

**JMB** TRANSPORTATION ENGINEERING, INC.  
TRAFFIC/TRANSPORTATION ENGINEERING & PLANNING SERVICES

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# TRAFFIC IMPACT STATEMENT

For

**Burger King at  
Estero Town Commons CPD**  
(Corkscrew Road & Three Oaks Parkway, Estero, Florida)

March 28, 2019

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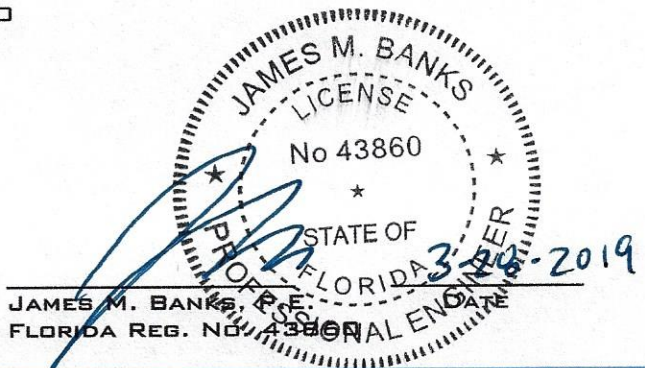
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Prepared by:

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4711 7TH AVENUE SW  
NAPLES, FLORIDA 34119

CERTIFICATE OF AUTHORIZATION NO. 27830

(PROJECT NO. 190313)



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## **Conclusions**

Based upon the findings of this report, it was determined that the proposed Burger King at Estero Town Commons will not have a significant or negative impact upon the surrounding road network. It was verified that all roadways, within the project's area of impact, currently have a surplus of capacity and can accommodate the traffic associated with the development of the fast food w/ drive thru land use and the network will continue to operate at acceptable levels of service for project build-out traffic conditions. Furthermore, the report concludes that the project will not create any transportation deficiencies that need to be mitigated.

The Village of Estero requested that the project's impacts be based upon the traffic forecasts provided by the Area Wide Traffic Study. That study identifies that the segment of Corkscrew Road between Three Oaks Parkway and I-75, which is not significantly impacted by the project, is expected to operate at LOS F during PM peak hour peak season conditions by 2022. More specifically, that segment of Corkscrew Road is a four-lane road having an adopted maximum peak direction service volume capacity of 1,900 vphpd, and it is expected that by the year 2022 the traffic demand will exceed the road's adopted service capacity, during PM peak hour peak season conditions. There is adequate right-of-way to widen Corkscrew Road to six-lanes, but Lee County Government has not yet funded the improvements. Currently, the six-laning of Corkscrew Road is ranked No. 16 on their non-funded CIP schedule. Burger King will pay its fair share of roadway improvements via payment of road impact fees.

The Florida Department of Transportation (FDOT) has funded improvements to the Corkscrew Road & I-75 Interchange that should substantially improve traffic flow along Corkscrew Road (between Three Oaks Parkway and Ben Hill Griffin Road). The "on-ramp" Interchange improvements will be completed by the year 2019/2020 which include constructing eastbound and westbound dual left turn lanes and extending the eastbound and westbound right turn lanes. These Interchange improvements should significantly reduce the frequency of "on-ramp" queuing that encroaches into the eastbound and westbound thru lanes during peak season conditions. As acknowledged by the Area Wide study, FDOT has determined that these improvements will result in LOS C and LOS D traffic conditions for AM and PM peak hours, respectively.

## Site Access

The report concludes that the three (3) points of access for Estero Town Commons CPD were previously designed and approved by Lee County Government based upon the traffic demands associated with the build-out of 265,000 s.f. of mixed-use commercial. All access points have right-ingress turn lanes and left-ingress turn lanes (where permitted) that exceed the minimum design standards needed to accommodate the project build-out traffic demands. Therefore, it is concluded that no further improvements are needed.



**Scope of Project**

Estero Town Commons CPD is an approved and substantially built-out commercial shopping center (anchored by Lowes) which is located on the southeast corner of Three Oaks Parkway & Corkscrew Road within the Village of Estero. The commercial center was approved for 265,000 square feet of mixed commercial uses (including fast food with drive-thru) and 32,000 square feet of outdoor retail (i.e., Lowes garden center), but it is expected that only about 235,000 square feet of floor space will be constructed. It is proposed to construct a Burger King (3,350 s.f. w/ drive thru) on a vacant outparcel that fronts Corkscrew Road.

The proposed fast food will have access to the adjacent road network via the CPD's internal road network that provides access to both Three Oaks Parkway and Corkscrew Road. More specifically, the CPD has one (1) directional left-in and right-in/out access on Three Oaks Parkway and one (1) right-in/out access on Corkscrew Road and one (1) full access on Corkscrew Road which is referred to the intersection of Estero Town Common Place/Puente Lane & Corkscrew Road.

**Table A  
Proposed Site Development**

Land Use	Proposed Build-out
Fast Food Restaurant w/ Drive Thru	<b>3,350 s.f.</b>

### **Project Generated Traffic**

Traffic that can be expected to be generated by the project was estimated based upon the guidelines established by the Institute of Transportation Engineers, Trip Generation Manual, 10th Edition. That is, historical traffic data collected at similar land uses was relied upon in estimating the project's traffic. It was concluded that land use code "Fast Food Restaurant w/ Drive Thru" (LUC 934) was most appropriate in estimating the project generated trips.

It was determined that the proposed development of the fast food restaurant will generate 69 vph and 56 vph net new trips during the AM and PM peak hours, respectively. Table 1 provides a detail of the calculations that were performed in estimating the site-generated trips, and the results are summarized below in Table B.

**Table B**  
*(Summation of Table 1)*

New Daily Trips	New AM Peak Hour	New PM Peak Hour
805	69	56

### **Existing + Committed Roadway Conditions**

Figure 1 depicts the project's surrounding roadway conditions.

Three Oaks Parkway is classified as four-lane divided urban arterial having a performance standard of level of service LOS E. A maximum service capacity of 1,940 for the 100<sup>th</sup> highest peak hour peak direction has been established for this road by the Lee County Concurrency Management Policy. Three Oaks Parkway has a posted speed limit of 45 MPH.

Corkscrew Road is classified as four-lane divided arterial having a performance standard of level of service LOS E having a maximum service capacity of 1,900 for the 100<sup>th</sup> highest peak hour peak direction. Corkscrew Road has a posted speed limit of 45 MPH. It is estimated by the Village of Estero that by the year 2022 the traffic demand will exceed the road's adopted service capacity, during PM peak hour peak season conditions. There is adequate right-of-way to widen Corkscrew Road to six-lanes, but Lee County Government has not yet funded the improvements. Currently, the six-laning of Corkscrew Road is ranked No. 16 on their non-funded CIP schedule.

At this time, the only committed roadway improvements are to the Corkscrew Road & I-75 interchange. The Florida Department of Transportation (FDOT) has funded "on-ramp"

Interchange improvements which will be completed by the year 2020. The Interchange improvements include constructing eastbound and westbound dual left turn lanes and extending the eastbound and westbound right turn lanes. These improvements are expected to significantly reduce the frequency of "on-ramp" queuing that encroaches into the eastbound and westbound thru lanes during peak season conditions.

### **Project Generated Traffic Distribution**

The project's traffic was distributed to the surrounding roadway network based upon logical means of ingress/egress, current and future traffic patterns in the area, demographics, and competing businesses. Figure 2 and Table 2A provide a detail of the traffic distributions based on a percentage basis. Table 2A also depicts the project traffic by volume.

### **Area of Significant Impact**

The project's area of significant impact was determined based upon the Village of Estero's 10% criteria (i.e., if the project's traffic is 10% or more of a roadway's adopted level of service capacity, then the project has a significant impact upon that link). Table 2A describes the project traffic distributions and the level of impact on the surrounding roadways. As shown, no roadways will be significantly impacted by the project.



**Site Access Conditions**

Estero Town Commons CPD has access to the adjacent roads via one (1) directional left-in and right-in/out access on Three Oaks Parkway and one (1) right-in/out access on Corkscrew Road and one (1) full access on Corkscrew Road which is referred to the intersection of Estero Town Common Place/Puente Lane & Corkscrew Road.

The three (3) driveways were previously designed and approved by Lee County Government. The construction of the site access turn lanes were based upon the traffic demands associated with the build-out of 265,000 s.f. of mixed commercial land uses. All access points have right-ingress turn lanes and left-ingress turn lanes (where permitted) that exceed the minimum design standards needed to accommodate the project build-out traffic demands. Therefore, it is concluded that no further improvements are needed.

**Table C  
Build-out Traffic Demands vs. Existing Intersection Improvements**

Intersection	Right Ingress Turn Lane	Left Ingress Turn Lane
<b>Corkscrew Road Right-in/out Access (West Access)</b>	EB Right Ingress Turn Lane = 215' <i>Req. Decel+Taper = 185'</i> <i>Req. Storage = 0'</i>	
<b>Corkscrew Road Full Access (East Access)</b>	EB Right Ingress Turn Lane = 290' <i>Req. Decel+Taper = 185'</i> <i>Req. Storage = 50'</i>	WB Left Ingress Turn Lane = 420' <i>Req. Decel+Taper = 185'</i> <i>Req. Storage = 125'</i>
<b>Three Oaks Pkwy Left-in &amp; Right-in/out Access</b>	NB Right Ingress Turn Lane = 225' <i>Req. Decel+Taper = 185'</i> <i>Req. Storage = 0'</i>	SB Left Ingress Turn Lane = 370' <i>Req. Decel+Taper = 185'</i> <i>Req. Storage = 125'</i>

### **2018 thru 2020 Project Build-out Traffic Conditions**

In order to establish project build-out traffic conditions, the project traffic was added to the background traffic volumes that were established by the Lee County Concurrency Report for the road links under review. Table 2B provides a detail of the background traffic conditions and the background plus project traffic conditions. Traffic volumes are based upon the 100th highest hour peak direction demand. The report concludes that the project will not have a significant impact upon Three Oaks Parkway or Corkscrew Road. It was verified that both roadways have a surplus of capacity and can accommodate the traffic associated with the proposed fast food restaurant.

It is expected that Corkscrew Road (between Three Oaks Parkway and I-75) will operate at LOS F in the foreseeable future. More specifically, that segment of Corkscrew Road is a 4-lane road having an adopted maximum peak direction service volume capacity of 1900 vphpd, and it is expected that by the year 2022 the traffic demand will exceed the road's service capacity. There is adequate right-of-way to widen Corkscrew Road to 6-lanes, but Lee County Government has not yet funded the improvements. Burger King will pay its fair share towards roadway improvements via payment of road impact fees.

The Florida Department of Transportation (FDOT) has funded improvements to the Corkscrew Road & I-75 Interchange that should substantially improve traffic flow along Corkscrew Road (between Three Oaks Parkway and Ben Hill Griffin Road). The "on-ramp" Interchange improvements will be completed by the year 2019/2020 which include constructing eastbound and westbound dual left turn lanes and extending the eastbound and westbound right turn lanes. These Interchange improvements should significantly reduce the frequency of "on-ramp" queuing that encroaches into the eastbound and westbound thru lanes during peak season conditions.



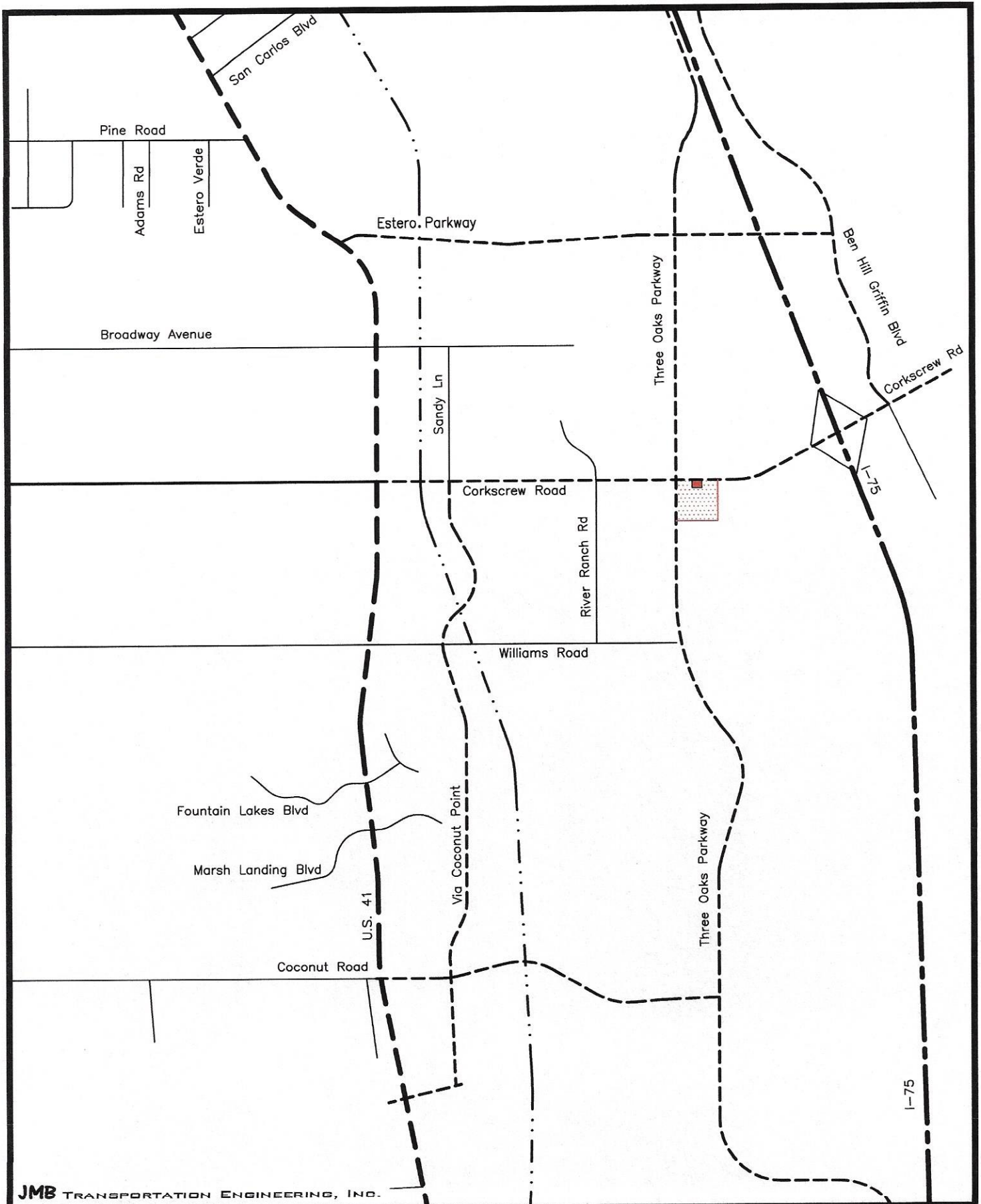
## **APPENDIX**

Site Plan

Figures 1 and 2

Tables 1 thru 2B

Support Documents



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**Burger King at  
Estero Town Commons CPD**

March 28, 2019

**SITE LOCATION &  
ROAD NETWORK**

**FIGURE 1**

A1

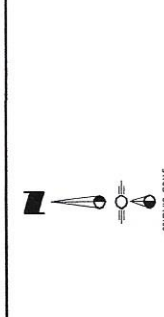


FLORIDA PROFESSIONAL ENGINEER NO. 42957  
 CIVIL CONSULTANT, INC.  
 11111 KINGS  
 TAMPA, FL 33636  
 (813) 559-8256

Developer:  
**BRAVOFLORIDA, LLC.**  
 3018 U.S. HIGHWAY 301 N.  
 SUITE NO. 100  
 TAMPA, FL 33619  
 (813) 559-8256

Site Plan  
**BURGER KING**  
**21301 TOWN COMMONS DR.**  
 ESTERO, FLORIDA

SCALE: DATE: 1"=20' 9/17/18  
 CAD FILE: SITE PLAN 7.26.18  
 JOB NUMBER: ESTERO-UMES CENTER  
 SHEET: 1



**SITE AREA DATA**

SITE ADDRESS: 21301 TOWN COMMONS DRIVE, ESTERO, FLORIDA 33928

TOTAL SITE AREA: 62,208 S.F. (1.43 ACRES)

PARCEL ID NUMBER: 10053053

EXISTING ZONING: CPO (COMMERCIAL PLANNED DEVELOPMENT)

NUMBER OF STORES: 1 - STORE

FLOOD ZONE CATEGORIZATION: 1A (100 YEAR FLOOD RISK MAP, COUNTY OF SOUTHERN FLORIDA, NOV. 2004, MAPIN 17, EFFECTIVE AUGUST 25, 2008)

PROF. FLOOR AREA (PFA): 36,968 SF (82.3%)

PROPOSED IMPROVED AREA: 36,968 SF

BUILDING SETBACKS:  
 NORTH: 10 FEET  
 SOUTH: 10 FEET

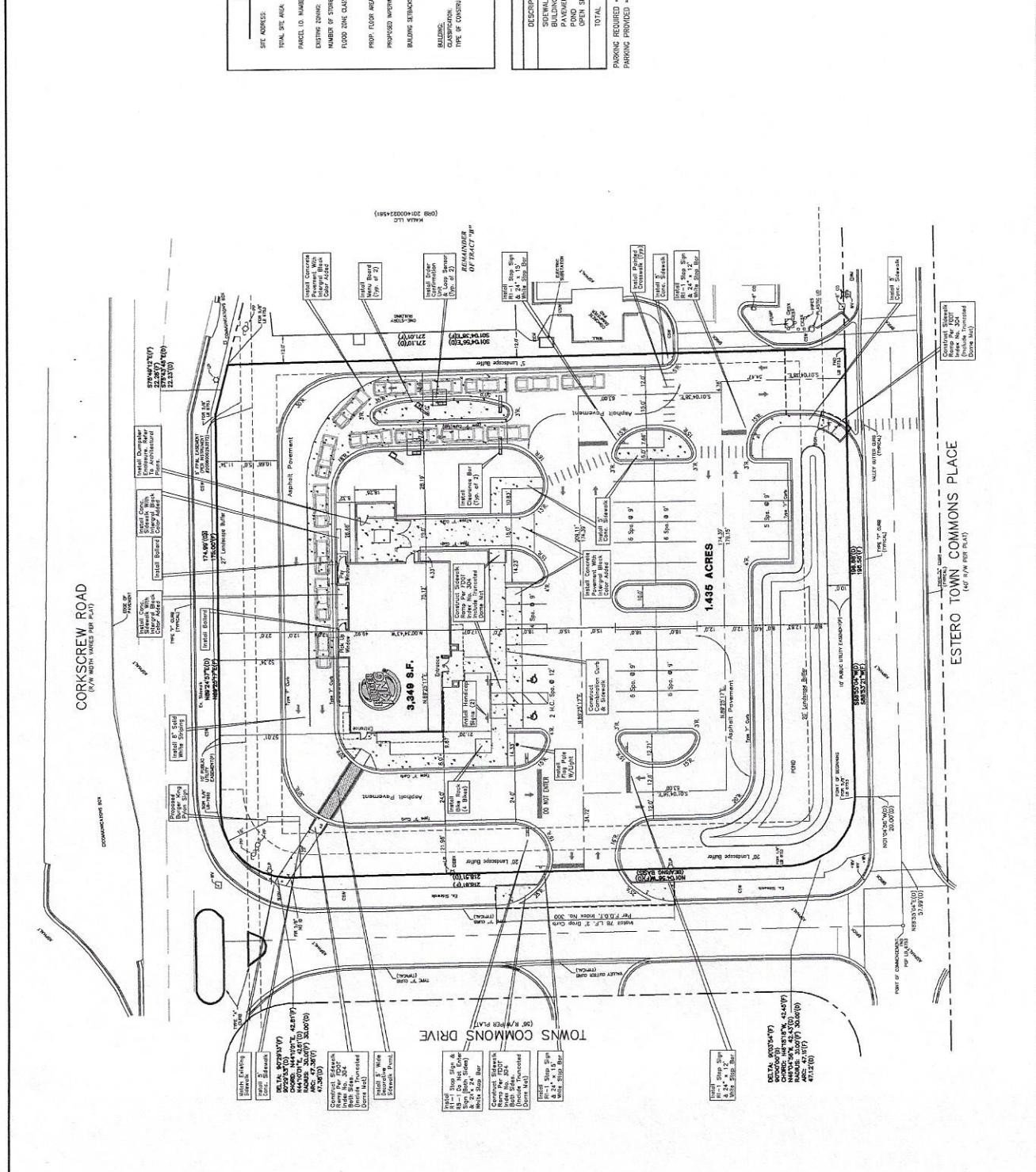
BUILDING CLASSIFICATION: A2

TYPE OF CONSTRUCTION: 1B

**SITE AREA DESCRIPTION - PROPOSED**

DESCRIPTION	SQUARE FEET	PERCENTAGE
CONCRETE	3,347	3.8
PAVEMENT	33,220	53.1
GRASS	16,253	26.1
LANDSCAPE	22,508	36.2
<b>TOTAL</b>	<b>75,328</b>	<b>100</b>

PARKING REQUIRED = 44 SPACES (13 Sp/1000 SF)  
 PARKING PROVIDED = 33 SPACES INCLUDING 2 HANDICAP SPACES



A2

**TABLE 1**  
**TRIP GENERATION COMPUTATIONS**  
Burger King at Estero Town Commons

Land Use

<u>Code</u>	<u>Land Use Description</u>	<u>Build Schedule</u>
<b>934</b>	<b>Fast Food Restaurant w/ Drive Thru Window</b>	<b>3,350 s.f.</b>

Land Use

<u>Code</u>	<u>Trip Period</u>	<u>Trip Generation Equation (Based upon S.F.)</u>	<u>Total Trips</u>	<u>Trips Enter/Exit</u>
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Land Use

<u>Code</u>	<u>Trip Period</u>	<u>Trip Generation Equation (Based upon S.F.)</u>	<u>Total Trips</u>	<u>Trips Enter/Exit</u>
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<b>LUC 934</b>	Daily Traffic (ADT) =	T= 470.95(X) =	<b>1,578 ADT</b>	
	AM Peak Hour (vph) =	T= 40.19(X) = 51% Enter/ 49% Exit =	<b>135 vph</b>	69 / 66 vph
	PM Peak Hour (vph) =	T= 32.67(X) = 52% Enter/ 48% Exit =	<b>109 vph</b>	57 / 53 vph

*Pass-by Trips per ITE= 49%*

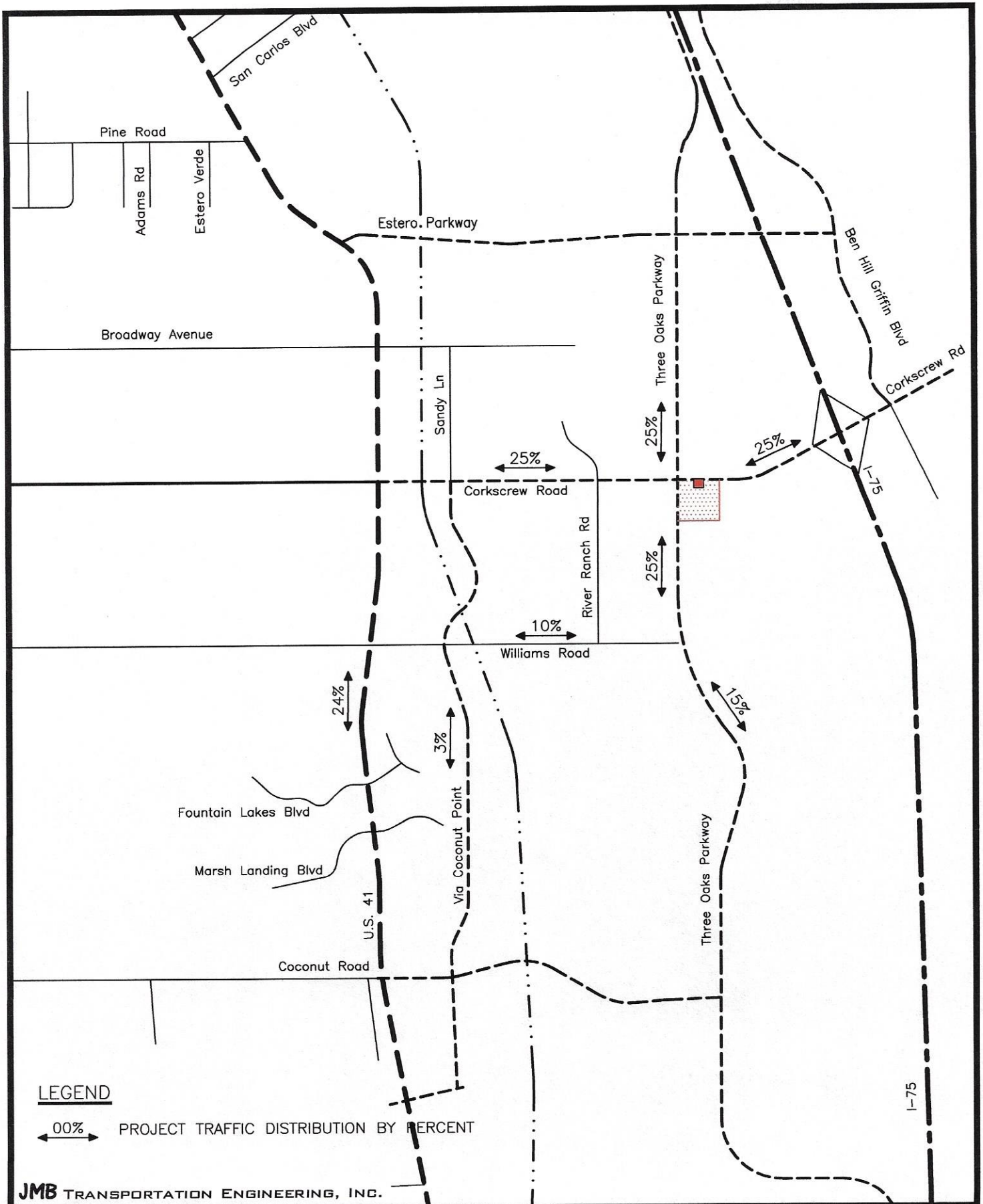
**49% Pass-by Rate**

	New Daily Traffic (ADT) =	(ADT) x (% of New Trips)	<b>805 ADT</b>	
	New AM Peak Hour (vph) =	(AM) x (% of New Trips) 51% Enter/ 49% Exit =	<b>69 vph</b>	35 / 34 vph
	New PM Peak Hour (vph) =	(PM) x (% of New Trips) 52% Enter/ 48% Exit =	<b>56 vph</b>	29 / 27 vph



**TABLE 2A  
PROJECT'S AREA OF IMPACT**

Project Traffic Peak Hour Peak Direction (vphpd) =		35		Project Traffic		LOS "C"		Project's		Significant		Adopted	
Road	Class	% Distribution	PK Direction	Volume (vph)	Service Volume	PK Direction (vphpd)	Percentage Impact	Impact	Service Volume	PK Direction (vphpd)	Impact	Service Volume	PK Direction (vphpd)
Corkscrew Road	Sandy Ln to Three Oaks Pkwy	25%	9	9	1900	1900	0.46%	NO	1900	1900	NO	1900	1900
	Three Oaks Pkwy to I-75	25%	9	9	1900	1900	0.46%	NO	1900	1900	NO	1900	1900
	I-75 to Ben Hill Griffin	15%	5	5	1900	1900	0.28%	NO	1900	1900	NO	1900	1900
Three Oaks Pkwy	Coconut Rd to Corkscrew Rd	25%	9	9	1940	1940	0.45%	NO	1940	1940	NO	1940	1940
	Corkscrew Road to Estero Pkwy	25%	9	9	1940	1940	0.45%	NO	1940	1940	NO	1940	1940



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**Burger King at  
 Estero Town Commons CPD**

March 28, 2019

**PROJECT-GENERATED  
 TRAFFIC DISTRIBUTION**

**FIGURE 2**

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**TABLE 2B  
CONCURRENCY ROADWAY LINK VOLUME & CAPACITY ANALYSIS**

	Existing		Existing		Project		Total Pk Hr		Max		Future		
	Peak Hour PK Direction	PK Direction	LOS	Peak Hour PK Direction	Peak Hour PK Direction	PK Direction	PK Direction	PK Direction	PK Direction	PK Direction	PK Direction	PK Direction	LOS
	(vphpd)			(vphpd)	(vphpd)		(vphpd)	(vphpd)	(vphpd)	(vphpd)			
<b>Corkscrew Road</b>													
Sandy Ln to Three Oaks Pkw	840	C	C	9	849	1900	0.45	C					
Three Oaks Pkwy to I-75	1810	E	E	9	1819	1900	0.96	E					
I-75 to Ben Hill Griffin	1115	C	C	5	1120	1900	0.59	C					
<b>Three Oaks Pkwy</b>													
Coconut Rd to Corkscrew Rd	1273	B	B	9	1282	1940	0.66	B					
Corkscrew Road to Estero Pt	1273	B	B	9	1282	1940	0.66	B					

Table 20: County-Maintained Roadways in Incorporated Areas. Existing and Future LOS

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						NOTES
				STANDARD		2017		2022		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	
BEN HILL GRIFFIN PKWY	CORKSCREW RD	ESTERO PKWY	4LD	E	2,000	B	1,169	B	1,571	
BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	C	696	C	731	Constrained In City Plan
	VANDERBILT DR	US 41	4LD	E	1,900	C	1,553	C	1,611	v/c = 0.81/0.85 Constrained In City Plan
	US 41	OLD 41	4LD	E	1,860	C	1,167	C	1,318	Constrained, old count projection
	OLD 41	IMPERIAL ST	6LD	E	2,800	C	1,888	C	1,984	Constrained In City Plan
	IMPERIAL ST	W OF I-75	6LD	E	2,800	C	1,855	C	1,950	Constrained In City Plan
	E OF I-75	BONITA GRAND DR	4LD	E	2,020	B	576	B	605	Constrained In City Plan
BONITA GRANDE DR	BONITA GRANDE DR	BELLO BLVD	4LD	E	2,020	B	576	B	605	Constrained In City Plan
BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	D	692	E	782	v/c = 0.80/0.91 old count projection
BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,819	E	1,912	
BURNT STORE RD	SR 78	VAN BUREN PKWY	2LN/ 4LD	E	1,140/ 2,950	D	809	A	851	4L under constr
	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	C	453	C	551	
CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	C	2,673	D	2,810	
COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	6LD	E	2,840	D	2,628	F	2,968	v/c = 1.00/1.06 old count projection, programmed alt. analysis
	SUMMERLIN RD	US 41	6LD	E	2,840	F	2,869	F	3,016	
	DYNASTY DR	SR 82	6LD	D	3,040	B	2,216	C	2,329	
CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	2LN	E	860	C	22	C	226	old count, added VA clinic
CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	840	C	1,105	Galleria at Corkscrew
	THREE OAKS PKWY	W OF I-75	4LD	E	1,900	C	1,810	F	2,067	v/c = 0.95/1.09 Estero Crossing
	E OF I-75	BEN HILL GRIFFIN PKWY	4LD	E	1,900	C	1,115	C	1,172	
	BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	2LD	E	1,200	C	903	F	1,296	v/c = 0.75/1.08
	WILDCAT RUN DR	BELLA TERRA BLVD	2LD	E	1,200	B	696	C	1,089	v/c = 0.58/0.91
DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	6LD	E	2,660	C	1,404	C	1,586	old count projection
	SE 46TH ST	CORONADO PKWY	6LD	E	2,660	C	1,404	C	1,586	old count projection
	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,660	D	1,987	D	2,089	
	CORNWALLIS PKWY	CORAL POINT DR	6LD	E	2,660	D	2,003	D	2,105	v/c = 0.75/0.80
	CORAL POINT DR	HANCOCK B. PKWY	6LD	E	2,800	D	2,003	D	2,105	
	HANCOCK B. PKWY	SR 78	6LD	E	2,800	C	1,527	C	1,604	
ESTERO BLVD	BIG CARLOS PASS BRIDGE	PESCADORA AVE	2LN	E	726	A	512	A	538	Constrained
	PESCADORA AVE	VOORHIS ST	2LN	E	726	B	590	C	620	Constrained
	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	B	590	C	620	Constrained
	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	716	F	809	Constrained, old count
ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	B	801	B	1,094	East & West Cypress View
	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	E	2,000	B	964	B	1,013	



Table 20 (cont.): County-Maintained Roadways in Incorporated Areas. Existing and Future LOS

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						NOTES
				STANDARD		2017		2022		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	
FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,300	D	1,245	D	1,308	
	N AIRPORT RD	COLONIAL BLVD	6LD	E	2,300	D	1,269	D	1,334	
HANCOCK BRIDGE PKWY	DEL PRADO BLVD	NE 24TH AVE	4LD	E	1,880	B	1,093	B	1,149	
HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	2LN	E	890	D	397	D	418	Constrained
	McLAUGHLIN BLVD	MELODY LANE	2LN	E	890	D	397	D	418	Constrained
	MELODY LANE	ESTERO BLVD	2LN	E	890	D	397	D	418	Constrained
IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	4LD	E	1,920	B	1,009	B	1,060	
	E TERRY ST	COCONUT RD	4LD	E	1,920	B	896	B	941	
ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	C	839	C	882	v/c = 0.93/0.98 4 Ln constr 20/21
SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	1,026	B	1,078	
	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	1,026	A	1,078	
SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,175	D	1,235	
	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,175	D	1,235	
THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,273	B	1,476	
TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	760	A	799	
VETERANS MEM. PKWY	SR 78	CHIQUITA	4LD	D	2,040	A	865	A	909	
	CHIQUITA	SKYLINE	4LD	D	2,040	B	1,810	F	2,044	v/c = 0.89/1.00 old count projection
	SKYLINE	SANTA BARBARA BLVD	6LD	D	3,080	A	2,179	B	2,290	
	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	6LD	D	3,080	B	2,784	B	2,926	
	COUNTRY CLUB BLVD	MIDPOINT BRDG TOLL P	6LD	D	3,080	B	2,897	B	3,045	
	MIDPOINT BRDG TOLL P	McGREGOR BLVD	4LB	D	4,000	C	2,673	D	2,810	

0.8 < v/c < 0.9

= 100<sup>th</sup> hour directional volume v/c ratio between 80 and 90 percent of capacity

0.9 < v/c < 1.0

= 100<sup>th</sup> hour directional volume v/c ratio between 90 and 100 percent of capacity

= Does not meet the County adopted LOS standard (NOTE: Below LOS standard is acceptable on constrained roads)

F





Table 23: Partially Programmed CIP projects

Road	From	To	Stage(s)	Funded Fiscal Year	Priority	Comment
<b>Big Carlos Pass bridge replacement</b>			PD&E/Design Construction	Current year 2020/2021	#2	construction partially funded
<b>Lehigh Acres Paving program</b>			Construction	2017/2018 2021/2022	#3	
<b>Alico Connector</b>	Alico Rd	SR 82	Right-of-Way	2019/2020	#9	Daniels Parkway LOS reliever
<b>Hickory Boulevard bridge replacements</b>			Design	2020/2021	#10	
<b>Cape Coral Bridge WB span replacement</b>			Design	2020/2021		Toll funded
<b>Ortiz Avenue 4L</b>	SR 82	Luckett Rd	Design	2021/2022	#11	Table 18 LOS "F"
<b>Luckett Road 4L</b>	Ortiz Ave	I-75	Design	2021/2022	#11	
<b>Colonial Boulevard Alternatives Analysis</b>	McGregor Blvd	US 41	Study	2018/2019	#14	City of Fort Myers

Table 24: Unprogrammed CIP Candidate Project Priorities

Road	From	To	Priority	Comment
<b><u>Tier 1</u></b>				
<b>Corkscrew Road 4L</b>	Ben Hill Griffin Pkwy	Bella Terra Blvd	#7	Table 20 forecast LOS "F" in 2022
<b>Corkscrew Road 4L</b>	Bella Terra Blvd	Alico Rd	#8	
<b>Burnt Store Road 4L</b>	Van Buren Pkwy	Charlotte County line	#12	
<b><u>Tier 2</u></b>				
<b>Ortiz Avenue 4L</b>	Luckett Rd	SR 80 (Palm Beach Blvd)	#13	
<b>Corkscrew Road 6L</b>	Three Oaks Pkwy	I-75	#16	Table 20 forecast LOS "F" in 2022
<b>Homestead Rd 4L</b>	Milwaukee Blvd	Sunrise Blvd	#18	
<b>Buckingham Rd 4L</b>	Orange River Blvd	SR 80 (Palm Beach Blvd)	#20	Table 18 forecast LOS "F" in 2022
<b><u>Tier 3</u></b>				
<b>Crystal Drive 2L</b>	Plantation Rd	Six Mile Cypress Pkwy	#22	
<b>Bonita Beach Rd 6L</b>	US 41	Old 41	#23	
<b>Crystal Drive 3L</b>	US 41	Metro Pkwy	#26	Table 19 LOS "F"

NOTE: Unprogrammed priorities #15, 17, 19, 21, 24, and 25 are bridge replacements.