	NRE	B 1501	8.25	2075	101	92.4	2.25	1.55 F
98	SR %	OM Rober Dr.	2036	20110	$\perp$	4	4 FDOT	T 121001	4	UA_SZWAC1_ZW_4L_D_WL_WR	D	56543	56543	6010	0.095	0.528 3	SHER	240 2	20 17-66	60.5%	1279	NRER	639 6	20 87	960	32367	72.85	1041	NRE	B 2596	1605	3675	2305	2100	1.65	1.10 F
99	OM Redne Dr.	CR 3KN Keer Rd. Old Baydone I	/ am	3000	$\perp$	4	4 FDOT	T 121001	4	UA_S2WAC1_2W_4L_D_WL_WR	D	50051	50051	6718	0.095	0.528 3	SHER	240 2	10 13:66	60.5%	1279	NREB	639 6	40 87	950	32367	72.85	7 1041	NRE	B 2596	1605	3675	2395	2100	1.65	1.09 F
100	CRTRN River RdJ OM Baydiere	e Statey La.	2038	26766	$\perp$	- 4	FDOT	T 120273	4	UA_S2WAC1_2W_4L_D_WL_WR	D	59104	59104	2610	0.095	0.523 5	HWH.	120	30 19901	81.5%	1786	NREB	892 1	94 101	1024	37003	85.19	4730	NRE	B 3033	1687	4045	2711	2100	1.93	1.29 F
101	Shirley Lac.	Fee Hill Rd.	10.61	A		- 4	4 FDOT	T 120273	4	UA_S2WAC1_2W_4L_D_WL_WR	D							110	15	42.6%		-	673	48 78	663		74.7%	N.		2014	1298	3652	2.361	2100	1.74	1.0% F
162	Fee Hill Rd.	Bushee La	NA <sup>2</sup>	A (M)	$\perp$	4	4 FDOT	T 12.0273	4	UA_SZWAC1_ZW_4E_D_WE_WR	D							90 1	60	40.3%	4		586 5	63	688	1	74.1%	N.		28/34	1299	25.09	2396	2300	1.67	1.09 F
168	Studies La	Clarket of County Line	NA.2	A (M)	$\perp$	- 4	FDOT	T 120273	4	UA_S2WAC1_2W_4L_D_WL_WR	D							75	40	113%	1		284 2	23 33	365	1	61.65	N.		23.93	1387	2657	1666	2300	1.27	0.78 F

ASSIGNED TO SR31 ENTRANCES 26110

OCK TARGE FRUTAS TOTAL INTERZONAL (EXTERNAL) TRIPS FRUTAS INTERZONAL (EXTERNAL) TRIPS TRIPS ASSIGNED TO SR H ENTRANCES TO FROM NON-BARCO CK RANCH (NON-DRIMPD) TAZA 22240

| DEED | THE FAST NO THE THEFT NO THE FORD NON-BRACKOCK TABLE | FAULTHS TOTAL INTERCONAL (EXTERNAL) THEFT NO SET IN THE FORD NON-BRACKOCK TABLE | FAULTHS NOTE NO. SET INTERCONAL (EXTERNAL) THEFT TRY ASSEMBLED TO SET IN THE FORD NON-BRACK CONCERNING TO SET IN THE FORD NO. SET IN THE FORD NON-BRACK CONCERNING TO SET IN THE FOR

ENTRANCES TO FROM NON-BARCOCK RANCH (NON-DRIMPD) TAZA 44294

(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 VV SNO #.
- (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 Rund. LOS Standard for Lee County Roads LOS E per Lee Plan.
- (6) D1RPM Balcock 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 Standar dized 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) hosed on Lee County 2019 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2021 Rosalway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2021) Peak direction of travel assumed for Non-Bahcock traffic is hased 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 Inseed on FDOT 2020 Quality (Level of Service Handlook 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 Insed on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).
- (14) Significant = \*
- Significant and Adverse = \*\*
- (15) Dailyvolumes 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

ExJ\_34505\_BRC\_In:Amends\_2040\_SegmentAnalysis\_E+C\_SR31\_061625

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

HARLOTTE COUNTY									N	ON - BABCOC	K TRAFFIC	BACKG	Page 1 of 2) OUND TRAFFIC BA	BCOCK MPD TRAF	FIC	TOTAL	Æ	BRC DRI	TRAFFIC		IF	(17)		Project	Sig. & Adv.	TOTAL TRAFFIC					=
			(1)	(2)	) Statu' (7) (7) f County Count CC	(4)	(5) ( LOS Ra	e = 0	(R) Non-	Nos- (9) Babcock K Poak Hr	(9)	Non-Bahcock Dir Volume Diri Diri	(10) DIRPM	(11) TTE	MPD Dir. Volume	BACKGROUN 12) VOLUME	DIRPS	6 6 4 F H % NorN	IE <u>I</u>	DRS Nr. Volume (12) DRS DRS	Dir Volume v	Service skew 6 LOS	2005 LOS <u>VSV</u> LOS 261 DE2 DE1 DE2 BER SRIVE NRER SRIVE	Traffic As % of SY Dirl Dir2	Depart ge 5% (14) DN1 DN2 R NR-ER SR-WE		Parson		(17)	# of	
ADWAY	FROM	10	A, Node B, Node A, No	nar at years to the	Roadway Station W.S	NO E+CLOS Facility Type	Tang/ DIRP Sed. AAD	M AZHORE T AADT	AADT Fact	nor Volume	D High Dir	NREE SRWE	MPD AADT Distibu	tion Peak Hr Directs				T Distribution Pusk	Hr Direction N	Did Did BER SRWR	NEED SEWE	Std. N	NEED SERVE NEED SERVE	NEED SEW	R NREE SEWE	Future LOS Facility Type	LOS Targ Stol.	2L10 4L20 6	(17) or Volume 230 SE/80 HSE	JSO Needed B	Improv
port Rd.	Cooper St. Taylor Rd	Taylor Rd. 1-75	14534 14536 14542 14544	2 2	CC 14249 3 CC 14400 4	C3R_2W_2L_U_0L_0R C3C_2W_2L_U_0L_0R	D 374 D 640	1 5688 3 6403	5676 0.09 6402 0.09	92 520 0 92 590 0	0.547 SB/WB 0.547 SB/WB	240 280 270 320	4 0. 0 0.	.0% 0 NB5	B 0	0 240 28 0 270 33 0 270 33		8 0.02% 1 0.0%	1 NB/EB 0 NB/EB	0 0	241 280 270 320 270 330	799 770	0.30 0.35 C C 0.35 0.42 C C	0.1% 0.0% 0.0% 0.0%		C3R_2W_2L_U_0L_0R C3C_2W_2L_U_0L_0R	D D	799 1249 1 770 1222 1	873 2498 31 833 2444 30	22 2 Ad 84 2 Ad	dd dd
pi Esta Dr.	8al Harbor Blod.	Golf Course Blvd. U.S. 41	14544 14547 14887 14885	2	CC 14400 5 CC 14170 7	C3C_2W_2L_U_0L_0R C3R_2W_2L_U_0L_0R	D 656	5 6565 0 9870	9770 0.0	92 900 0	1.547 SB/WB 1.547 SB/WB	270 330 410 490	57 O.	.0% 0 NB5 2% 6 NB5	B 0 B 3	0 270 33 3 413 49	4	2 0.0% 3 0.1%	0 NBEB 5 NBEB	3 2	270 330 416 495 520 430	770 799	0.35 0.43 C C 0.52 0.62 C C	0.0% 0.0% 0.4% 0.3%		C3C_2W_2L_U_0L_0R C3R_2W_2L_U_0L_0R	D D	770 1222 1 799 1249 1	833 2444 30 873 2498 31	84 2 Ad 22 2 Ad	dd d
	Happy Hollow Rd SR 31	SR 31 Charlotte County Line	19825 14856 14860 14866	2 2	CC \$1030 \$1	C1 2W 2L U 0L 0R	D 195	6 6207 9 3952	4795 0.0 3201 0.0	92 440 0 92 290 0	0.547 NB/EB	240 200 160 130	399 I. 120 0.	7% 43 SBW 5% 13 SBW	B 19	24 259 22 7 166 13	101	1 1.3%	23 SB/WB	53 70	312 294 199 181		0.47 0.45 C C 0.30 0.28 B B	8.1% 10.79 5.0% 6.7%		C1 2W 2L U 0L 0R C1 2W 2L U 0L 0R	D D		950 3933 49 950 3933 49	16 2 Ad	Add (
ant Store Rd.	Lee County Line Zemel Rd.	Zernel Rd. Actine Rd.	14256 14181 27188 14185	4	CC 14187 23 CC 14171 24	C3R_2W_4L_D_WL_WR C3R_2W_4L_D_WL_WR	D 1706 D 1654	1 17081 2 18500	17034 0.0 18446 0.0	92 1570 0 92 1700 0	0.516 SB/WB 0.516 SB/WB	760 810 820 880	28 0. 31 0.	1% 3 SBW 1% 3 SBW	B 1	2 761 81 2 821 88	1 2	9 0.0%	2 SB/WB 3 SB/WB	1 1	762 813 822 884	1748 1748	0.44 0.47 C C 0.47 0.51 C C	0.1% 0.1%		C3R_2W_4L_D_WL_WR C3R_2W_4L_D_WL_WR	D D	1101 1748 1 1101 1748 1	580 3440 43 580 3440 43	00 2 Ad 00 2 Ad	Add (
armalita St.	Acline Rd. U.S. 41	U.S. 41 BMX Track	14599 14342 14644 14647	4 2		C3R_2W_4L_D_WL_WR C3R_2W_2L_U_0L_0R	D 1629	4 20745 5 7605	20684 0.0° 7605 0.0°	92 1900 0 92 700 0	0.516 SB/WB 0.547 NB/EB	920 980 380 320	21 0. 0 0.	1% 2 SBW 0% 0 NB5	B 1 B 0	1 921 98 0 380 32	1	0 0.1%	5 SB/WB 0 NB/EB	0 0	923 984 380 320	1748 799	0.53 0.56 C C 0.48 0.40 C C	0.1% 0.2% 0.0% 0.0%		C3R_2W_4L_D_WL_WR C3R_2W_2L_U_0L_0R	D D	1101 1748 1 799 1249 1	580 3440 43 873 2498 31	00 2 Ad 22 2 Ad	Add (
orida St.	Marion Ave.	Carmita St. Airport Rd.	14655 14708 14665 14708	2 2		C3R_2W_2L_U_0L_0R	D 166	3 2038	2038 0.0	92 190 0	0.547 SB/WB	90 100	0 0	0% 0 SBW	B 0	0 90 10		0 0.0%	0 SB/WB	0 0	90 100	799	0.10 0.14 C C	0.0% 0.0%		C3R_2W_2L_U_0L_0R C3R_2W_2L_U_0L_0R	D D	799 1249 1	873 2498 31 873 2498 31	22 2 Ad 22 2 Ad	40 0
enry St. eurs Loop Rd. North	Golf Course Blvd. US 41	Fiorida St. Burnt Store Rd.	14920 14922 14942 14954	2 4	CC 14423 110 CC 14273 145	0 C3C 2W 2L U 0L 0R 5 C3R 2W 4L D WL WR	D 3	0 1768	1768 0.0 22154 0.0	92 160 0 92 2040 0	0.547 SB/WB	70 90 920 1120	6 0. 253 1.	0% 0 NB5	B 0 B 15	0 70 9 12 935 113	34	0 0.0%	0 SB/WB 0 NB/EB 12 NB/EB	0 0	70 90 959 1150	770 1748	0.09 0.12 C C 0.55 0.66 C C	0.0% 0.0% 1.4% 1.0%		C3C_2W_2L_U_0L_0R C3R_2W_4L_D_WL_WR	D D	770 1222 1 1101 1748 2	833 2444 30 580 3440 43	154 2 Ad 100 4 Ad	Add I
	Burnt Store Rd. Taylor Rd.	Taylor Rd. 1-75	14383 14386 14387 14385	4 4	CC 14273 145 CC 14173 146	5 C3R_2W_4L_D_WL_WR 6 C3C_2W_4L_D_WL_WR	D 2080 D 2957	16 20806 13 29573	20203 0.0 28809 0.0	92 1860 0 92 2650 0	0.547 SB/WB 0.547 SB/WB	840 1020 1200 1450	256 I. 317 I.	.1% 28 NB5 3% 34 NB5	B 15 B 19	13 855 103 15 1219 146	3 34	7 0.7%	12 NB/EB 54 NB/EB	24 18 31 23	879 1051 1250 1488	1748 1710	0.50 0.60 C C 0.73 0.87 C D	1.4% 1.0% 1.8% 1.3%		C3R_2W_4L_D_WL_WR C3C_2W_4L_D_WL_WR	D D	1101 1748 2 1062 1710 2	580 3440 43 533 3005 33	100 2 Ad 112 4 Ad	Add I
ones Loop Rd. South	Fiper Rd. Taylor Rd.	Piper Rd East of Piper Rd.	14800 14800 14800 14808	2 2	CC 14174 148	7 C3C_2W_4L_D_WL_WR 8 C3R_2W_2L_U_0L_0R	D 1101	2 11012	12967 0.09 10776 0.09	92 1190 0 92 990 0	3547 NB/EB	540 450	96 0. 86 0.	4% 10 SBW 4% 9 SBW	B 4	5 544 45	15	0 0.3%	18 SB/WB 1 SB/WB	8 10	552 465	799	0.40 0.54 C C 0.69 0.58 C C	1.4% 1.9% 1.0% 1.3%		C3R_2W_2L_U_0L_0R C3C_2W_2L_U_0L_0R	D D	799 1249 1	533 3005 33 873 2498 31	12 2 Ad 22 2 Ad 154 2 Ad	40 0
per Rd. into Rd.	Jones Loop Rd. U.S. 41 N	Golf-Course Blvd. Burnt Store Rd.	14299 14306 14547 19906 19905 14465	4 2	CC 14422 168 CC 14326 215	8 C3C 2W 4L D WL WR 5 C3C 2W 2L U 0L 0R	D 80 D 420	5 3040 5 10784 5 8108	10783 0.0 8056 0.0	92 990 0 92 740 0	1.547 NB/EB 1.547 NB/EB	540 450 400 340	0 0: 23 0.	0% 0 SBW 1% 2 SBW	B 0	0 180 15 0 540 45 1 401 34		0.0%	0 SB/WB 4 SB/WB	0 0	540 450 403 343	1710	0.32 0.26 C C 0.52 0.45 C C	0.0% 0.0%		C3C_2W_4L_D_WL_WR C3C_2W_2L_U_0L_0R	D D	1062 1710 2 770 1222	533 3005 33 833 2444 30	12 2 Ad	Add (
	Burnt Store Rd. Airport Rd.	Airport Rd. Cooper St.	19904 14536 14573 14586	2 2	CC 14326 216 CC 14326 217	6 C3C_2W_2L_U 0L_0R 7 C3C_2W_2L_U 0L_0R	D 645	4 11250 9 7249	11209 0.09 7239 0.09	92 1030 C	0.547 NB/EB 0.547 NB/EB	560 470 370 300	19 0. 5 0:	1% 2 SBW 0% 1 SBW	B 1 B 0	1 561 47 1 370 30	2	2 0.0% 5 0.0%	3 SB/WB 1 SB/WB 77 NB/EB	0 1	562 473 370 302	770 770	0.73 0.61 D C 0.48 0.39 C C	0.1% 0.3% 0.0% 0.1%		C3C_2W_2L_U_0L_0R C3C_2W_2L_U_0L_0R C3R_2W_4L_D_WL_WR	D D	770 1222 1 770 1222 1	833 2444 30 833 2444 30	154 2 Ad 154 2 Ad	Add (
iscker's Grade ernel Rd.	U.S. 41 Burnt Store Rd. County Landfill	LS. 41	14295 14299 14295 19850	4 2 2	CC 10019 262	1 C3R_2W_4L_D_WL_WR 2 C3R_2W_2L_U_0L_0R 3 C3C_2W_2L_U_0L_0R	D 590 D 618	5904	19430 0.0 5896 0.0	92 1790 0 92 540 0	1547 SB/WB 1516 SB/WB 1516 SB/WB	810 980 260 280	377 L 4 0:	6% 41 NB5	B 23 B 0	0 260 28 0 281 29	63	4 0.0%	77 NB-EB 0 NB-EB 1 NB-EB	0 0	260 280 282 290	1748 799	0.50 0.59 C C 0.33 0.35 C C 0.37 0.38 C C	2.5% 1.9% 0.0% 0.0%		C3R_2W_4L_D_WL_WR C3R_2W_2L_U_0L_0R C3C_2W_2L_U_0L_0R	D D	799 1249 1	580 3440 43 873 2498 31	22 2 Ad 22 2 Ad 54 2 Ad	Add 0
S 41	Lee County Line Zernel Rd	Zemel Rd Morningside Drive	14294 23025 14229 89528	4 4	FDOT 10019 FDOT 10367	C2 2W 4L D WL WR C2 2W 4L D WL WR	C 3366	2 33692	33287 0.0 28546 0.0	95 3160 C	1516 SB/WB	1530 1630 1310 1400	145 0. 154 0.	6% 16 SBW 7% 17 SBW	B 7	9 1537 163 9 1318 140	y 26 y 27	0 0.5%	32 SB/WB 33 SB/WB	14 18	1551 1657 1332 1428	2390	0.65 0.69 B B 0.56 0.60 B B	0.6% 0.8% 0.6% 0.8%		C2 2W 4L D WL WR C2 2W 4L D WL WR	c	452 2390 3 452 2390	570 4760 59 570 4760 59	50 4 Ad 50 4 Ad	Add 0
	Morningside Drive Tuckers Grade Blvd	Tuckers Grade Blvd CR 765A/Taylor Rd	14232 14234 14257 14277	4 4 4		C3C_2W_4L_D_WL_WR C3C_2W_4L_D_WL_WR	D 3195	9 31959 6 22918	31370 0.0 22758 0.0	95 2980 0 95 2160 0	0.516 SB/WB 0.516 SB/WB	1440 1540 1050 1110	209 0: 59 0.	9% 23 SBW 2% 6 SBW	B 10 B 3	13 1450 155 3 1053 111 2 802 86	3 38		46 SB/WB 12 SB/WB	20 26 5 7	1470 1579 1058 1120	1901 1901	0.77 0.83 C C 0.56 0.59 C C	1.1% 1.4% 0.3% 0.4%		C3C_2W_4L_D_WL_WR C3C_2W_4L_D_WL_WR	D D	1180 1901 1 1180 1901 1	814 3339 36 814 3339 36	80 4 Ad 80 2 Ad	Add 0
	CR 765A/Taylor Rd CR 765 Burst Store Rd Airport Rd	CR 765/Burnt Store Rd Airport Rd US 41/Cross St	1450 1450 1451 1459 1461 1462	4 4	FDOT 10016	C3R_2W_4L_D_WL_WR C3R_2W_4L_D_WL_WR C4_2W_4L_D_WL_0R	D 2595 D 2585	6 18556 8 31500	18459 0.09 31363 0.09	90 1660 C	0.516 SB/WB 0.516 SB/WB	800 860 1360 1460	36 0. 63 0.	2% 4 SBW 3% 7 SBW 0% 0 SBW	B 2 B 3	2 802 86 4 1363 146 0 1520 163	4 7	0.1% 4 0.2%	7 SB/WB 9 SB/WB 1 SB/WB	3 4	805 866 1367 1469 1520 1631	1943	0.41 0.45 C C 0.70 0.76 C C 0.85 0.91 D D	0.2% 0.2% 0.2% 0.3%		C3R_2W_4L_D_WL_WR C3R_2W_4L_D_WL_WR C4 2W_4L_D_WL_0R	D D	1224 1943 1 1224 1943 1	867 3822 47 867 3822 47		Add 0
S 41 - Northbound	US 41/Cross St CR 765A/Taylor Rd	US 41/Cross St CR 765A/Taylor Rd US17/SR 35(Marion Ave)	14670 14660 14770 14732	3	FDOT 15027 FDOT 15027	C4_2W_4L_D_WL_0R C4_1W_2L_U_0L_WR C4_1W_3L_U_0L_WR	D 1233 D 2445	17500	17495 0.0 24450 0.0	90 1570 C	1516 SB/WB 1999 NB/EB	1570 0 2200 0	0 0:	0% 0 NB1	B 0	0 1570 163		5 0.0% 0 0.0%	1 NB-EB 0 NB-EB	1 0	1571 0 2200 0	2255	0.83 0.91 D D 0.70 0.00 D C 0.62 0.00 C C	0.0% 0.0%		C4_2W_4L_D_WL_0R C4_1W_2L_U_0L_WR C4_1W_3L_U_0L_WR	D D	0 2255	810 3310 41 841 4721 59 841 4721 59		Add 0
	US17/SR 35(Marion Ave) E Retta Esplanade	E Retts Esphende Melbourne St	14777 19814 19814 14750	4 4	FDOT 10032	C3C_1W_3L_U_0L_0R C3C_1W_2L_U_WL_WR	D 3092 D 3164	3 30923 0 31640	30908 0.0 31525 0.0	90 2770 0 90 2840 0	1999 NB/EB 1999 NB/EB	2770 0 2840 0	68 0. 68 0.	3% 7 NB5 3% 7 NB5	B 7 B 7	0 2777 0	4	7 0.1%	6 NB-EB	6 0	2783 0 2853 0	3216 2281	0.87 0.00 C C 1.25 0.00 F C	0.2% 0.0% 0.3% 0.0%		C3C_IW_3L_U_0L_0R C3C_IW_3L_U_WL_WR	D D	1079 2172 3 0 2281 3	216 4288 53 377 4007 50	160 3 Ad 109 3 Ad	4d (
S 41 - Southbound	US 41 (Tamiumi Trad) W Retta Explanade	W Retta Esplanade Olympia Asse	14743 14727 14711 14700 14690 14677	3 3	FDOT 10033 FDOT 10033	C3C_1W_2L_U_0L_WR C3C_1W_3L_U_0L_0R C3C_1W_3L_U_0L_0R	D 3079 D 2551 D 1710	2 30792 7 29000	30699 0.09 28906 0.09	90 2760 0 90 2600 0	1999 SB/WB 1999 SB/WB	0 2760 0 2600	53 0. 53 0.	2% 6 SBW 2% 6 SBW	B 0	6 0 276 6 0 260 0 0 167	4	0.1%	5 SB/WB 5 SB/WB 0 SB/WB	0 5	6 2771 6 2611	2281 3216	0.00 1.21 C F 0.00 0.81 C C	0.0% 0.2% 0.0% 0.2%		C3C_1W_2L_U_0L_WR C3C_1W_3L_U_0L_0R C3C_1W_3L_U_0L_0R	D C	1079 2281 766 1824 2	377 4503 56 832 3776 47	128 3 Ad 120 3 Ad	Add 1
R 31 (Babcock Ranch Rd.)	S. of Charlotte Ave	US 41 (Tamismi Trail)	14662 14669 2001 (USC)	3 4	FDOT 15023 FDOT 15023	C3C_1W_3L_U_WL_0R C3C_1W_2L_U_WL_0R C3R_2W_4L_D_WL_WR	D 1710	1 18500	18492 0.0	90 1660 C	1999 SB/WB 1999 SB/WB	0 1660	0 0. 3 0.	.0% 0 SBW	B 0	0 0 169		0 0.0% 5 0.0%	1 SBWB	0 0	0 1661 0 1661	3216 2172 1943	0.00 0.76 C C 0.00 0.76 F F	0.0% 0.0% 0.0% 0.0%		C3C_1W_3L_U_0L_0R C3C_1W_2L_U_WL_0R C3R_2W_4L_D_WL_WR	C D	0 1824 1 1224 1943	832 3776 47 832 3776 47	20 2 Ad 20 2 Ad 78 6 Ad	ad 0
N. 21 (District Pallaciana)	Cypress Pkwy Lake Babcock Dr	Lake Babcock Dr Cook Brown Rd	40407 40702 40702 90640	2 2	FDOT 120273	C3R_2W_4L_D_WL_WR C3R_2W_2L_U_WL_WR	D D					50 70 50 70	14.	2%	164	200 214 27 200 214 27 200 214 27		43.9% 28.8%	F	1424 1161 877 820	1638 1431 1091 1090	1943 1166	0.84 0.74 C C 0.94 0.93 D D	73.3% 59.89 75.2% 70.39	6	C3R_2W_4L_D_WL_WR C3R_2W_2L_U_WL_WR	D D	1224 1943 1 1166 1845 2	867 3822 47 723 3631 45	78 4 Ad 39 2 Ad	dd 0
	Cook Brown Rd CR 74	CR 74 DeSoto County Line	90143 19920 14960 15172			C2_2W_2L_U_WL_WR C2_2W_2L_U_0L_WR C2_2W_2L_U_0L_0R		7 12047 5 9865	1308 0.09 1532 0.09	95 120 0 95 150 0	0.568 SB/WB 0.568 NB/EB	50 70 90 60	3356 14. 2785 11.	2% 364 SB/W 8% 302 SB/W	B 136	166 226 22	738 5 554		74 SB/WB	386 511 290 384	600 781 516 610	430	1.40 1.82 D E 1.20 1.42 D D	89.8% 118.8 67.4% 89.35	6 ** **	C2_2W_2L_U_WL_WR C2_2W_2L_U_0L_WR	c c	430 2271 3 430 1793 2	392 4522 56 589 3585 44	83 4 Ad 81 4 Ad	Ndd 2 Ndd 2
	Charlotte County Line CR 763 (Farms Rd.)	CR 763 (Farms Rd.) CR 760 A N. of CR 760	11195 11197	2 2 2	FDOT 40031 FDOT 40031	C2 2W 2L U 0L 0R C2 2W 2L U 0L WR C2 2W 2L U 0L WR	C 1290	9736 9 12909	5096 0.00 6104 0.00	95 150 0 95 480 0	0.559 NB128 0.559 SBWB	210 270	2728 11. 2658 11.	5% 296 SBW 3% 288 SBW	B 133 B 130	158 340 42	5 538 5 515	2 11.1% 60 5 10.6% 60	54 SB/WB 56 SB/WB	269 357	609 785	430	1.15 1.41 D D 1.42 1.83 D E 1.31 1.70 D D	62.6% 83.07 62.6% 83.07	6	C2_2W_2L_U_0L_0R C2_2W_2L_U_0L_WR C2_2W_2L_U_0L_WR	C D	430 1793 2 430 1793 2	589 3585 44 589 3585 44	81 4 Ad 81 4 Ad	Add 2 Add 2 Add 0
k 70	N. of CR 760 E. of Food Dealer	SR 70 SR 31	1098 11393 11085 11392	2 4		C2_2W_2L_U_WL_WR C2_2W_4L_D_WL_WR	D 1346	7 13467 0 14900	7820 0.09 14053 0.09	90 700 0	0.559 NB/EB	390 310 1260 0	1975 8. 266 1.	4% 214 SB/W 1% 29 SB/W	B 97 B 29	0 1289	367	2 7.6% 4	6 SB/WB	192 254	679 681 1360 0	730	0.93 0.93 D D 0.57 0.00 B B	26.3% 34.8° 3.0% 0.0%		C2_2W_2L_U_WL_WR C2_2W_4L_D_WL_WR	D D	730 2768 - 767 2910 -	152 5535 69 370 5827 72		Add 0
R 70 EB (Magnolis St.)	SR 31 SR 70 Hickory St.	Roger Ave./Oak St. Roger Ave./Oak St. SR 70/Magnolu St.	11392 10982 10987 10989	4	FDOT 40021	C2_2W_4L_D_WL_WR C2T_IW_2L_U_0L_WR	C 2206 C 1256	3 12563	21171 0.09 11082 0.09	90 1910 0 90 1000 0	0.559 NB/EB 0.999 NB/EB	1000 840 1000 0	1565 6. 557 2.	.6% 170 NB5 4% 60 NB5	B 60	77 1163 91 0 1060	92	4 1.9% 1	36 NBEB 12 NBEB	192 144 112 0	1355 1061 1172 0	2390 1368	0.57 0.44 B B 0.86 0.00 C C	8.0% 6.0% 8.2% 0.0%		C2_2W_4L_D_WL_WR C2T_1W_2L_U_0L_WR	D D	0 1968	370 5827 72 49 999 12		Add 0
R 70 WB (Hickory St.) IS 17 - Westbound (Marion Ave.)	SR 70 Roger Ave. SR 35/US 17 Cooper St	SR 70/Magnolia St. Cooper St US 41 (Tamiani Trail)	10000 10005 14004 14027	3 3	FDOT 45020 FDOT 15037 FDOT 10016	C2T_IW_2L_U_0L_WR C4_IW_3L_U_0L_0R C4_IW_3L_U_0L_WR	C 770 D 1081	3 14500 3 14500	9647 0.09 14271 0.09	90 870 0 90 1280 0	0.999 SB/WB	0 870 0 1280	326 L 114 0.	4% 35 SBW 5% 12 SBW	B 0	35 0 90 12 0 129	5 52 2 11	7 1.1% 1 5 0.2%	S4 SB/WB	0 64	0 969 0 1306	1368 3372	0.00 0.71 C C 0.00 0.39 C C 0.00 0.31 C C	0.0% 4.7% 0.0% 0.4%		C2T_IW_2L_U_0L_WR C4_IW_3L_U_0L_0R C4_IW_3L_U_0L_WR	D D		49 999 12 372 4496 56	948 2 Ad 20 2 Ad 00 2 Ad	Add 0 Add 0
S 17 - Eastbound (Ohmeia Ave.)	US 41 (Tamismi Trail) US 41 (Cross St)	US 41 (Cross St) Taylor St	14777 14726 14730 14736	2 2		C5_1W_2L_U_0L_0R C4_1W_2L_U_0L_0R	D 306	4 7900 0 16660	7838 0.0r	90 710 0	1999 SB/WB	0 710	30 0. 62 0.	1% 3 SBW 3% 7 SBW	B 0	3 0 71	3 3	2 0.1%	4 SB/WB 7 SB/WB	0 4	6 717	2290	0.00 0.31 C C	0.0% 0.2% 0.3% 0.0%		C5_1W_2L_U_0L_0R C4_1W_2L_U_0L_0R	c	0 1548 1	992 3492 43 552 3536 44	65 2 Ad 20 3 Ad	ad 0
	Taylor St US 41 (Tamismi Trail)	US 41 (Tamiani Trail) Cooper St	14723 14710 14753 14710	3		C4_IW_2L_U_WL_0R C4_IW_3L_U_0L_0R	D 1672 D 723	0 16730 7 9400	16603 0.0 9267 0.0	90 1490 0 90 830 0	0.999 NB/EB	1490 0 830 0	64 0. 66 0.	3% 7 SBW 3% 7 SBW	B 7 B 7	0 1497 0 837	6	3 0.1% 7 0.1%	8 SBWB 8 SBWB	8 0 8 0	1505 0 845 0	2148 3372	0.70 0.00 D C 0.25 0.00 C C	0.4% 0.0% 0.2% 0.0%		C4_IW_2L_U_WL_0R C4_IW_3L_U_0L_0R	C D	0 1452 2 877 2148 3	652 3536 44 372 4496 56		Add 1
S 17	Cooper St SR 35/US 17 (Marion Ave)	SR 35/US 17 (Marion Ave) 1 - 75	1490 1470 147 1490 1477 147 1480 1486 148	3 701 14768 6 621 14867 6	FDOT 15036 FDOT 15024	C4_1W_3L_U_0L_0R C3C_2W_6L_D_WL_WR	D 944 D 1995 D 3021		12837 0.09 19561 0.09	90 1160 0 90 1760 0	0.999 NB/EB 0.516 SB/WB	1160 0 850 910	76 0. 190 0.	3% 8 SBW 8% 21 NB4	B 8 B 12	9 862 91 18 1295 138	20	7 0.2%	11 SB/WB 25 NB/EB 54 SB/WB	11 0	1179 6 876 930	3372 2814	0.35 0.00 C C 0.31 0.33 C C 0.49 0.53 C C	0.3% 0.0% 0.5% 0.4%		C4_IW_3L_U_0L_0R C3C_2W_6L_D_WL_WR C3C_2W_6L_D_WL_0R	D D		372 4496 56 814 3339 36	20 2 Ad 80 2 Ad 80 4 Ad	dd 0
	Copeley Ave CR 74 (Bermont Rd)	CR 74 (Bermoet Rd) CR 764 (Washinston Loop Rd)	1465) 1466 148 1485) 14968	(5) 1490 4 4	FDOT 15015 FDOT 10010	C3C_2W_6L_D_WL_0R C3C_2W_4L_D_WL_WR C3R_2W_4L_D_WL_WR	D 2696 D 2324	2 26962	25940 0.0 25940 0.0 23014 0.0	90 2330 0 90 2370 0	0.547 SB/WB	1060 1270 940 1130	311 L 83 0.	3% 34 SBW 4% 9 SBW	B 15 B 4	19 1075 128 5 944 113	71	1 1.5%	54 SB/WB 56 SB/WB	37 49 7 10	1112 1338 951 1145	1901	0.58 0.70 C C 0.49 0.59 C C	1.9% 2.6% 0.4% 0.5%		C3C_2W_4L_D_WL_WR C3R_2W_4L_D_WL_WR	D D	1180 1901 1 1224 1943	814 3339 36 867 3822 47	80 4 Ad 78 2 Ad	ad 0
	CR 764 (Washington Loop Rd) Tarabase Dr	Taralane Dr CR 764 (Washington Loop Rd)	18975 19885	4	FDOT 10008	C3R_2W_4L_D_WL_0R C2_2W_4L_D_WL_WR	D 1664 D 1581	3 16643 2 15812	16506 0.09 15720 0.09	90 1490 0 90 1410 0	0.547 SB/WB 0.547 SB/WB	670 820 640 770	57 0. 36 0.	2% 6 SBW 2% 4 SBW	B 3 B 2	3 673 82 2 642 77	3 8	0 0.2%	10 SB/WB 7 SB/WB	4 6 3 4	677 829 645 776	1850 2910	0.37 0.45 C C 0.22 0.27 B B	0.2% 0.3%		C3R_2W_4L_D_WL_0R C2_2W_4L_D_WL_WR	D D	1166 1850 2 767 2910 -	730 3640 45 370 5827 72	50 2 Ad 83 4 Ad	Add 0
	CR 764 (Washington Loop Rd) Peace River Shore Blvd	Peace River Shore Blvd Fortuil Lane	1595 1908 1502 11157	4	FDOT 10023 FDOT 10023	C2_2W_4L_D_WL_WR C2_2W_4L_D_WL_WR	D 1401 D 1294	2 14012 0 12940	13974 0.0 12940 0.0	95 1330 0 95 1230 0	0.547 NB/EB 0.547 NB/EB	730 600 670 560	17 0. 6 0.	1% 2 SBW 0% 0 SBW	B 1	1 731 60 0 670 56	2	0.0%	3 SB/WB 0 SB/WB	0 0	732 603 670 560	2910 2910	0.25 0.21 B B 0.23 0.19 B B	0.0% 0.1% 0.0% 0.0%		C2_2W_4L_D_WL_WR C2_2W_4L_D_WL_WR	D D	767 2910 - 767 2910 -	370 5827 72 370 5827 72	983 2 Ad 983 2 Ad	dd 0
SR 93-1-75	Footal Lane Lee County Line CR 262 (Darkers Grade)	DeSoto County Line CR 762 (Tuckers Grade) N Jeron Leon Rd	11157 11259 14230 14224 142 14259 14230 142	25 14231 6	FDOT 10055	C2_2W_4L_D_WL_0R RDA_LA_6L_0A	D 1304 C 7872 D 7718	3 13943 1 78721 18 77188	75438 0.10 74982 0.11	95 1240 C 05 7920 C	1519 SB/WB	3810 4110 3790 4080	0 0: 1334 5: 933 4:	7% 145 SBW 6% 101 SRW	B 65 B 44	0 680 56 80 3875 419 54 3834 413	194	9 4.0% 2: 3 2.6% 1:	0 SB/WB 37 SB/WB 55 SB/WB	102 138 67 88	680 560 3977 4325 3989 4229	3990 6080	0.23 0.19 B B 1.00 1.08 C D	2.6% 3.4%		C2_2W_4L_D_WL_0R RDA_LA_6L_6A	C D	767 2910 - 1662 2770 3 2035 4070 4	370 5827 72 990 5220 65 980 8090 100	25 8 Ad 200 6 Ad	Add 0
	N Jones Loop Rd US 17	US 17 CR 776 (Harbor View Rd)	14741 1986 198 14829 14787 147	80 14742 6 38 1488 6	FDOT 10350 FDOT 10036	UA_LA_6L_0A UA_LA_6L_0A	D 7778 D 2378	8 77796 0 73780	76866 0.10 72671 0.00	05 8070 C	1519 SB/WB 1519 SB/WB	3880 4190 3150 3390	521 2 549 2	2% 56 SBW 3% 60 SBW	B 25 B 27	31 3905 422 33 3177 342	1 41	0.8%	50 SB/WB SS SB/WB	21 29	3926 4250 3206 3462	6090	0.65 0.70 C C 0.53 0.57 B B	0.3% 0.5% 0.5% 0.6%		UA LA 6L 0A UA LA 6L 0A	D D	2035 4070 6 2035 4070 6	080 8090 100 080 8090 100	020 6 Ad 020 4 Ad	Ad 0
PEAK HOUR TRIPS (NET NEW TOF IND OUND L. PEAK HOUR TRIPS (NET NEW TOF IND OUND	1405 1154 2559 ROM NON-BABCOCK TAZO 3360 2534	ASSIGNED TO SR 3 2763	I ENTRANCES  S  IAL (EXTERNAL) TRIPS	ENTRANCE	IS TO FROM NON-BABCO 23605 ERZONAL (EXTERNAL) TO	RIPS TRIPS ASSIGNED TO SE DCK BANCHINON-DRIMPD RIPS TRIPS ASSIGNED TO SE DCK RANCH (NON-DRIMPD	31																								
AL.  DOT DIRPMY-2.1 2026 E+C N DOT DIRPMY-2.1 2026 E+C N DOT DIRPM-2.1 2026 E+C n DOT BERNA-2.1 2026 E+C n DOT BERNA-2.1 2026 E+C n DOT BERNA-2.1 2026 E+C n Sandard for State and Chant RPM Balbooch, Model Run - F AUTY volumes are adjusted to or on Balcack AUTY - (foul AV AUTY volumes are adjusted to or on Balcack AUTY - (foul AV Lee County Ki (100) and D (100) E+C County Ki (100) and D (100) E+C county Ki (100) and D (100) F Post direction of travel assumes Select Zone Assignment. He net new external trips assign Project directional split based of Service Volumes for Charlottet  F Or Charlottet  T OF Charlottet	number of lanes.  rmation - Site Location Re John Standard.  Lotte County Roads = D for Jurier 2045 SE Data with: Insure future volumes are g ADT) - (MPD AADT) - (D Stationing/ural designatio based on Lee County 202 d for Non-Babcock traffic ned to SR 31. n estimated HE Net New	ference. Lee County 2023 Adjustments in accordance r Urbanized. C for Transit 2026 E+C Network AAD' greater than or equal to exi RI AADT)  a. consistent with FDOT D  3. 2028 Peak HR Peak See is based on FDOT site syn  External trips derived from	e with FDOT Distri ioning, and C for Ri T distribution and as sting segment volur iistrict 1 2023 LOS ason Volume Calcu iopsis reports or Lee	ict 1 2023 LO ural. LOS Star ssignment. mes. For Lee report and D talations. Charl e County 2023 ion (11th Edit	NS report indard for Lee County County roads: Existin factors from FDOT F lotte County K factors 3 Traffic Count Reportion).	Roads = LOS E per Lee ag AADT = (Existing K It florida Traffic Informatio is based on Charlotte Court.	Plan. 00 Directiona n Online (202 nty: 2024 Ro	l Volume 23) adway Le	s)/D/K100. vel of Service D	Outa; D facto				ormation Online (	2023)																
Service Volumes for Lee Count Significant = * Significant and Adverse = ** Daily volumes derived from we Peak hour directional volumes l	y Roads based on Lee Cou	es.	r Directional Service	ce Volumes (	April 2016).																										

dpa

# **EXHIBIT J**

CUMULATIVE FUTURE (2040) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR, PEAK SEASON BABCOCK RANCH COMMUNITY INCREMENTAL DRI AMENDMENTS (2024) FUTURE 2040 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

OUNTY											. 1	NON 00	- BARCOCK TR	AFFIC No. 8	about Kalendari	BARCOCK ID	MPD TRAFFIC	MID INC	TOTAL KGROUND	(20)	(0)	DNI	Test	(ST)	267305	Project Traffic	No. di Adri.	TOTAL SKAPPC				_
AY	Model	то	A. Node B. 7	(I) Dis	District	Er Node Lane	2) State (5) of County Count or English States	(f) (f) (f) (V) (N) (N)	(ii) CSGE Pauliny Type	Toy DORN Set AARS	d Adjusted AADS	Oli None (S) Rabenda K AAST Factor	Non- Bahrank (I Problek (III) Yakase (II)	t De 1 De De 1 De 1		(II) (N) (P) % N (III Disabuta P	THE EN	to Dad Dis	TOTAL KGROUND FOLLIME II DEC	(20) DISEPM DISE % No.1 AADT Disebusion Pro-	THE Discussion NAV	Value (C) I Del II SEVE )	De Volume V Del Del Della SERVICI	LOS Del I	100 ht Dei De 180 Maria da 1	Project Tradition de to the second of the second second	2 20 10 10 20 20 10 20 20	Brown ECE	Facility Type		(1) Service Volume 30 46-70 86-90 10	Fed Les ISLNO Nes
St. s Rd.	SR 90 SR 92	North River Rd. Gamery Rd.	2761 23 2670 26	80		2 2	LC PCS5 LC PCS11 LC PCS11	LC_Cole	ene 2LU (Anniel 2L	E 1741	17411	9909 0.083 31209 0.083	280 0.560 900 0.560	NREE CO	360 35 990	118 14.9% 12 0.1%	261 NB FB 1 NB FB	299 172	629 532 111 490	4974 10.2% 27 0.1% 1449 3.0% 2517 5.2% 4134 8.6%	SO NREE 3	3 1	973 792 417 491	760 1.31 860 0.49	107 F F	46.5% 35 0.2% 0.	1% ** **	LC College M.U. LC ChedAppid M		E 740 152 E 860 196 E 860 196	0 2280 2060 7 20 2460 2460	2800 4925
	Gamery Rd. Country Rd. Occups Story Rhd.	Constoy Rd. Onago Riser Bhd. SR 90	2687 36 2687 36	29 27 80		2 2	LC PCS II	LC_Cles	EARING 2L EARING 2L	E 26300 E 2317	26300 23177	22760 0.089 16767 0.089	1970 0.560 1680 0.560	SE-WE 910 SE-WE 910	900 14 900 22	27 7.5% 119 6.0% 50 9.4%	150 Nikia 242 Nikia	95 69 137 109	995 1129 113 909	2517 5.2% 4384 8.6%	106 NREE 1 506 NREE 1	76 132 90 218	1169 1261 1109 1127	860 1.76 860 1.26	147 F F	36.2% 15 33.7% 25	A	LC CleolAtorial 3 LC CleolAtorial 3		E 860 196 E 860 196	6 2940 2940 d 6 2940 2940 d	8925 8925
id.	Dynamy Dx. US-41 SR-52	SR 92 Shor Rd. Lee Rhd	2986 20 2966 23 2698 28	5.8 16			LC PCS 22 LC PCS 194 LC PCS 22	LC_Clas LC_Clas	EANIGE SL. EANIGE SL. EANIGE SL.	E 7434 E 445 E 2167 E 1544 E 1913	9 74748 9 9688 7 24869	76361 0.083 9296 0.089 26250 0.090	920 0.590 2190 0.650	NR53 (8)	346 I 766 2	60 0.8% 03 0.5% 03 0.9%	10 Sik Will 14 Nik Sik 22 Nik Sik	3 4	688 246 672 770	369 0.65 350 0.75	NATE OF THE PARTY	15 25 29 14 25 19	2780 2436 507 360 1457 788	966 0.59 1966 0.74	180 F C	22% 0. 13% 0.	A	LC ChedAteid 3 LC ChedAteid 3 LC ChedAteid 4		E 360 PM E 360 PM	0 2940 2940 4 6 2940 2940 7	8925 8925
	Lee Stind. Sed Stind. 19th St.	Factington R.I. 190-50. 58-90	2010 20 2011 23 2311 23	20 20 20		4	LC PCS 22 LC PCS 11 LC PCS 11	LC Cles	EANNE E. EANNE E.	E 1546 E 1913	15186 19125 21900	13459 0.083 16845 0.084 17997 0.084	1510 0.520	NB 52 690 52/W5 690 58/W5 720	290 15	64 3.26 73 4.16 35 6.56	51 Nik 52 105 Nik 52 100 Nik 52		724 477 736 777	1243 2.6% 1317 2.7% 2268 4.7%	151 NRES 160 NRES 275 NRES	50 65 51 68	\$10 542 \$29 846 968 993	960 0.42 1960 0.42	163 D C 143 C C	18.0% 7. 4.6% 3.	% · ·	LC CholAnnial & LC CholAnnial &		E 860 196 E 860 196	0 2940 2940 4 0 2940 2940 1 90 2940 2940	8925 8925
	SR 12 Alia Ana	Albin Ann. Gazony Rd. Homotoud Rd.	2607 26 20% 36	33 36 60		6	LC PCS 22 LC PCS 22 LC PCS 22 LC PCS 11	LC_Clas	EANNE SE. EANNE SE.	E 21800 E 72914 E 67011 E 7290 E 7290	72936 63038	72779 0.087 66944 0.087 77151 0.087	5560 0.610 5560 0.610	NRSE 390	2360 2170	27 0.2% 26 0.1%	3 52.93	1 2 2	991 2372 991 2372 982 2355 823 1675	000 0.2% 48 0.1%	6 SRWE	3 3	3687 2369 3394 2175 2301 2360	2660 1.25 2660 1.15 2660 1.26 1660 0.68	124 F C	0.2% 0. 0.1% 0.	N N	LC CledAteid & LC CledAteid &		E 860 296 E 860 296 E 860 296 E 860 296	D 2940 2940 4 D 2940 2940 ;	8925 8925
das	Homestead Rd. Control Rd.	GH Bld. US 41	27%0 27 2547 22	31 (9		2	LC PCS 108 LC PCS 108	LC_Clas	EARWINE SE.	E 1724 E 1724 E 1123 E 1162	3 22890 5 17245 11726	22697 0.084 16775 0.089 18697 0.099		NRES 3670 SRWE 1720 SRWE 600 SRWE 600		96 0.0% (29 0.6%	10 Nik 68 15 Nik 68	3 3 1 8 3 . 12 10 .	225 1435 618 927	331 62% 331 62%	0 NRSE 0 NRSE	23 17 26 79	1222 1641 641 990 456 669	960 0.68 960 0.75	174 C C	0.4% 0. 2.7% 2/	A A	LC_ClandAterial_di LC_ClandAterial_3		E 860 PM E 860 PM	D 2940 2940 4 O 2940 2940	e925 e925
	Orde Ana. Samprise Plany.	Emopries Plany. 1-75	2796 27 2140 20 2176 20 2886 34 2607 24 2607 24	32		2	LC PCS 20 LC PCS 20	LC Cles	diament 21. diament di.	E 11829 E 20429	11929 20429	11791 0.083 20239 0.083	1040 0.560	NREE SO NREE WO	480	8 0.0% 45 0.2%	1 Na Ek	1 4	561 490 863 922	20 0.1% 145 0.7%	60 NRES 60 NRES 6 NRES 10 NRES 10 NRES	2 2	563 482 977 830	280 0.72 1660 0.59	162 D E	0.5% 0.	% %	LC ChodLArodal 2 LC ChodLArodal 6	L	E 790 166 E 790 166	6 2500 2340 4 6 2500 2340	4175 4175
	Northind Rd. SR 31	County Lakes Dr. Franklin Lock Rd.				2 2	LC PCS 20 LC PCS 3	LC Cole	cur_HD cur_HD creptoFkedSplere	E 1190	11905	11627 0.089 2894 0.089	1020 0.500 250 0.600	NRES 551 NRES 201 NRES 180	470 140 45	53 0.2% 63 19.3%	6 Sk 92	22 272 205 250	553 423 433 412	129 0.7% 6627 13.6%	W 50-W-5	4 3	566 467	200 0.27	167 0 0	0.5%	St	LC Colors 2D LC Colors 2D	uHighnay_31.	E 790 160 E 1640 250	6 2000 2000 A 6 5380 7173	4000
R.L.	Frankle Lock Rd. Broadway Rd. Show Rd.	Broadway Rd. County Line Nalle Rd.	27006 27 27600 27 2071 28	961 966 866 366		2 2 2	LC PCSS LC PCSS LC PCS 104	LC Usin LC Con LC Code	terripted kerlighnin dLAmend 21. eter 21.0	2 E 1355 E 332 E 306	13556 2 3329 2 1368	2367 0.099 2367 0.099 1795 0.095	200 0.600 110 0.554	NR 520 120 NR 520 60	50 4 50	55 17.8% 78 2.0% 50 0.2%	55 Sa Wa 52 Sa Wa 5 Na sa	25 29	63 52	579 1.2% 129 0.9%	723 SRWE 2 20 SRWE 25 NREE	15 415 20 40 9 6	700 788 177 149 72 58	360 0.43 360 0.22 360 0.10	148 C C	192% 25 2.8% 5 1.2% 0:	5% · ·	LC ChedlAmed 2 LC Chector 2LU	udighus N. L	E 1640 359 E 790 166 E 740 153	0 5380 7173 8 60 2500 3380 7 30 2280 3060	2067 4175 2000
204	58 76 58 80 Staley R.L	Nale Grade R.I. Study R.I. Buckinghou R.I.	20% 24 20% 24 2687 26	MA MO	$\pm$		LC PCS 101 LC PCS 11 LC PCS 11	LC_Colo LC_Clos	etor 21.0 dLAment 21. dAment 21.	E 1230 E 232 E 203 E 1537 E 1527 E 1920 E 1920 E 1920 E 1920 E 1920	2 3542 3 19332 1 19250	2025 0.089 17217 0.089 17971 0.089		NRSE 160 SR/WE 200 SR/WE 230		32 0.9% 23 2.9% 50 0.8%	10 SR 92 11 SR 92	20 27 3 3	167 119 736 857 735 855	998 1.0% 1899 0.6%	SEWE SEWE SEWE	36 22 36 34 30 13	256 991 255 568	1660 0.63 1660 0.62 360 0.22 360 0.25 360 0.56 360 0.53 1660 0.63 1660 0.63 1660 0.63 1660 0.53 1660 0.53 1660 0.53 1660 0.53 1660 0.53 1660 0.53 1660 0.53 1660 0.53	119 C C	22% 33 33% 4 12% 1:	26. 26.	LC Cheditated 2 LC Cheditated 2 LC Cheditated 3	L	E 760 151 E 790 166 E 860 296 E 860 296 E 760 166	0 2280 3060 3 6 2500 3360 5 80 2860 3860	4175 4925
	Criticald Edical SR 52 Earthwell Rd.	SR 92 Lacket Rd SR 90	2909 23 2967 23 2981 27	366 807 807 804 804 804 804 804 804 804 804 804 804		4	LC PCS IS LC PCS IS LC PCS IS	LC_Cles LC_Cles	Annial II. IIAnnial II. IIAnnial II.	E 1700 E 1700	29936 13005 9990	29030 0.092 1597a 0.092 8455 0.099	1470 0.690	NREE 160 NREE 50 NREE 50 NREE 60	560 2	81 0.9% 19 0.9%	26 NR 68	13 11	963 551	728 13% 810 12%	SS NREE SS NREE IG NREE	50 28 56 42 51 60	999 589 552 279	1960 0.99 1860 0.60	150 C C	2.6% 17 3.4% 2:	A .	LC ChollAnnial 6	i.	E 860 196 E 780 166 E 780 166 E 740 153	0 2940 2940 4 0 2500 3340 1 90 2500 3340	4175 4175
	Daniels PCny. United Street	Edward St. Colonia Blot.	21661 23 21662 23	20		4	LC PCS-65 LC PCS-15	LC_Colo	ctor_HD	E 13.00	2 15330 2 15330	1500) 0.101 1503) 0.101	1170 0.590 1520 0.590 2160 0.600	NRSE 900 NRSE 900	430 420	40 0.2% 72 0.2%	6 Nik 62 5 Nik 62 19 Nik 62	21 18 2 2 . 4 4 . 8 7 1	992 482 904 624 104 607	230 0.5% 230 0.5%	17 NRSE 26 NRSE 6 NRSE	16 12 16 12	920 636 1206 929	1600 0.58 1600 0.58	166 E E	1.0% 0.1	A	LC_Coheter_SLU LC_Coheter_sLD		E 740 153 E 790 160	D 2280 8060 8 0 2000 8200	8000 8000
	Winkle Rd. Chellenger Blid.	Challenger Blvd. Colonial Blvd.	2592 23 2598 23	80 80		- 6	LC PCS IS	LC Cles	(Amid) (I. (Amid) (I.	E 2725	27256 27540	2648) 0.092 36618 0.092	2440 0.620 2270 0.620	NREE 1500 NREE 2120	900 1 1250 2	95 0.9% 01 0.9%	20 NR FR 24 NR FR	10 11 2	SSI 900 133 1261	585 1.2% 501 1.4%	85 NREE	45 27	2981 1298	2660 0.74	1.44 C C	1.6% 1.	N.	LC ChodAtoid d LC ChodAtoid d		E 860 196 E 860 196	6 2940 2940 4 6 2940 2940	8925 8925
4	SR 82 2342 St. SW	Zind St. SW Lee Blind.	2796 27 2786 27	ER 12		2 2	LC PCS II LC PCS II	LC_Cles	Annial St. Annial St.	E 1274 E 9981	17746 9936	17734 0.090 9856 0.090	1240 0.620 990 0.620	58/WM 000 58/WM 250 NRES 2110	366 566	5 0.0% 40 0.2%	1 Nh 62 4 Nh 62	1 1	eki 760 352 542 114 1533	2 00% 62 0.1%	NRES S NRES	9 9	482 760 357 545	960 0.54 960 0.42	155 C C	0.1% 0.1 0.6% 0.	A .	LC CleolAterial 3 LC CleolAterial 3		E 560 196 E 560 196	6 2940 2940 6 6 2940 2940	8925 8925
nder St. USSR 41 SSR)	Aubertood Rd. SR 90 (Feat St)	Colonial Hist.  N. End of Edison Bridge	2009 20 2003 20 2002 23	09 80 80 81 81 81 81 81 81 81 81 81 81 81 81 81		40	EC PCS 62 FDOT 125035	LC Cles	Annough C. Annough C. A., U.O., OR	E 27254 E 2754 E 7336 E 12364 E 2667 E 2667 D 2660	25876 25964	35540 0.111 35790 0.090	2830 0.580 3220 0.999	NR 530 1600 SR/W50 0	1190 3220	75 0.76 27 0.26	5 NA 12 4 SA WE	1 1	6 3224	261 0.5%	20 NRES 22 NRES 17 SRWS	19 14 O 17	482 760 357 545 2025 1542 1662 1208 6 3241	\$66 0.54 \$66 0.42 1960 1.08 1960 0.33 3372 0.00 2810 1.26	160 C C	0.9% 0.	54 54	LC CledAnnia d C4 1W 3L U 6L 6	- K	E 860 296 E 860 296 E 860 296 E 860 296 D 877 216	6 2940 2940 4 6 2940 2940 7 8 2772 6896	8925 5629
Tomani TralUSR (1)	N. End of Edison Bridge Prodells Rd Cardinal Dr CR 78A. Becker Dr	Poncels Rd Cardini Dr CR 76A Bocker Dr SR 76Pine Island Rd Reysborr Rd	2390 23 2944 23 2948 22	0X 93 94 6X	$\pm 1$	6	FDOT 125013 FDOT 125013	C4_2W C4_2W C3C_26	GLD WLGR	D 7286 D 5652 D 5628 D 23576 D 25406	9 71946 9 56523 9 50240	71724 0.090 29649 0.090 49567 0.090	6460 0.545 4470 0.545 4480 0.565	NRES 3531 NRES 2441 NRES 2431	2946 2036 2 2020 2	47 0.26 86 0.96 86 0.96	5 NR ER 22 NR ER 22 NR ER	2 2 3 12 10 2 12 10 2 20 24 1 9 12 1	524 2942 652 2040 632 2000	667 L4%	23 NRES 51 NRES 51 NRES 115 SRWS	12 9 66 25 66 25	2005 2005 2006 2005 2078 2065	2010 1.26 2010 0.89 2014 0.89	120 F E 124 D C 127 D C	0.4% 0. 1.6% 1. 1.6% 1.	S .	C4 2W 6L D WL C4 2W 6L D WL C3C 2W 6L D WI	OR LWR	D 914 175 D 914 175 D 1180 196 D 1180 196 D 1180 196	0 2610 2010 4 0 2610 2010 2 0 2614 2039	1178 1178 2680
	DM 78 Pine Island Rullinyshon Rul Liminos Rul US 41 SR	US 41 SR SR 45 US 41	21760 218 21766 218 21807 218	60 60 71	$\pm$	4	FDOT 129078 FDOT 129078	CIC_2N CIC_2N	at D WL WR at D WL WR II, U ot ok	D 23400 D 1222 D 27400	23536 25666 12227	22799 0,090 24799 0,090 11969 0,090	2900 0.545 2230 0.545 1080 0.999	NRES 150 NRES 120 NRES 160 NRES 250	1726 4 1016 1	80 0.95 80 0.95	60 SB WB 21 SB WB 9 SB WB 9 NB SB	20 24 1 9 12 1 9 0 1	900 1344 229 1622 189 0	975 2.0% 417 6.9% 173 6.4%	SI SEWE SI SEWE	34 67 22 29 21 0	1851 1651 1251 1651 1110 0	2516 1.24 2516 0.39 2514 0.35 1901 0.37 1901 0.66 1609 1.03 2572 0.24	133 C C	27% 3: 12% 1: 15% 0:	9% 9%	CIC 2W 4L D WI CIC 2W 4L D WI CIC 1W 1L U 8L	WK WK	D 1190 190 D 1190 190 D 1009 217	1 2614 2026 2 0 2614 2026 2 72 2216 6268	680 3680 5360
us Ara-Park Ara-USB 41 N	SEO SE SEMILE BAN Brospens St SE 90 SE Second SO	Thouseon St SR 90 ER (Second St) SR 90 WR (Fire St)	2297 22 2364 22 2365 23			3	FDOT 125068 FDOT 125069 FDOT 125070	C4_1W_	3L U 0L 0R 3L U 0L 0R		27666 27746 27846	27249 0.090 27379 0.090 27679 0.090	2460 0.999	NRES 260 NRES 260 NRES 250	6	79 0.76 82 0.76 0 0.05	9 Na sa 9 Na sa 0 Na sa	9 0 2 9 0 2 0 0 2	459 O	279 0.6% 286 0.6% 5 0.0%	36 NREE 35 NREE 1 NREE	25 0	299 0 2504 0 2511 0	3372 0.74 3372 0.74 3372 0.74	100 C C	1.0% 0.1 1.0% 0.1	n n	C4 IW 3L U 6L 6	k k	D 877 214 D 877 214 D 877 216	8 2772 6896 5 8 2772 6896 1 8 2772 6896	5620 5620
keidžbā)	SR 50 WR (Fee St) SR 35 US 41	N. End of Edison Bridge 3.195 miles W. Solomon Blid	20112 23 22360 23	66 68 36 60		3 4	FDOT 125071 FDOT 120089	CIC 26	4L, U, OE, OR 4L, D, WL, OR	D 2590	2 49000 2 49000	39979 0.090 48972 0.090 54793 0.090	2240 0.999 4400 0.576 4420 0.576	NRES 220 SRWS 200 VESS 100	2970 2970	0 00% 21 0.1%	0 Na sa 2 Na sa 9 Na sa	1 1 2	240 O	00 00% 007 02%	O NESS D NESS	7 4	2511 0 2240 0 2856 2377 2665 2291	3372 6.96 1810 1.13	100 D C		A A	C4:1W,3L,U,6L,6 C3C,2W,4L,D,WI	K L GR	D 977 214 D 1124 191	8 2972 6896 5 0 2680 7080 1	5620 2680
	Fonder St. SR: 739 (Mater Plony)	SR 739 (Motos Pleny) Chellenger Blvd	2342 28 2198 25	80 30 80		6	FDOT 120050 FDOT 120081	CIC 2N	6L D WL WR 6L D WL WR	D 2784 D 2784 D 3987 D 3987 D 5086 D 5222 D 5086 D	71500 63500	71092 0.090 62815 0.090	6400 0.536 5450 0.536	NREE 3440 NREE 2040	2860 2616 i 2680 i	66 0.0% 60 0.7%	10 Nik Ek 17 Nik Ek	5 5 3	645 2665 166 2628 541 2199	312 0.6% 524 1.1%	26 NREE 60 NREE	22 16 26 28	265 266 265 266	2914 1.25 2914 1.10	1.06 F F	0.8% 0.1	9% 2%	CIC 2W 4L D WI CIC 2W 4L D WI	WR	D 1190 190 D 1190 190	1 2814 2039 3 11 2814 2039	2680 2680
	Challenger Hilled Weiklar Area CR 565-Onio Area 6M Captron Plea	CR 865-Onto Ann/6M Cypnox Pict y 1-25	2002 25 2002 25	ar an		6	FDOT 12000 FDOT 12000	CIC_2N	al D WI WR	D 75690 D 102900	6 77500 6 107906	76459 0.090 102314 0.090	6890 0.576 9210 0.576	NESS 2700 NESS 6900	2000 2 4300 3	51 10% 63 15%	25 Na 12 26 Na 12	21 19 4	714 A291 971 4278	\$16 12% 1227 2.5%	Nata Nata 10 Nata 51 Sawa 21 Nata 22 Nata 23 Nata 31 Nata 31 Nata 31 Nata 31 Nata 31 Nata	56 42 85 64	2776 3232 5056 4342	2914 1.34 2914 1.90	1.15 F F 1.56 F F 1.28 F F	20% 1: 20% 2:	A .	CIC 2W 4L D WI	WR WR	D 1180 190 D 1180 190	1 2914 3039 3 31 2914 3039 3	2680 2680
	Hanco St Edicon Ann Corno Blisd	Edwar Ave Curter While Edwar St.	2007 32 2000 23 2071 23	201 201 201 202 203 204 203 204 204 204 204 204 204 204 204 204 204		6	FDOT 125012 FDOT 125012	C4_2W C4_2W	G. D.WL. (R	D 5286 D 5686	8 52000 8 50000	\$2213 0.090 \$4728 0.090	4700 0.536 5110 0.536	NRSE 250 NRSE 250	2170	60 0.76 50 0.26	7 Na.12 5 Na.12	4 3 2	137 2048 534 2177 253 2362	219 0.5% 290 0.4%	27 NRES 23 NRES	29 A9 15 12 13 10	2549 2185 2366 2372	2014 1.09 2010 0.91 2010 0.99	129 D C	0.5% 0. 0.5% 0.	n n	C4 2W 6L D WL C4 2W 6L D WL	GR GR	D 1180 190 D 1180 190 D 1180 190 D 914 170 D 914 170 D 914 170 D 916 170 D 1180 190	0 2810 2010 A	4179 4179
	SR 80 SR 82 CR 867 SR 80 File St	SR 905R 82 CR 867 SR 90Fire St Hacock Bidge Ploty		65 770	AND AND	221% 4 22109 4	FDOT 125012 FDOT 125001 FDOT 125001	C4_2W C3C_2W C3C_2W	d, D WL WR d, D WL WR	D 58585 D 68490 D 6797	5 58585 6 68-090 7 62975	58729 0,090 68661 0,090 67900 0,090	5250 0.536 6060 0.536 6110 0.536	NREE 220 NREE 200 NREE 330 NREE 330	2636 2636 2626	52 0.2% 6 0.0%	6 Nh 12 1 Nh 12 1 Nh 12	1 2 2		27 0.1% 27 0.1%	NESS NESS	2 1	2927 2443 2013 2651 2293 2621	1790 LSS 1901 L74 1901 L73	184 D E	0.1% 0. 0.1% 0.	9% 1%	C4 2W 4L D WL C3C 2W 4L D WL C4 2W 4L D WL	OR _WR WR	D 914 176 D 1190 196 D 960 189	0 2810 3310 4 11 2814 3339 7 80 2851 3476	2020 6766
	Hancock Bridge Pleny CR 78A Pondella Rd SR 78 (Pare Island Rd)	CR 78A Produks Rd SR 78 (Pine Island Rd) Lithron Rd	2190 21 2186 22 2187 23	20 20		4	FDOT 125034 FDOT 125023 FDOT 125029	CIC_2N CIC_2N	4L D WL WR 4L D WL WR	D 3135	50500 5 31356 7 3990	50222 0.090 31356 0.090 39991 0.090	4529 0.576 2820 0.576 3510 0.576	NREE 1530 SRWE 1620	2000 1300 1990	0 00%	0 Nk F8	0 0 1	434 2045 520 1300 620 1890	0 00% 0 00%	O NREE O SRWE	0 0 0 0 9 11	2448 2344 1520 1300 1620 1890	1901 1.29 1901 0.80 1903 0.83	168 C C	0.7% 0.0 0.0% 0.0	% %	CIC 2W 4L D WI CIC 2W 4L D WI CIC 2W 4L D WI	WR WR	D 1180 190 D 1180 190 D 1180 190	1 2814 2020 2 0 2814 2020 2 0 2814 2020	2680 2680
	Linkson Rd Westberry Ct Del Brade Shell	Westberry Ct Did Prado Blod See Seeken PV Park Decrees	2197 22 2192 22 2192 22	10 C1 C3		4	FDOT 120079 FDOT 120036 FDOT 12009	CR 2W CR 2W CR 2W	al D WL WR al D WL WR al D WL WR	D 6600 D 6600	9 36766 2 46000 68275	36469 0.090 45519 0.090 67709 0.090	2280 0.576 4100 0.576 6200 0.576	NREE 220 NREE 220 NREE 220	1520 1990 1 2620	76 0.76 39 0.76	9 S0.90 17 S0.90 19 S0.90	9 9 2 9 10 3 2 2 2	764 1524 219 1899 289 2830	325 0.7% 325 0.7% 352 0.7%	26 28/98 64 28/98	9 II I7 22 I8 25	1773 1535 2236 1923 3307 2655 2136 1927	1901 1.18 1901 1.74	179 C C 101 F F 150 F F	0.5% 0.0 0.5% 1.0	S .	CRC 2W 4L D WI CRC 2W 4L D WI CRC 2W 4L D WI	WR WR	D 1180 190 D 1180 190 D 1180 190	.1 2914 3039 3 11 2914 3039 3	2680 2680
60	Sun Sociaco RV Park Entrance Pine Linkon Blod	Pine Lakes Blid Chelote Courty Line	21200 212 21201 21	31 29		4	FDOT 120103 FDOT 120103	C2_2W C2_2W	4, D WL WR 4, D WL WR		20000 20000	42692 0.090 29487 0.090	2950 0.536 2460 0.536 1290 0.536	NREE 2130 SRWE 1600 NREE 500	1920 1960	41 0.2% 53 0.2%	4 SkW2 4 SkW2 12 SkW2	2 2	132 1922 903 1863 973 686	74 62% 99 62%	9 SRWS	4 5 5 6	2176 1927 1609 1569	2960 0.73 2960 0.55	163 C C	0.1% 0. 0.2% 0.	S	C2 2W 4L D WL C2 2W 4L D WL	WZ WZ	D 767 291 D 767 291	6 4770 5827 7 6 4770 5827	729/3 729/3
Bud Rtd)	SR 80 Susband St Vermin Shormker Bed	Veronica Shoomakur Effed CR 800k (Only Ave)	21178 28 21682 27	70		4	FDOT 125007 FDOT 125007	CIC 26 CIC 26	2L D WL 6R 4L D WL WR	D 2000 D 2000 D 2000 D 900	29639	27600 0.090 27470 0.090	2490 0.536 2470 0.536	NRSE 1330 SRWE 1140	1150 4 1330 3	03 2.0% 83 1.5%	51 Nik Ea 20 Nik Ea	29 23 1 21 19 1	358 1177 161 1749	1566 3.2% 1177 2.4%	160 NREE 1	68 82 81 60	1466 1255 1242 1406	1124 1.36 1901 0.65	112 F F	9.6% 7. 4.3% 3.	S	C4 2W 4L D WL C4 2W 4L D WL	GR WR	D 914 170 D 960 180	6 2810 2010 d 80 2951 2476	6339
	175 SR 71 (Arrada Rd)	SR 71 (Acada RJ) CR 804 Ru kinjan RJ Oli Olga	2002 20 Rd 2008 20	2X 2X 23 23		6	FDOT 129085 FDOT 129085	CIC 2N	al D WI WR	D 4384 D 5320 D 6876 D 2526	53260 5 49765	35432 0.090 34832 0.090	3090 0.568 3310 0.568	NRSE 1800 NRSE 1800	1280 S1 1470 d0	45 21.8% 803 17.0%	550 NB 520 450 SR 930	99 73 1 306 252 2 196 238 2	116 1632 176 1668	12624 260% E 7629 16.7%	SIG NEED S 960 SEWE 6	Gu 459	2005 1767 2996 2291 2696 2217 1960 1699	2814 0.75 2814 1.06 1901 1.31	181 F C	31.1% 23 21.8% 28	4% ** * 9% ** **	CIC 2W 4L D WI	WR	D 1180 190 D 1180 190 D 1180 190 D 1180 190	11 2514 3039 3 31 2514 3039	2680 2680
	W. of Waster Drice  Hickory Crook Rd	Hickor Creek Rd Broadway St CR 79	27174 36 27174 36	30 20		4 4	FDOT 120012 FDOT 120012	CR,2W CR,2W	d, D WL dk d, D WL dk		29000 29000 27000	27665 0.090 28601 0.095	3770 0.568 3790 0.568 2550 0.568	NESS 1990 NESS 1990	1000 2 1000 1	65 0.65 59 0.25	0 SkWs	3 4 1	KIS 1466 KIS 1466	230 0.5% 230 0.5%					150 F C	0.6% 0.	A .	CIC 2W 4, D WI CIC 2W 4, D WI	GR GR	D 1124 181 C 766 153	0 2680 2070 20 2360 2070	1630 2690 2790
0Second St.)	Broadway StCR 78 CR 884 Gool Blody SR 729 (Fonder St)	CR 886 (lost Blod) Heady County Line Woodford Are	2798 26 2788 26 2380 23	20 20 40		4 4	FDOT 12906 FDOT 12906 FDOT 125089	C3R,2W C3R,2W C4,2W	al D WL WR al D WL WR al U WL GR	C 25426 C 3656 C 31686 D 1240 D 12166	2 34340 5 31686 7 12666	27190 0.095 27190 0.095 11949 0.090	2500 0.568 2500 0.568 1070 0.576	NREE 101 NREE 101 NREE 500	1150 34 1110 19 990 1	06 14.26 08 5.26 09 0.56	277 SB WB 209 SB WB 12 NB 18	94 115 1 7 5 7 5	680 1357 564 1225 587 495	4977 100% 2578 5.2% 250 6.2%	500 SRWB 2 313 SRWB 1 6 NRSB	55 220 25 179 25 19	1866 1113 1825 1886 1896 1883 642 513 592 513 814 680 570 484	1785 1.06 1785 6.95 870 6.70	199 D C 179 C C 159 D E	7.6% 18 2.6% 10 2.5% 2	9%	C3C 2W 4L D WI C3C 2W 4L D WI C4 1W 3L U 6L 6	LWR LWR	C 938 159 C 938 159 D 977 216	6 2478 3329 3 6 2478 3329 7 is 3372 6896	2990 5620
	Woodfool Are SR 729 (Park Are) Michigan Are	SR 729 (Paik Ann) Maltigus Ann SR 90 (Pain Brack Blid)	2088 23 2083 23 2381 23	60 60 67		2 2	FEOT 125089 FEOT 125050 FEOT 125051	C4_2W_ C4_2W C3C_2W	3, U WL WR 3, U WL WR 21, U WL GR	D 180	12160 4 16354 5 11355	11701 0.090 15391 0.090 20903 0.090	1990 0.536 1790 0.536 930 0.536	NREE 560 NREE 500	490 1 430 2	0.9% 0.9% 0.9%	12 NB 68 26 NB 68 26 NB 68	7 S 13 11 14 12	567 695 363 651 516 662	250 62% 241 1.5% 811 1.2%	6 NREE 90 NREE 96 NREE	25 19 51 29 56 42	592 513 514 690 570 484	964 0.65 964 0.99 1600 0.53	156 D E 173 D E 145 C C	2.7% 2/ 5.6% 4. 5.2% 3/	A .	C4 IW 2L U WL C4 IW 2L U WL C3C IW 2L U WI	WX WX GR	D 0 223 D 0 223 D 0 223	5 3541 4171 5 3 3541 4171 7 2 3216 4288	3214 5214 5760
blad Rd.)	Sasta Bahara Bhd Eod 15th Aw Dal Brah Bhd	E of NE 15th Ann Del Prado Blad E of CR 20th Republic But	2097 20 2098 20 2194 21	90 50 20 20 20 20 40 40 40		4	FDOT 120028 FDOT 120028 FDOT 120029	CIC 26 CIC 26 CIC 26	4L D WL WR SL D WL WR 6L D WL WR	D 44601 D 6530 D 6560 D 2922 D 3655 D 2025 D 2227 D 6977	54500 54500 89566	5371) 0.090 53702 0.090 48259 0.090	4870 0.535 4870 0.535 4740 0.535	SR-WW 2250 SR-WW 2250 SR-WW 2020	2586 2 2586 2 2726 4	63 1.75 63 1.75 03 1.85		16 13 2 16 13 2 25 21 2		526 13% 533 13% 990 13%	6 NREE 6 NREE 10 NREE	26 28 27 28	2902 2621 2909 2621 2009 2387	1901 1.21 2357 6.99 2814 6.75	LII D F	16% 1	% %	CRC 2W 4L D WI CRC 2W 9L D WI CRC 2W 9L D WI	WR WR	D 1180 190	31 244 33% 3 31 244 33% 3	2680 2680
	W of CR 78APondolo Rd Blancolo Crock Blod NE 24th Ave	Hancak Crock Bhal NE 24th Ave E of Barret Rd	2138 20 2147 21	Di Di		4	FDOT 125019 FDOT 125012	CIC 28 CIC 28	al D WL WR	D 29229 D 3655	9 30500 29500	29071 0.090 27494 0.090	2620 0.535 3370 0.535	SR/WE 1230 SR/WE 1570 SR/WE 1560 NRSR 1530	1800 4 1900 4	50 1.95 28 2.76	49 Nk 12	27 22 1	247 1422	979 23% 1779 23%	10 NREE	68 Si 66 72	200 3621 2003 3621 2003 2897 1315 1473 1702 1900 1701 1900 1479 1452 2456 2000	1901 0.69 1901 0.90 1901 0.89 1901 0.88	177 C C	3.6% 2 5.0% 3:	N .	CIC 2W 4. D WI CIC 2W 4. D WI	WR	D 1180 190 D 1180 190 D 1180 190	1 2814 2039 3 11 2814 2039	2680 2680
hora Rd.)	SR 45-US-41 (Circulad Are) SR 720-US-41 Ena	SR 739 US 41 But New Post Rd Flort Rd	20168 20 20168 23	62 80		1	FDOT 12900 FDOT 129028	CR 2W	al D WL WR	D 2229	3-9000 49777	30621 0.090 43516 0.090				09 3.0% 09 6.2%	160 NR FR	39 32 1 42 33 1 89 72 2	188 1897	1971 3.4% 2087 2.8%							26 11 11	CR 2W 4. D WI	WK WK	D 1190 190 D 1224 194	E 2814 3039 3 D 2867 3822	2630 6773
	Circa Rd Share Rd W of Polichet Play	W of Palachett Pleas Polichett Pleas	2993 28 2993 28	ES		4	FDOT 129064 FDOT 129022	C2_3W_ C3R_2W	d, D.WL, WR	D 4365 D 2762 D 36111 D 23656 D 2136	2762s 28115	1771+ 0.090 26599 0.090	1590 0.545	SB/WE 1540 SB/WE 720 NREE 1360	970 30	77 13.0% 109 15.2%	ACC NO. EX	101 83 1 183 150 2 221 181 1	937 1211	6874 14.1% 7907 16.1%	830 NREE 6 948 NREE 5	72 257 40 408	1943 2091 1976 1977 2021 1609	2946 0.47 1963 1.09	1.05 E F 1.47 B B	27.9% 21	2% · ·	CIC 2W 4L D WI	WK LWK	D 1224 194 D 1224 194 D 1180 196	18 2867 2822 6 81 2814 3339	4773 3680
d L King k libid)	C60 Reysbore Rd SR 729 (Fonder Ann)	SR 31 US 41R (State St)	20%4 2h	99 98 98 98 98		2 4	FDOT 121002 FDOT 121002	CR_29 CL_29	3LUWLWR 4.DWLWR	D 2120 D 2120 D 3177 D 4161	2 21200 4 27000	9277 0.090 6892 0.090 36953 0.090	620 0.568 2230 0.568	NREE 1360 NREE 250 NREE 1360 NREE 1360	276 47 1546	02 20.1% 03 20.1%	517 Na.12 1 Na.12	200 221 282 231 - 1 0 1	501 502 501 501 500	9587 193% 1 27 0.1%	100 NRES 6 0 NRES 6	2 2 2 2	1376 1377 2921 1609 1380 1060 1296 1001 1793 1542 2013 1732	1966 1.11 1766 1.00	191 F E 186 F C 186 E E 192 E E	56.9% 62 0.1% 0.	95	CIR 2W 3L U WL	WE GR	D 1166 150 D 914 170	S 2722 Mari 4 S 2723 Mari 4 S 2810 2810	6539 6139
	US 418 divase Sti Palis Ave Versica S Shoomker Edid	Veronica S Shoemsker Ethel Michigan Link: Ave	2009 23 8992 23 2109 23	90 30		4	FDOT 125009 FDOT 125009	C4_29/ C4_29/	4. D WL WR 4. D WL WR	D 41777 D 47279	41772 41772	43692 0.090 43692 0.090	2250 0.536 4290 0.536	NR FR 2020 SR WE 2070	1730 2420	17 0.1% 24 0.1%	2 NR FR 4 NR FR		121 1731 172 2422	63 0.1% 120 0.7%	S NREE S NREE	5 3	2026 1734 2081 2429	1880 1.09 1880 1.11	192 E E 129 E E 124 F F	0.7% 0. 0.5% 0.	8	C4 2W 4L D WL C4 2W 4L D WL	WZ WZ	D 960 180 D 960 180	6 2851 3476 7 6 2851 3476 7	6744 6744
	Michigan Link Ave W of Bonchmark Ave 0.2 mins W of CR 865 Onle Ave	W of Brochmark Are 3.2 miles W of CR 865 Ortic Are CR 865 Ortic Are		36 60 60 60		5 6	FDOT 12563 FDOT 12563	CIC_2N CIC_2N	SLD WL WR SLD WL WR	D 41777 D 47274 D 56474 D 56474 D 56224	56676 56096 56239	54827 0.090 54827 0.090 54658 0.090	5090 0.578 5110 0.578 5050 0.578	NRSR 2740 NRSR 2750 NRSR 2720	2350 2360 2330	23 0.26 23 0.26 23 0.26	4 Nh 12 4 Nh 12 4 Nh 12	3 3 2	752 2362 722 2372	31 02% 134 0.7% 134 0.7%	IO NEED IO NEED IO NEED	11	2347 2355 2341 2349 2331 2339				A	CIC 2W SL D WI CIC 2W SL D WI	WK WK	D 960 189 D 960 189 D 1190 190 D 1124 181 D 1130 190		650 650 650
dake R41	CR 865-Chila Ana Park 82 Dr W of Total Rd 6-75 NB (In Press	Park S2 DV W of Total RAIL-25 NB On Ramp Backinsham RAI	2001 28 2001 34 2001 14	20 20		6	FDOT 126000 FDOT 126000 FDOT 126068	C3C_28 C3C_28	ALD WL WR	D 6936 D 6729 D 65471	67230 67230	63534 0.090 63534 0.090	6210 0.576 5900 0.576 5250 0.640	NRES 3340 NRES 3170 NRES 3120	2976 2736 5 2820 4	75 0.76 111 2.26 107 2.16	5 NA 58 55 NA 58 51 SA 98	4 4 3 30 23 3 24 29 3	366 2836 300 2355 151 2640	200 0.6% 1185 2.4% 1129 2.2%	36 NRES 140 NRES 127 SRWE	21 15 92 62 59 78	2343 2699 2282 2617 2217 2777	2614 1.20 2614 1.17 2614 1.14	100 F F 100 F F	0.7% 0.1 26% 2.1 2.1% 2.1	S .	CIC 2W 4L D WI CIC 2W 4L D WI CIC 2W 4L D WI	_WR _WR	D 1180 190 D 1180 190 D 1180 190	1 2014 2020 3 0 2014 2020 0 2014 2020	A680 A680
	Backinghou Rd CK 884 Cokesial Rhd Lee Rhd Gabrery Rhd	CR 955 Colonial Blod Law Blod General Blod Gelfee Dy Ray Are S				6	FDOT 129021 FDOT 129077 FDOT 129445	CIC_2% CIC_2%	al D WL WR		51925 57169 45094	50734 0.090 56254 0.090 66511 0.090	4570 0.510 5060 0.510 6000 0.510	NB 58 2400 NB 58 2720 NB 58 2700	2110 3 2340 3	66 1.65 67 1.75	40 SQ 90 30 SQ 90 20 SQ 90	19 22 2 19 19 2	176 2172 726 2359	723 1.5% 538 1.2% 207 0.69	50 SEWE 71 SEWE 71 SEWE	28 Si 21 40	2516 2187 2766 2399 2385 389	2914 0.99 2914 0.99	179 D C	1.4% 1.1 1.1% 1.	n	CIC 2W 4L D WI CIC 2W 4L D WI CIR 2W 6L D WI	WR WR	D 1190 190	2 214 209 2 0 214 209	A60 A60
	Gelfin DirRey Ave S Terminal Avenue Rd Daniel Brazze	Daniels Plany Gamery Rd S Daniels Plany	26211 26 2600 28	200 2004 200 2004 200 2014 200 2014	2002	- 6	FDOT 120108 FDOT 120184	CJR, 2W UA, LA	GLD WL WR	D 57160 D 5500 D 3600 D 12600 D 12600 D 11607	29185 136165	38920 0.090 133147 0.090	1500 0.536 11990 0.575	NR 5R 690	1620 5090 10	100 0.5% 50 4.5%	12 Sa wa 115 Na Fa	60 52 6	885 1627 853 5142	153 6.7% 1997 3.9%	N SEWE 230 NRES 1	8 11 31 99 25 170	2084 S241	2967 0.66 7080 1.00	157 C C	1.9% L	n n	CJR 2W Q, D WE UA LA Q, WA	wż	D 1224 194 D 1224 194 D 2538 500 D 3538 500	3 2867 2822 6 0 7080 9090 1	4779 12520
	SR SECR SEColonial End SR SC Summission Rd	SR 82 Sumicine Rd Lacket Rd				6	FDOT 12009 FDOT 12009	UA IA UA IA	a. WA	D 119971	119871	112899 0.090 109190 0.090	10060 0.561 9930 0.561	NR 58 5700 NR 58 5700	4920 25 4920 25	82 1.76 27 11.26	222 Nik kii 236 Nik kii	92 76 6 122 100 5 157 129 5	922 6560 967 4489	8920 10.1% 6936 13.2%	597 NREE 3	140 257	6062 6017 6011 6783	7080 0.87 6080 1.01	182 F E 168 D C	4.8% 3.1 7.3% 5.	96. 96. ** *	UALAGE WA		D 2338 500 D 2338 500	0 7080 9090 I	1330
	SR 50 SR 70 (Replace Rd)	SR 78 (Rayshore Rd) Charlotte County Line	2968 28 2967 28 2968 20	64 28/7 86 28/7 86 28/7	2868 2868	6	FDOT 120062 FDOT 120062	UA LA UA LA	4. WA 4. WA	D 11828 D 11165 D 9236 D 7872 D 39376	97790 79721	92790 0.090 75429 0.105	9300 0.561 8440 0.561 7920 0.561	NRER 4730 SEWE 3480	2716 4466 13	0 00% 04 53%	0 NR FR 145 SR WR	6 6 6 65 80 3	226 2710 545 4520	0 00% 1949 4.0%	0 NRES 277 SRWH 1	0 0 0 18	4730 3710 3647 4659	7080 0.67 6080 0.60	152 C B	0.0% 0.1 1.7% 2.	× .	UA LA GL WA		D 2535 505 D 2655 605	0 7080 9090 E 0 6080 9090 F	2520 10020
sk ReshRd)	SR 50 SR 78 (Baydon Rd) Old Roden Dr	SR 78 (Rayshore Rd) OH Rodes Dr CR 78 N Rose Rd OH Rasshore R	2948 22 2856 26 2856 26 2856 26 2859 26 2859 86 9641 86	76 27 76		4 4	FDOT 121001 FDOT 121001	CR 29 CR 29 CR 29	ALD WL WR ALD WL WR ALD WL WR	D 56020 D 53620 D 53620	59330 52630	9241 0.095 5322 0.095	900 0.568 880 0.568 520 0.568	NESS 500 NESS 500 NESS 500	450 64 280 141 220 147	09 28.9% 43 59.9% 92 62.4% 63 84.4%	1020 NR 68 1530 NR 68 1597 NR 68 2161 NR 68 1	360 460 1 812 690 1 977 720 1	910 900 342 1671 177 940	21852 43.4% 2 30638 63.1% 2 32368 66.7% 2	778 NB158 4 819 NB158 4 6 NB158 2 27 SB-W 9 1 555 NB158 14 721 NB158 21 931 NB158 22 947 NB158 28 947 NB158 28	08 1099 21 1600 61 1690	246 200 366 2671 3619 2630	1280 2.01 1963 1.79 1963 1.76	L70 F F L27 F F L28 F F	123.6% 93 109.2% 92 115.7% 93	1% ** ** 0% ** ** 3% ** **	C/R 2W 4, D WI C/R 2W 4, D WI	98 98	D 1226 296 D 1226 296 D 1226 296	1 2814 2020 3 0 2867 2822 0 0 2867 2822	6779 6779
	CR 76 N Kiner Rd. Old Rayshoo R Shirky La. Fox HE Rd.	d. Shirky La. Fox SH Rd. Barbon La.	2000 20 2000 40 9001 40	766 163 160	=	4 4 4	FDOT 120273 FDOT 120273 FDOT 120273	CIR,2W CIR,2W CIR 2W	d, D WL WR d, D WL WR	D 6292 D 6230	62923	2503 0.095 1306 0.095	240 0.521 120 0.521	\$8/W\$( 131 \$8/W\$( 60 60	130 199 66 200	G1 SLPs SS SS SS SS 25	2162 NB ER 1 2165 NB ER 1	156 975 I 205 960 I	296 1105 363 1650 306 826	40188 83.4% 4 41153 84.8% 4 79.8%	917 NREE 28 968 NREE 28 26	69 2114 89 2188 81 2022	4099 3219 4114 3199 2887 2849	1963 2.11 1963 2.12 1963 1.74	1.65 F F	144.7% 106 146.6% 116 128.0% 106	5% ** ** 5% ** **	CIR 2W 4, D WI CIR 2W 4, D WI CIR 2W 4, D WI	92 92	D 1224 194 D 1224 194 D 1224 194	3 2867 3822 4 3 2867 3822 - 0 2867 3822	4779 4779
OUR TRUS NET NEW TO-	Bacheo La.	Chelone Courty Line FSUTMS TOTAL INTERZON	AL EXTERNAL	) TREPS		IZONAL (EXT	ERNAL) TRIPS ASSIG	CIR, 2W	TRANCES TO FROM	u D					- 2	11.2%		119 166	179 204	71.9%	-24	12 1919	2996 2023	1963 1.33	LOI F F	124.1% 69	oc	CIR 2W, 4L D WI	.02	D 1221 194	2867 2822 6	1779
	FROM NON-BARCOCK TAZO 1405 1154 2599	270 270	635			200-80	23665	N-DEIMPO-IAZ																								
OUR TRUS NET NEW TO:	FROM NON-BARCOCK TAZO 3360 2534 5904	ASSENSE TO SE 2 52	AL EXTERNAL LENTRANCES 566	TRIPS.	FRUMS INTER	NON-BA	EENAL) TRIPS ASSIG BEOCK RANCH (NO 48534	NED TO SR H EN IN DRIMPD) TAZ	TRANCES TO-FRO	ı.																						

# 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

			Project	Capacity without	Capacity with	Capacity	Proportionate	Total	Proportionate
Segment	Improvement	Length (miles)	Traffic	Improvement	Improvement	Added	Share (%) (4)	Cost (\$) (1)	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)		10	0% prop share assu	med		1009	\$13,885,000	\$13,885,00
SR 31 from Horseshoe Road to Cook Brown Roac	SR 31 Ultimate 2 (4 lanes from Horseshoe Road to Cook Brown Road)		10	0% prop share assu	med		1009	\$17,088,000	\$17,088,0
							Subtota	\$30,973,000	\$30,973,00
			Project	Capacity without	Capacity with	Capacity	Proportionate	Total	Proportionate
Segment	Improvement	Length (miles)	Traffic	Improvement	Improvement	Added	Share (%) (4)	Cost (\$) (2)	Share (\$) (5)
SR 31 NB Auxillary Thru Lane									
SR 31 (NB) from 800' south of North River Road to 800' north of Shirley Lans	Add 1 NB auxillary thru lane	0.5	2	100% prop sh	nare assumed		1009	\$2,860,000	\$2,860,00
			Project	Capacity without	Capacity with	Capacity	Proportionate	Total	Proportionate
Segment	Improvement	Length (miles)	Traffic	Improvement	Improvement	Added	Share (%) (4)	Cost (\$) (3)	Share (\$) (5)
SR 78 Widening									
SR 78 from Pritchett Parkway to Old Bayshore Roac	Widen from 2 to 4 lanes	2.3	3 1079	1200	328	0 2080	52%	\$19,106,000	\$9,911,2
SR 78 from Old Bayshore Road to SR 31	Widen from 2 to 4 lanes	0.6	7 1095	924	210	0 1176	93%	\$5,494,000	\$5,115,58

<sup>1.</sup> 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.

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

<sup>2.</sup> Assumes cost per lane per mile = \$5,500,000.

<sup>3.</sup> Cost consistent with estimated cost from the Lee MPO LTRP Needs Plan (Table 4-1).

<sup>4.</sup> 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

											Propor	tionate Share Calculation			
Intersection 4) SR 78 at 3-75 (Wes		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost (3)	Engineering (15%)	CEI (15%)	Total Project Cost (2)	Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with heckground and project improvements)	Capacity Added	Proportionate Share (%) (2)	Proportionale Share Cost (4)
	LT	No Project related improvement	\$0	\$0	\$0	\$0	\$0	SD					0	0%	50
NB	Thru	No Project related improvement	\$0	50	\$0	50	50	SD					0	0%	\$0
	RT	No Project related improvement	50	80	\$0	50	50	S0					0	0%	50
	LT	Add Left-Turn Lane	\$83,334	\$20,834	\$104,168	815,625	\$15,625	\$135,418	118	482	508	571	63	100%	5135,418
SB	Thre	No Project related improvement	50	80	50	50	50	50					0	02%	50
	RT	No Project related improvemen	50	\$0	\$0	50	50	50					0	0%	50
	LT	No Project related improvement	50	50	50	50	50	50					0	0%	50
EB	Thre	No Project related improvement	50	80	80	50	50	50					0	0%	50
	RT	No Project related improvement	\$0	\$0	\$0	50	S0	50					0	0%	50
	LT	Add Left-Turn Lane	\$83,334	\$20,834	\$104,168	\$15,625	\$15,625	\$135,41R	157	604	371	695	324	48%	\$65,619
WB	Thru	No Project related improvement	50	50	\$0	50	\$0	50					0	0%	50
	RT	No Project related improvement	50	50	50	50	50	50					0	0%	50
Truffic Contro	K	No Project related improvemen						50	275	1,086	N/A	N/A	N/A	0%	\$0
			Subsets \$166,668	\$41,667	\$208,335	\$31,250	\$31,250	\$279,836							\$201,037

											Propor	tionate Share Calculation			
Intersection 12) SR 80 at Orange R		Improvement	Construction Cost	n Contingency (25%)	Total Construction Cost (3)	Engineering (15%)	CEI (15%)	Total Project Cost <sup>©</sup>	Project Traffic	Total Traffic	Capacity (with buckground improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Sharv (%) (2)	Proportionate Share Cost (6)
	LT	Add Left-Turn Lone	\$83,334	\$20,834	\$104,168	\$15,625	\$15,625	\$135,418	0	634	584	875	291	0%	\$0
NB	Thre	No Project related improvement	50	50	50	50	50	50					0	0%	\$0
	RT	No Project related improvement	\$0	50	\$0	S0	\$0	50					0	0%	\$0
	LT	No Project related improvement	50	\$0	\$0	50	50	50					0	0%	50
SB	Thre	No Project related improvement	80	80	50	S0	50	80					0	0%	50
	RT	No Project related improvement	80	80	\$0	S0	50	S0					0	0%	50
	LT	No Project related improvement	\$0	\$0	\$0	50	50	50					0	0%	50
EB	Thre	No Project related improvement	50	50	50	50	50	50					0	0%	50
	RT	No Project related improvement	50	50	50	50	50	50					0	0%	50
	LT	No Project related improvement	\$0	\$0	\$0	50	50	SD					0	0%	50
WB	Thru	No Project related improvement	50	50	50	50	50	SD					0	0%	50
	RT	No Project related improvement	50	80	80	50	50	50					0	0%	50
Trwffie Coutro		No Project related improvemen						50	0	634	N/A	N/A	N/A	0%	\$0
			Subtosal \$83,334	\$20,834	\$104,168	\$25,625	\$15,625	\$135,418							59

	$\neg$									Proportionate Share Calculation						
Intersection			Construction	Cantinuoses	Total	Eminories		Tatal Praiset	Peninet	Total	Capacity (with	Capacity (with		Proportionate	Protectionals	
13) SR 80 at SR 31		муючески	Cost	(25%)	Cost (7)	(15%)	CELUSA	Cest <sup>©</sup>	Traffic	Traffic	improvements)	project improvements)	Capacity Musicu	Share (%) (5)	Share Cost (4)	
	LT	No Project related improvement	50	\$0	\$0	50	50	50					0	0%	50	
NB	Thre	No Project related improvement	80	80	50	50	50	50					0	0%	50	
	RT	No Project related improvement	50	\$0	\$0	50	50	50					0	0%	50	
	LT	Add 2 Left-Turn Lanex (3 Total)	\$166,668	\$41,667	\$208,335	531,250	531,250	\$270,836	244	497	421	612	191	100%	5270,836	
SB	Thru	No Project related improvement	50	80	\$0	50	50	50					0	0%	50	
	RT	Add Right-Turn Lanc	\$174,767	\$43,692	\$218,459	\$32,769	\$32,769	\$283,996	567	837	830	1,396	566	100%	\$283,996	
	LT	Add 2 Left-Turn Lanes + Receiving Lanes <sup>55</sup>	\$898,994	\$224,749	\$1,123,743	\$168,561	\$168,561	\$1,460,866	1062	1249	744	2,052	1308	81%	\$1,186,116	
EB	Thre	No Project related improvement	50	50	50	50	50	50					0	0%	\$0	
	RT	No Project related improvement	50	SD	\$0	50	50	50					0	0%	\$0	
	LT	Add Left-Turn Lanc	\$83,334	\$20,834	\$104,168	\$15,625	\$15,625	\$135,418	0	174	266	555	299	0%	50	
WB	Thre	No Project related improvement	50	80	50	50	50	50					0	0%	50	
	RT	No Project related improvement	50	50	50	50	50	50					0	0%	\$0	
Traffic Control		No Project related improvement						50	1,873	2,757	N/A	N/A	N/A	0%	\$0	
		Sylven	f \$1,323,763	5330,941	\$1,654,784	5248,296	5248,296	\$2,151,115							51,749,948	

	-										Propor	tionate Share Calculation	1		
Intersection  19) SR 31 at North River Rd.		Improvement	Construct Cost	on Contingency (25%)	Total Construction Cost (3)	Engineering (15%)	CEI (15%)	Total Project Cost <sup>(2)</sup>	Project Traffic	Total Truffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) <sup>(5)</sup>	Proportionate Share Cost <sup>(4)</sup>
	LT	No Project related improvement	\$0	\$0	\$0	50	20	SD					0	0%	\$0
NB	Thru	No Project related improvement	50	50	\$0	50	50	SD					0	0%	\$0
	RT	No Project related improvement	80	80	80	50	50	50					0	0%	50
	LT	No Project related improvement	50	50	50	50	50	20					0	0%	50
SB	Thre	No Project related improvement	30	50	50	50	50	50					0	0%	50
	RT	No Project related improvemen	50	\$0	50	50	50	30					0	0%	50
	LT	Add Left-Torn Lone	\$83,334	\$20,834	\$104,168	515,625	515,625	\$135,418	132	164	152	261	109	100%	5135,418
EB	Thre	No Project related improvement	50	50	50	50	50	50					0	0%	50
	RT	No Project related improvement	50	50	\$0	50	50	50					0	0%	50
	LT	Add Left-Torn Lane	\$83,334	\$20,834	\$104,168	\$15,625	\$15,625	\$135,418	0	106	277	203	ū	0%	\$0
WB	Thre	No Project related improvement	50	50	50	50	50	50					0	0%	\$0
	RT	No Project related improvement	50	80	50	50	50	SD					0	0%	50
Traffic Control		No Project related improvemen						SD	132	270	N/A	N/A	N/A	0%	\$0
			Subtosal \$166,668	\$41,667	\$208,335	\$31,250	\$31,250	\$279,836							\$135,418
												·			

F. Total Constructions Cost includes addition of 25% for Scope Contingency to the Construction Cost.

2. Total Project Cost includes addition of 12% for Polymer Engineering and 15% for Delita for Elita for East Construction Cost.

3. Found Project Cost includes addition of 12% for Polymer Engineering and 15% for CEE to the Total Construction Cost.

3. Found Project Cost includes addition of 15% for Polymer Engineering Poly

Grand Total \$1,748,433 \$435,188 \$2,175,542 \$326,331 \$326,331 \$2,828,284



52,077,402

# 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

		Length	-	Capacity without	Capacity with		Proportionate		Proportionate
Segment	Improvement	(miles)	Traffic	Improvement	Improvement	Added	Share (%) <sup>(4)</sup>	Cost (\$) (1)	Share (\$) <sup>(5)</sup>
SR 31 Ultimate Improvements (Includes widening and in	ntersections)								
	SR 31 Ultimate 1 (Expand to 6 lanes from SR 78 to Cypress Parkway)								
SR 31 from SR 78 to Cypress Parkway	(Transportation Deficient - Widen from 4 to 6 lanes <sup>(6)</sup> from CR 74 to Shirley Lane)		1	100% prop share as	sumed		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 sh	are 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 sh	are assumed		0%	\$0	\$0
							Subtotal	\$28,787,300	\$28,787,300

Segment SR 31 2045 MPO Needs Improvements	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement		Proportionate Share (%) <sup>(4)</sup>	Total Cost (\$) <sup>(1)</sup>	Proportionate Share (\$) <sup>(5)</sup>
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

dpa

Proportionate Share Estimate\_v2

<sup>1.</sup> 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.

<sup>2.</sup> Assumes cost per lane per mile = \$5,500,000.

<sup>3.</sup> Cost consistent with estimated cost from the Lee MPO LTRP Needs Plan (Table 4-1).

 $<sup>4.\</sup> Proportionate\ Share\ \% = (Project\ Trips)\ /\ [(Lane\ Group\ Capacities\ after\ project\ improvements)\ -\ (Lane\ Group\ Capacities\ before\ project\ improvements)\ ].$ 

<sup>5.</sup> Proportionate Share Cost = Proportionate Share % \* Total Project Cost.

<sup>6.</sup> Transportation Deficient per Chapter 163.3180, F.S.

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

#### (Page 2 of 2)

Cumulative (Increments 1-3) Proportionate Share Cost Estimates for Significant and Adverse Intersections Proportionate Share Calculation Capacity (with Capacity (with Total Project Project Total Construction Contingency Construction Engineering background and CEI (15%) (25%) (15%) Cost (2) Traffic Traffic project Share (%) (3) Cost (1) 13) SR 80 at SR 31 improvements) No Project related improvement Thru RT No Project related improvement No Project related improvement LT No Project related improvement SB Thru No Project related improvement Add Right-Turn Lane 744 1346 \$20,834 \$15,625 LT Add Left-Tum Lane \$83,334 \$104,168 \$15,625 \$135,418 874 \$135,418 EB No Project related improvement Thru No Project related improvement No Project related improvement Thru RT No Project related improvement Add Right-Turn Lane

\$81,163

\$703,411

											Proportio	nate Share Calculati	on		
Intersection 18) SR 31 at SR 78		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost (1)	(15%)	CH (15%)	Total Project Cost (2)	Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) (3)	Proportionate Share Cost (4)
	LT	No Project related improvement	\$0	\$0	\$0	\$0	\$0	\$0					0	0%	\$0
NB	Thru	Add Thru Lane + Receiving Lane C	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
	LT	No Project related improvement	\$0	\$0	\$0	\$0	\$0	\$0					0	0%	\$0
SB	Thru	Add Thru Lane + Receiving Lane (	\$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
	LT	Add Left-Tum Lane	\$83,334	\$20,834	\$104,168	\$15,625	\$15,625	\$135,418	665	1103	744	1346	602	100%	\$135,418
EB	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
	LT	No Project related improvement	\$0	\$0	\$0	\$0	\$0	\$0					0	0%	\$0
WB	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

									Proportionate Share Calculation									
Intersection  19) SR 31 at North River Rd.		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost (1)	Engineering (15%)	CEI (15%)	Total Project Cost (2)	Project Traffic	Total Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) (3)	Proportionate Share Cost (4)			
	LT	No Project related improvement	\$0	\$0	\$0	\$0	\$0	\$0					0	0%	\$0			
NB	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			
	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			
SB	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			
	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			
EB	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			
_	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			
WB	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			
i.		Subtotal	\$1,398,998	\$349,750	\$1,748,748	\$262,312	\$262,312	\$2,273,372							\$1,833,672			

<sup>1</sup> Taul Construction Cost includes a Mixture COSV for Course Continuous to the Construction Cost

Grand Total \$2,988,962 \$747,240 \$3,736,202 \$560,430

Subtotal \$432,868

Traffic Control

dpa

\$4,417,363

\$560,430 \$4,857,062

<sup>2.</sup> 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.

<sup>3.</sup> For geometric improvements: Proportionate Share % = (Project Traffic Entering Intersection). / (Total Traffic Entering Intersection).

Proportionate Share Cost = Proportionate Share % \* Total Project Cost.
 Receiving lane based on 1/8 mile length. Cost per mile: \$2,929,305.

<sup>6.</sup> Reconfigure/Restripe Turn-Lane. 50% of new Left-Turn Lane cost: \$83,334\*0.50 = \$41,667.