MEMORANDUM

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Date:	March 2, 2018
To:	Andy Getch, PE – Lee County Department of Community Development
From:	Greg Root
Subject:	Environmental Enhancement & Preservation Communities Overlay (EEPCO) Study, Lee County Contract No. 7530 Tasks 4.0 and 5.0 - Future Year Traffic Projections and Levels of Service

Introduction

The purpose of this memorandum is to document the methodology that was used to develop the future year daily and peak hour traffic volumes for Lee County's Environmental Enhancement and Preservation Communities Overlay (EEPCO) Study, as well as the results of this methodology. This memorandum discusses the future year land use data and roadway network that were used as inputs for the future year travel demand model, as well as the travel demand model output (i.e., daily volumes). This memorandum also discusses the future year roadway segment level of service analysis that was conducted in support of the EEPCO study.

2026 EEPCO Travel Demand Model Land Use Data

The primary objectives of the EEPCO study are to:

a.) Quantify the combined impact of the traffic volumes that are expected to be generated by four future developments located along Corkscrew Road and Alico Road on the study area roadway network;
b.) Determine the additional roadway widening improvements that are necessary to provide sufficient capacity to accommodate the increased traffic volumes at acceptable levels of service;
c.) Develop preliminary construction cost estimates for the needed roadway widening improvements; and
d.) Conduct a proportionate share analysis to estimate the total cost that each of the four future developments should be required to pay Lee County to help fund the needed roadway improvements.

The four future developments that are the primary focus of this study are WildBlue, Corkscrew Farms (also known as The Place), Pepperland Ranch and Verdana. The EEPCO boundary and the locations of the four future developments are graphically illustrated in **Figure *1***. The completion of the construction of the last of the four future developments (i.e., Verdana) is currently scheduled for 2025. Therefore, for the purposes of this study, it was decided that traffic projections would be developed for a future year of 2026.

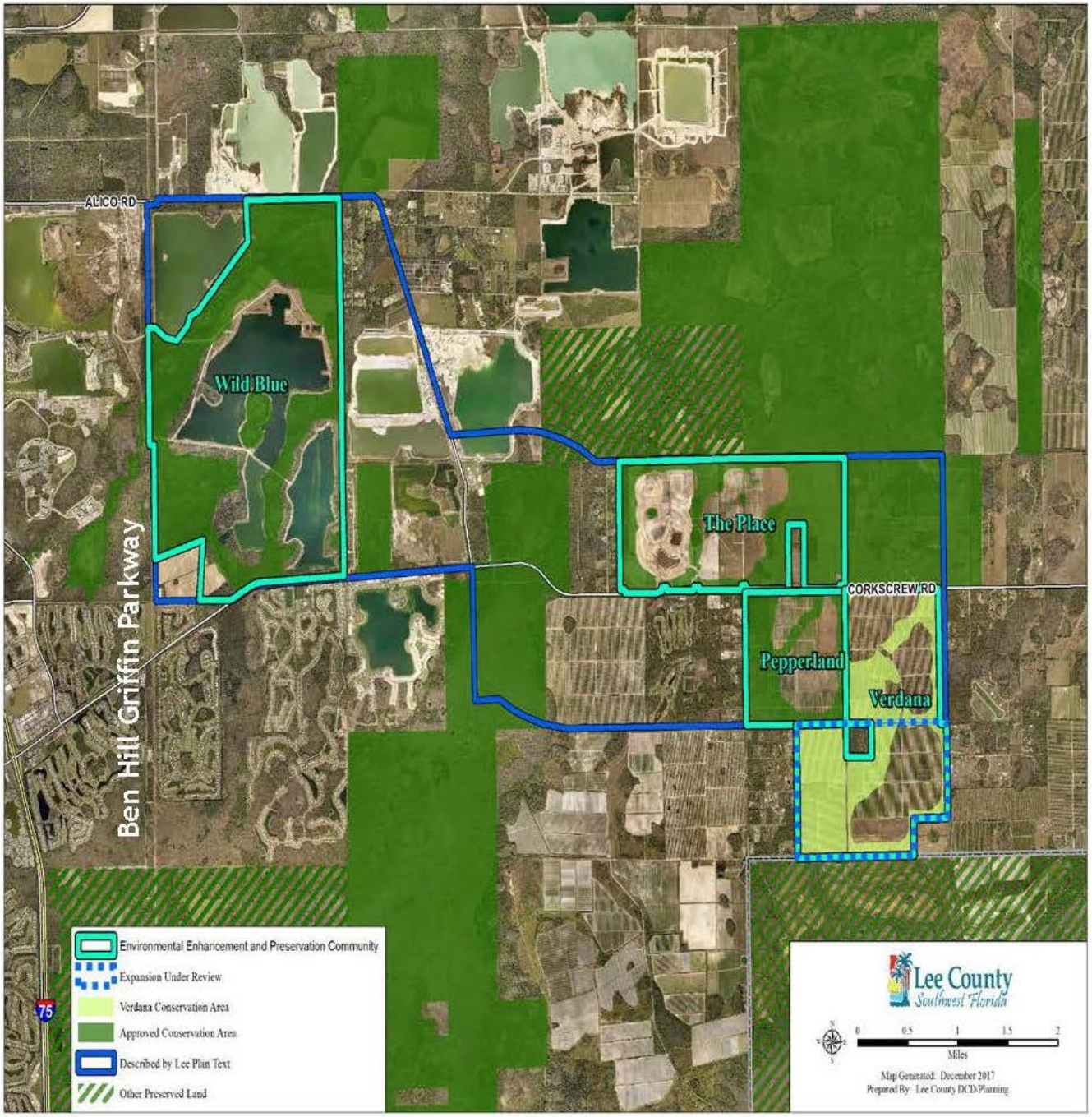


Figure 1: EEPCO Boundaries and Future Developments

The District One Districtwide travel demand model (also referred to as the District One Regional Planning Model – D1RPM) was used to obtain estimates of the Average Annual Daily Traffic (AADT) volumes for the study area roadways. The D1RPM is a computer model that includes all 12 counties that comprise District One and was originally developed by Traf-O-Data, Corp. (TOD) under an FDOT Districtwide Travel Demand Modeling contract to help support the most recent updates of the various Metropolitan Planning Organization and Transportation Planning Organization (MPO/TPO) Cost Feasible Long Range Transportation Plans (to reflect the new planning horizon year of 2040). The D1RPM consists of Traffic Analysis Zones (TAZ's) and a roadway network. Each TAZ contains forecasted socioeconomic data for the year 2040 which may or may not include all of the following:

- Dwelling units (single family and/or multi-family)
- Population (single family and/or multi-family)
- Industrial employees
- Commercial employees
- Service employees
- Hotel/Motel rooms
- School enrollment (elementary, middle and/or high school)
- University enrollment

In accordance with state law, long range transportation planning is required to be based on countywide population projections developed by the state (i.e., the Bureau of Economic and Business Research). As stated previously, the current D1RPM has a planning horizon year of 2040 and therefore, the land use data that is included in this version of the model is also associated with the year 2040. As a result, it was necessary to develop a 2026 land use data set for use with the EEPCO study. The first step in the development of the 2026 land use data involved conducting a review of the 2010 and 2040 model land use data for 28 Traffic Analysis Zones (TAZ's) located within or in close proximity to the study area. These TAZ's are graphically illustrated in **Appendix A**. In addition, the existing (2016) land use data for these 28 TAZ's was also reviewed and compared to both the 2010 and 2040 model data. The 2016 land use data review was based in part on aerial photography, as well as information provided by the Lee County Department of Community Development (DCD) and information obtained from the Lee County Property Appraiser's website.

The existing (2016) and approved future land use data provided by Lee County staff included the following developments:

- Stoneybrook DRI (Stoneybrook, Miromar Square)
- Timberland & Tiburon DRI (Grandezza and Miromar Outlet Mall)
- Wildcat Run
- The Preserve at Corkscrew
- Bella Terra
- Corkscrew Shores
- Monte Cristo

- Estero Crossings
- Corkscrew Crossings (a.k.a. Plaza Del Sol)
- Florida Gulf Coast University
- Miromar Lakes
- Centerplace
- Alico Interchange Park
- Alico Crossroads
- Gulf Coast Town Center
- Airport Interstate Commerce Park
- University Highlands

Based on this review it was determined that some modifications to the 2040 model land use data were required. Several examples where adjustments to the 2040 model land use data were required include the following TAZ's:

- TAZ No. 3654
- TAZ No. 3655

TAZ No. 3654 encompasses the Wildcat Run development. The 2040 D1RPM included 323 single family dwelling units and 79 multi-family dwelling units. Based on a review of 2016 aerial photography it was determined that there are no more remaining vacant lots and the existing development consists of 330 single family dwelling units and 58 multi-family dwelling units. Consequently, the 2040 model land use data for this TAZ was revised to reflect 330 single family dwelling units and 58 multi-family dwelling units. TAZ No. 3655 encompasses the following four developments:

- The Preserve at Corkscrew
- Bella Terra
- Monte Cristo
- Corkscrew Shores

The 2040 D1RPM included 1,386 single family dwelling units and 354 multi-family dwelling units, resulting in a total of 1,740 dwelling units. Based on information provided by Lee County, there were a total of 2,578 dwelling units in 2016. In addition, the total development order approval for this TAZ is 3,034 dwelling units while the total zoning approval is 4,014 dwelling units. The 2040 model land use data for this TAZ was revised to reflect 2,088 single family dwelling units and 1,140 multi-family dwelling units, resulting in a total of 3,128 dwelling units.

After the appropriate modifications were made to the 2040 land use data, a 2026 land use data set was estimated using interpolation. The 2026 data for the 28 TAZ's within or adjacent to the study area was estimated by interpolating between the 2016 and 2040 land use data. The 2026 land use data for these TAZ's was compared to the approved future land uses to determine whether the interpolated data accounted for the approved future land uses. Additional adjustments were made to those TAZ's where the 2026

interpolated land use data was less than the approved future land use data. **Table A-1** in **Appendix A** summarizes the 2026 land use data for these 28 TAZ's.

The 2026 data for all of the other TAZ's contained within the 12-county D1RPM was estimated by interpolating between the 2010 and 2040 land use data. Interpolations were also conducted for the following travel demand model files:

- EETRIPS file (the External-External Trips)
- INTEXT file (the Internal-External Trips)
- SPECGEN file (the Special Generators)
- The Truck Trip Matrix
- The Southwest Florida International Airport Enplanements File

2026 EEPCO Travel Demand Model Roadway Network

As stated previously, the current D1RPM has a planning horizon year of 2040. Therefore, the roadway network that is included in this version of the model is also associated with the year 2040. As a result, it was necessary to develop a 2026 roadway network in the vicinity of the study area for use with the EEPCO study. A review of the 2040 D1RPM roadway network was conducted for the study area vicinity to identify the future roadway improvements that are included in the D1RPM. A review was then conducted of the Lee County MPO's Cost Feasible Long Range Transportation Plan (LRTP), as well as the Lee County Capital Improvement Plan (CIP). The 2026 roadway network in the vicinity of the study area reflects roadway improvement projects that are in the "existing plus committed" network (as defined in Lee County AC-13-16 (III)(D)(4)) with full funding for construction in the first five years of an adopted local or state work program. The 2040 D1RPM roadway improvements that were removed from the 2026 EEPCO model network included the following:

- Four-laning of Corkscrew Road from Ben Hill Griffin Parkway to Alico Road
- The Alico Road Connector from Alico Road to SR 82
- Four-laning of Alico Road from Airport Haul Road to the Alico Connector
- Airport Haul Road extension over to Treeline Avenue
- Four-laning of SR 82 from Homestead Road to the Lee/Hendry County line
- Six-laning of Daniels Parkway from Gateway Boulevard to SR 82
- Four-laning of Homestead Road from SR 82 to Sunrise Boulevard

The funds that are shown in the first five years of the Lee County CIP for the proposed Alico Connector are for advanced right-of-way acquisition (not construction); therefore, this future improvement was not included in the 2026 EEPCO model roadway network.

The committed roadway improvements that were included in the 2026 EEPCO model network consisted of the following:

- Four-laning of Alico Road from Ben Hill Griffin Parkway to Airport Haul Road
- Six-laning of SR 82 from Daniels Parkway to Homestead Road

The 2040 roadway improvements that were not included in the 2026 EEPCO model were discussed with Lee County staff on July 11, 2017 to obtain their concurrence prior to running the 2026 model.

2026 Traffic Volumes and Levels of Service - Without WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana

The following methodology was utilized to estimate the 2026 peak hour traffic volumes on the study area roadway network without the four future developments (WIldBlue, Corkscrew Farms, Pepperland Ranch and Verdana).

Step 1: The 2026 EEPCO travel demand model was run and the 2026 Peak Season Weekday Average Daily Traffic (PSWADT) volumes were obtained. The 2026 PSWADT volumes are also provided in **Appendix A**. The 2026 PSWADT volumes were multiplied by the appropriate Model Output Conversion Factor (MOCF) to obtain the 2026 AADT volumes. The MOCF's that were used for this study were obtained from the FDOT's 2016 Peak Season Factor Category Report and are as follows:

- 0.92 for Alico Road, Ben Hill Griffin Parkway, Corkscrew Road and Estero Parkway
- 0.91 for I-75
- 0.95 for SR 82

The 2016 Peak Season Factor Category Report is also provided in **Appendix A.** The 2026 daily volumes obtained from the EEPCO model are provided in **Table 1**. **Table 1** also provides the existing AADT volumes, as well as the calculated growth in daily volumes (expressed both in terms of the AADT volume differences and the average yearly growth rates).

Table 1: Existing and Future Year (2026) AADT Volume Comparison

ROADWAY	FROM	TO	2026 MODEL PSWADT	2026 MODEL AADT[1]	2026 MODEL AADT[2]	EXISTING AADT	AADT DIFF	GROWTH RATE	AVG. GROWTH RATE	FINAL 2026 AADT	FINAL 2026 AADT[2]
Alico Rd	Three Oaks Pkwy	I-75	64,468	**59,311**	**59,300**	43,800	15,500	3.54%	3.80%	**59,311**	**59,300**
	I-75	Ben Hill Griffin Pkwy	35,391	**32,560**	**32,600**	24,300	8,300	3.42%		**32,560**	**32,600**
	Ben Hill Griffin Pkwy	Airport Haul Rd	5,614	5,165	5,200	5,400	-200			7,452	7,500
	Airport Haul Rd	WildBlue Entrance	5,614	5,165	5,200	5,400	-200			7,452	7,500
	WildBlue Entrance	Green Meadows Rd	5,614	5,165	5,200	5,400	-200			7,452	7,500
	Green Meadows Rd	Corkscrew Rd	4,234	**3,895**	**3,900**	2,700	1,200	4.44%		**3,895**	**3,900**
Ben Hill Griffin Pkwy	Corkscrew Rd	Estero Pkwy	24,550	22,586	22,600	19,700	2,900	1.47%	1.97%	**22,586**	**22,600**
	Estero Pkwy	FGCU Entrance	20,482	18,843	18,800	20,800	-2,000			24,960	25,000
	FGCU Entrance	College Club Dr	23,838	21,931	21,900	21,300	600			25,560	25,600
	College Club Dr	Alico Rd	43,420	**39,946**	**39,900**	32,000	7,900	2.47%		**39,946**	**39,900**
	Alico Rd	SWFIA Access Rd	32,223	**29,645**	**29,600**	19,800	9,800	4.95%	4.95%	**29,645**	**29,600**
Corkscrew Rd	Three Oaks Pkwy	I-75	51,861	**47,712**	**47,700**	36,000	11,700	3.25%	3.25%	**47,712**	**47,700**
	I-75	Ben Hill Griffin Pkwy (EB)	20,166	**18,553**	**18,550**	15,500	3,050	1.97%	1.97%	**18,553**	**18,550**
	Ben Hill Griffin Pkwy (WB)	I-75	20,166	**18,553**	**18,550**	15,500	3,050	1.97%	1.97%	**18,553**	**18,550**
	Ben Hill Griffin Pkwy	Grande Oak Wy	21,602	**19,874**	**19,900**	19,000	900	0.47%		20,900	20,900
	Grande Oak Wy	Wildcat Run Dr	18,189	**16,734**	**16,700**	15,100	1,600	1.06%		**16,734**	**16,700**
	Wildcat Run Dr	WildBlue West Entrance	14,136	13,005	13,000	13,600	-600			14,960	15,000
	WildBlue West Entrance	Cypress Shadows Blvd	14,136	13,005	13,000	13,600	-600			14,960	15,000
	Cypress Shadows Blvd	Bella Terra Blvd/WildBlue East Entranc	14,136	13,005	13,000	12,100	900	0.74%		13,310	13,300
	Bella Terra Blvd/WildBlue East Entranc	Alico Rd	5,110	4,701	4,700	4,600	100		0.76%	5,060	5,100
	Alico Rd	Corkscrew Farms Entrance	3,957	3,640	3,600	4,600	-1,000			5,060	5,100
	Corkscrew Farms Entrance	6 L's Farm Rd	3,957	3,640	3,600	4,600	-1,000			5,060	5,100
	6 L's Farm Rd	Pepperland Entrance	3,311	3,046	3,000	3,500	-500			3,850	3,900
	Pepperland Entrance	Verdana Entrance	3,311	3,046	3,000	3,500	-500			3,850	3,900
	Verdana Entrance	TPI Rd	3,311	3,046	3,000	3,500	-500			3,850	3,900
	TPI Rd	SR 82	2,876	2,646	2,600	3,500	-900			3,850	3,900
Estero Pkwy	Three Oaks Pkwy	Ben Hill Griffin Pkwy	19,689	**18,114**	**18,100**	16,500	1,600	0.97%	0.97%	**18,114**	**18,100**
I-75	Bonita Beach Road	Corkscrew Road	101,170	92,065	92,100	100,500	-8400		2.72%[3]	127,836	127,800
	Corkscrew Rd	Alico Rd	101,565	92,424	92,400	100,500	-8100		2.92%[3]	129,846	129,800
SR 82	Daniels Pkwy	40th St SW	64,746	**61,509**	**61,500**	28,100	33,400	11.89%	11.89%	**61,509**	**61,500**
	40th St SW	Alabama Rd	50,041	**47,539**	**47,500**					**47,539**	**47,500**
	Alabama Rd	Parkdale Blvd	48,453	**46,030**	**46,000**					**46,030**	**46,000**
	Parkdale Blvd	Jaguar Blvd	35,731	**33,944**	**33,900**					**33,944**	**33,900**
	Jaguar Blvd	Homestead Rd	12,651	**12,018**	**12,000**					**12,018**	**12,000**
	Homestead Rd	Bell Blvd	18,578	**17,649**	**17,600**	10,200	7,400	7.25%	7.25%	**17,649**	**17,600**
	Bell Blvd	Columbus Blvd	22,230	**21,119**	**21,100**	11,400	9,700	8.51%	8.51%	**21,119**	**21,100**
	Columbus Blvd	Corkscrew Road	24,410	**23,190**	**23,200**	12,300	10,900	8.86%	8.86%	**23,190**	**23,200**

[1] 2026 Model AADT = 2026 Model PSWADT x MOCF (MOCF = 0.91 for I-75, 0.95 for SR 82 and 0.92 for Alico Road, Ben Hill Griffin Parkway, Corkscrew Road and Estero Parkway)

[2] Rounded to nearest 100 vehicles.

[3] These growth rates were calculated based on growth trend analyses conducted using historic AADT volumes for the period 2002-2016.

Step 2: A majority of the 2026 AADT volumes obtained from the EEPCO model showed reasonable growth when compared to the existing AADT volumes; however, there were some 2026 model volumes that were less than or only slightly greater than the existing AADT volumes. The locations where this occurred were the following:

- Alico Road from Ben Hill Griffin Parkway to Green Meadows Road
- Ben Hill Griffin Parkway from Estero Parkway to College Club Drive
- Corkscrew Road from Wildcat Run Drive to SR 82
- I-75 from Bonita Beach Road to Alico Road

The 2026 AADT volumes for these locations were derived by applying growth rates to the existing AADT volumes. The following growth rates were used:

- 3.80% per year - Alico Road from Ben Hill Griffin Parkway to Green Meadows Road
- 2.00% per year - Ben Hill Griffin Parkway from Estero Parkway to College Club Drive
- 1.00% per year - Corkscrew Road from Ben Hill Griffin Parkway to SR 82

- 2.72% per year - I-75 from Bonita Beach Road to Corkscrew Road
- 2.92% per year - I-75 from Corkscrew Road to Alico Road

The growth rates used for the portions of Alico Road, Ben Hill Griffin Parkway and Corkscrew Road were based on the average growth rates calculated using the growth rates where future growth in AADT volumes was projected to occur. The 3.8% per year growth rate for the portion of Alico Road from Ben Hill Griffin Parkway to Green Meadows Road is comparable to the 4% per year growth rate used previously for Alico Road from Ben Hill Griffin Parkway to Airport Haul Road in both the WildBlue and Corkscrew Farms Traffic Impact Studies. The 2% per year growth rate for the portion of Ben Hill Griffin Parkway from Estero Parkway to College Club Drive matches the growth rate used for Ben Hill Griffin Parkway in the Verdana Traffic Impact Study. The 1% per year growth rate used for Corkscrew Road from Ben Hill Griffin Parkway to SR 82 matches the growth rate used for this portion of Corkscrew Road in the WildBlue Traffic Impact Study, as well as the portion of Corkscrew Road from Alico Road to SR 82 in both the Corkscrew Farms and Verdana Traffic Impact Studies.

Step 3: The growth rates used to obtain the 2026 AADT volumes for the two I-75 segments were based on the results of growth trend analyses conducted using the FDOT's Traffic Trends software and historic AADT volumes for the years 2002 to 2016. This method is consistent with FDOT future traffic forecasting procedures and is often used when travel demand model projections are less than existing volumes. The historic growth trend analyses are provided in **Appendix B**. A review of the project traffic growth rate information documented in the January 2017 I-75/Corkscrew Road Design Traffic Technical Memorandum indicates that historic traffic growth rates of 2.93% per year and 2.50% per year were calculated for I-75 south of Corkscrew Road and north of Corkscrew Road, respectively. However, it should be noted that the growth trend analyses conducted for the I-75/Corkscrew Road interchange study did not include 2016 AADT volumes because these volumes were not available at the time of the I-75/Corkscrew Road interchange study.

Step 4: The 2026 roadway segment level of service analysis conducted for the background traffic scenario was very similar to the existing conditions roadway segment analysis conducted previously and documented in the *EEPCO Existing Conditions Level of Service Analysis Memorandum* (dated February 12, 2018). The 2026 peak season peak hour two-way volumes were derived by multiplying the 2026 AADT volumes by a K-factor. The 2026 peak season peak hour peak direction volumes were subsequently derived by multiplying the two-way peak hour volumes by a D-factor. The K_{100}- and D_{100}-factors that were used in the 2026 level of service analysis conducted for the Lee County roadways are the exact same factors that were used in the existing conditions level of service analysis and were obtained from the following Lee County Permanent Count Stations:

- PCS No. 10 – Alico Road West of I-75
- PCS No. 15 – Corkscrew Road West of I-75
- PCS No. 53 – Alico Road West of Ben Hill Griffin Parkway
- PCS No. 70 – Corkscrew Road West of Ben Hill Griffin Parkway

- PCS No. 71 – Ben Hill Griffin Parkway North of Estero Parkway

Similarly, the K- and D-factors that were used in the 2026 level of service analysis conducted for the FDOT roadways are the exact same factors that were used in the existing conditions level of service analysis and were obtained from the following FDOT Count Stations:

- Station No. 120054 – I-75 between Bonita Beach Road and Corkscrew Road
- Station No. 120055 – I-75 between Corkscrew Road and Alico Road
- Station No. 126021 – SR 82 east of Gunnery Road/Daniels Parkway
- Station No. 120068 – SR 82 west of Bell Boulevard
- Station No. 125074 – SR 82 east of Bell Boulevard
- Station No. 070040 – SR 82 east of the Lee County line

A K-factor of 9.0% and a D-factor of 56.1% was used to estimate the peak hour peak direction volumes for the two segments of Ben Hill Griffin Parkway between College Club Drive and the Southwest Florida International Airport (SWFIA) access road. These same K- and D-factors were used in the existing conditions level of service analysis.

The Level of Service (LOS) standard for the Lee County study area roadways is LOS E, while LOS D is the standard for I-75 and SR 82. The maximum peak hour peak direction LOS E service volumes for the Lee County roadways were based on the April 2016 Generalized Peak Hour Peak Directional Service Volumes obtained from the Lee County website (www.leegov.com/dcd/infraplanning/traffic). A copy of the Lee County generalized level of service volumes is provided in **Appendix C**. The maximum peak hour peak direction LOS D service volumes were obtained from the FDOT's *2012 Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas* that are documented in the FDOT Quality/Level of Service Handbook. A copy of the FDOT's generalized level of service volumes is also provided in **Appendix C**.

The ratio of the peak hour peak direction volume to the maximum peak hour peak direction level of service volume was calculated for each of the study area roadway segments and these ratios are summarized in **Table 2**. A ratio greater than 1.00 indicates the roadway segment is not operating at an acceptable level of service. **Table 2** indicates that the following roadway segments are projected to have ratios greater than 1.00:

- Alico Road from Three Oaks Parkway to I-75
- Corkscrew Road from Three Oaks Parkway to I-75
- Corkscrew Road from Ben Hill Griffin Parkway to Grande Oak Way
- I-75 from Bonita Beach Road to Corkscrew Road
- I-75 from Corkscrew Road to Alico Road
- SR 82 from Daniels Parkway to 40th Street SW
- SR 82 from the Hendry/Collier County line to Corkscrew Road

Table 2: 2026 PM Peak Hour Level of Service Summary – Background Conditions (without WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana)

Roadway	From	To	No. of Lanes	Roadway Type	LOS Standard	Directional Service Volume	PCS No.	AADT	K(100)-Factor	Two-Way Peak Hour Volume	D(100)-Factor	Peak Direction Hourly Volume	Off-Peak Direction Hourly Volume	Peak Direction V/C Ratio	LOS Standard Met?	No. of Lanes Needed	Directional Service Volume	Peak Direction V/C Ratio
Alico Rd	Three Oaks Pkwy	I-75	6D	Class I Sig Arterial	E	2,940	10	59,300	0.099	5,871	0.520	3,053	2,818	**1.04**	**No**	8D	3,940	0.77
	I-75	Ben Hill Griffin Pkwy	6D	Class I Sig Arterial	E	2,940	53	32,600	0.093	3,032	0.520	1,577	1,455	0.54	Yes			
	Ben Hill Griffin Pkwy	Airport Haul Rd	4D	Class I Sig Arterial	E	1,960	53	7,500	0.093	698	0.520	363	335	0.19	Yes			
	Airport Haul Rd	WildBlue Entrance	2U	Class I Sig Arterial	E	860	53	7,500	0.093	698	0.520	363	335	0.42	Yes			
	WildBlue Entrance	Green Meadows Rd	2U	Class I Sig Arterial	E	860	53	7,500	0.093	698	0.520	363	335	0.42	Yes			
	Green Meadows Rd	Corkscrew Rd	2U	Class I Sig Arterial	E	860	53	3,900	0.093	363	0.520	189	174	0.22	Yes			
Ben Hill Griffin Pkwy	Corkscrew Rd	Estero Pkwy	4D	Class I Sig Arterial	E	1,960	71	22,600	0.105	2,373	0.530	1,258	1,115	0.64	Yes			
	Estero Pkwy	FGCU Entrance	4D	Class I Sig Arterial	E	1,960	71	25,000	0.105	2,625	0.530	1,391	1,234	0.71	Yes			
	FGCU Entrance	College Club Dr	4D	Class I Sig Arterial	E	1,960	71	25,600	0.105	2,688	0.530	1,425	1,263	0.73	Yes			
	College Club Dr	Alico Rd	6D	Class I Sig Arterial	E	2,940	71	39,900	0.090	3,591	0.561	2,015	1,576	0.69	Yes			
	Alico Rd	SWFIA Access Rd	4D	Class I Sig Arterial	E	1,960	71	29,600	0.090	2,664	0.561	1,495	1,169	0.76	Yes			
Corkscrew Rd	Three Oaks Pkwy	I-75	4D	Class I Sig Arterial	E	1,960	15	47,700	0.098	4,675	0.540	2,524	2,151	**1.29**	**No**	6D	2,940	0.86
	I-75	Ben Hill Griffin Pkwy (EB)	4D	Class I Sig Arterial	E	1,960	70	*18,550*	0.093	3,450	0.550	1,898	1,552	0.97	Yes			
	Ben Hill Griffin Pkwy (WB)*	I-75*	4D	Class I Sig Arterial	E	1,960	70	*18,550*	0.093	3,450	0.550	1,518	1,242	0.77	Yes			
	Ben Hill Griffin Pkwy	Grande Oak Wy	2D	Class I Sig Arterial	E	900	70	20,900	0.093	1,944	0.550	1,069	875	**1.19**	**No**	4D	1,960	0.55
	Grande Oak Wy	Wildcat Run Dr	2D	Class I Sig Arterial	E	900	70	16,700	0.093	1,553	0.550	854	699	0.95	Yes			
	Wildcat Run Dr	WildBlue West Entrance	2U	Class I Sig Arterial	E	860	70	15,000	0.093	1,395	0.550	767	628	0.89	Yes			
	WildBlue West Entrance	Cypress Shadows Blvd	2U	Class I Sig Arterial	E	860	70	15,000	0.093	1,395	0.550	767	628	0.89	Yes			
	Cypress Shadows Blvd	Bella Terra Blvd/WildBlue East Entr	2U	Class I Sig Arterial	E	860	70	13,300	0.093	1,237	0.550	680	557	0.79	Yes			
	Bella Terra Blvd/WildBlue East Entr	Alico Rd	2U	Class I Sig Arterial	E	860	70	5,100	0.093	474	0.550	261	213	0.30	Yes			
	Alico Rd	Corkscrew Farms Entrance	2U	Uninterrupted Flow	E	1,640	70	5,100	0.093	474	0.550	261	213	0.16	Yes			
	Corkscrew Farms Entrance	6 L's Farm Rd	2U	Uninterrupted Flow	E	1,640	70	5,100	0.093	474	0.550	261	213	0.16	Yes			
	6 L's Farm Rd	Pepperland Entrance	2U	Uninterrupted Flow	E	1,640	70	3,900	0.093	363	0.550	200	163	0.12	Yes			
	Pepperland Entrance	Verdana Entrance	2U	Uninterrupted Flow	E	1,640	70	3,900	0.093	363	0.550	200	163	0.12	Yes			
	Verdana Entrance	TPI Rd	2U	Uninterrupted Flow	E	1,640	70	3,900	0.093	363	0.550	200	163	0.12	Yes			
	TPI Rd	SR 82	2U	Uninterrupted Flow	E	1,640	70	3,900	0.093	363	0.550	200	163	0.12	Yes			
Estero Pkwy	Three Oaks Pkwy	Ben Hill Griffin Pkwy	4D	Class I Sig Arterial	E	1,960	15	18,100	0.098	1,774	0.540	958	816	0.49	Yes			
I-75	Bonita Beach Rd	Corkscrew Rd	6D	Freeway	D	5,500	120054	127,800	0.090	11,502	0.581	6,683	4,819	**1.22**	**No**	8D	7,320	0.91
	Corkscrew Rd	Alico Rd	6D	Freeway	D	5,500	120055	129,800	0.090	11,682	0.581	6,787	4,895	**1.23**	**No**	8D	7,320	0.93
SR 82	Daniels Pkwy	40th St SW	6D	Class I Sig Arterial	D	3,020	126021	61,500	0.090	5,535	0.582	3,221	2,314	**1.07**	**No**	8D	4,040	0.80
	40th St SW	Alabama Rd	6D	Class I Sig Arterial	D	3,020	N/A	47,500	0.090	4,275	0.582	2,488	1,787	0.82	Yes			
	Alabama Rd	Parkdale Blvd	6D	Class I Sig Arterial	D	3,020	N/A	46,000	0.090	4,140	0.582	2,409	1,731	0.80	Yes			
	Parkdale Blvd	Jaguar Blvd	6D	Class I Sig Arterial	D	3,020	N/A	33,900	0.090	3,051	0.582	1,776	1,275	0.59	Yes			
	Jaguar Blvd	Homestead Rd	6D	Class I Sig Arterial	D	3,020	N/A	12,000	0.090	1,080	0.582	629	451	0.21	Yes			
	Homestead Rd	Bell Blvd	4D	Uninterrupted Flow	D	3,240	120068	17,600	0.090	1,584	0.582	922	662	0.28	Yes			
	Bell Blvd	Columbus Blvd	4D	Uninterrupted Flow	D	3,240	125074	21,100	0.090	1,899	0.582	1,105	794	0.34	Yes			
	Columbus Blvd	Collier Co. Line	4D	Uninterrupted Flow	D	3,240	070040	23,200	0.095	2,204	0.582	1,283	921	0.40	Yes			
	Collier Co. Line	Corkscrew Rd	2U	Uninterrupted Flow	D	1,190	030183	23,200	0.095	2,204	0.582	1,283	921	**1.08**	**No**	4D	3,240	0.40

AADT volumes derived from the 2026 District One Districtwide travel demand model.
LOS standard for I-75 and SR 82 is based on FDOT's SIS LOS standard.
Maximum directional service volumes for Lee County roadways are based on the April 2016 Generalized Peak Hour Peak Directional Service Volumes obtained from the Lee County website (www.leegov.com/dcd/infraplanning/traffic).
Maximum directional service volumes for I-75 and SR 82 are based on the FDOT's 2012 Quality/Level of Service Handbook.
PCS No. = Lee County Permanent Count Station ID number for Lee County Roadways and FDOT Count Station ID number for I-75 and SR 82.
K(100)-Factor and D(100)-Factor for Lee County roadways were obtained from the 2016 Lee County Permanent Count Station data.
The K-Factors for I-75 and SR 82 are FDOT's Standard K-Factors and were obtained from FDOT's Florida Traffic Online website. The D-factors for I-75 and SR 82 were also obtained from the FDOT's Florida Traffic Online website.
Peak Direction V/C Ratio = (Peak Direction Hourly Volume)/(Peak Direction Maximum Service Volume)
The AADT volumes denoted by italics represent one-way AADT volumes. The two-way AADT volume at this location is 37,100 veh/day.
*Westbound peak hour volumes were reduced by 20% due to the presence of an additional lane in this direction (i.e., a westbound-to-northbound right-turn lane) that extends from Ben Hill Griffin Parkway to the I-75 interchange

Based strictly on the results of the specific roadway segment level of service analysis conducted for this project, the following roadway improvements would be required to alleviate the projected level of service deficiencies:

- Eight lanes on Alico Road from Three Oaks Parkway to I-75;
- Six lanes on Corkscrew Road from Three Oaks Parkway to I-75;
- Four lanes on Corkscrew Road from Ben Hill Griffin Parkway to Grande Oak Way;
- Eight lanes on I-75 from Bonita Beach Road to Corkscrew Road;
- Eight lanes on I-75 from Corkscrew Road to Alico Road;
- Eight lanes on SR 82 from Daniels Parkway to 40th Street SW; and
- Four lanes on SR 82 from the Hendry/Collier County line to Corkscrew Road

The improvements that would be required to alleviate the projected level of service deficiencies are graphically illustrated in **Appendix D**. It should be noted that the following improvements are included in the Lee County MPO's 2040 LRTP Needs Plan:

- Six-laning of Corkscrew Road from US 41 to Ben Hill Griffin Parkway
- Four-laning of Corkscrew Road from Ben Hill Griffin Parkway to Alico Road
- Eight-laning of I-75 from the Collier/Lee County line to Luckett Road

In contrast, the eight-laning of Alico Road from Three Oaks Parkway to I-75 is not included in the Lee County MPO's 2040 LRTP. Although the portion of Alico Road between Three Oaks Parkway and I-75 is projected to operate at Level of Service F in 2026, it is important to note that the estimated peak hour peak direction volume on this roadway segment is only 113 vehicles higher (approximately 4.0%) than the maximum Level of Service E service volume. The peak hour peak direction volume for this segment was estimated using a K_{100}-factor equal to 0.099 based on the data associated with PCS No. 10. This yielded a two-way peak hour volume equal to 5,871, which is 788 vehicles higher than the highest hourly volume recorded at this permanent count station in 2016. This K-factor is approximately 6.5% higher than the K-factor used for the portion of Alico Road to the east of I-75 (i.e., 0.093). Consequently, if a K-factor value of 0.093 was used to estimate the peak hour peak direction volume for the portion of Alico Road between Three Oaks Parkway and I-75, the resulting volume would be equal to 2,868 vehicles which is 72 vehicles less than the maximum Level of Service E service volume. K-factors usually decrease over time as AADT volumes increase and six-lane signalized arterials with existing AADT volumes approaching 60,000 vpd usually have K_{100}-factors that are much lower than 0.10. Taking into consideration the sensitivity of the analysis results with respect to the K_{100}-factor value used to derive the peak hour volume, as well as the margin of error associated with future year travel demand model projections, the strength of the need for eight lanes on this segment of Alico Road in the year 2026 appears marginal.

Construction funding for the widening (six-laning) of SR 82 from Colonial Boulevard to Homestead Road is included in the FDOT's work program and is programmed to be completed by 2026. Therefore, this roadway improvement was included in the 2026 EEPCO model roadway network and was taken into account during the level of service analysis.

The 2026 AADT volume on SR 82 between Daniels Parkway/Gunnery Road and 40th Street SW is projected to be approximately 61,500 vehicles per day (vpd). This 2026 AADT volume is significantly higher than the existing AADT volume (28,100 vpd) and is the result of not including the Alico Road Connector in the 2026 roadway network. This cost feasible improvement is included in the Lee County MPO's 2040 LRTP; however, it is included in the 2031-2040 timeframe. The implementation of the Alico Road Connector is expected to reduce the future AADT volumes on the portion of SR 82 between Daniels Parkway/Gunnery Road and the northern terminus of the Connector and allow the future six-lane SR 82 to operate at an acceptable level of service; therefore, eliminating the need for eight lanes on this portion of SR 82.

Although the widening (i.e., four-laning) of SR 82 from the Hendry/Collier County line to SR 29 is currently under design, construction funding is not included in the FDOT District One Five-Year Transportation Improvement Program (TIP). Consequently, this roadway improvement was not included in either the 2026 EEPCO model or the 2026 level of service analysis. Similar to the portion of SR 82 from Daniels Parkway/Gunnery Road to SW 40th Street, the level of service deficiency projected to occur in 2026 for SR 82 from the Hendry/Collier County line to Corkscrew Road will be alleviated once the planned roadway improvement is constructed.

It should also be noted that FDOT District One conducted a study to evaluate potential geometric improvements for the I-75/Corkscrew Road interchange. The recommended improvements for this interchange include adding a second eastbound and westbound left-turn lane on Corkscrew Road for vehicles turning onto the northbound and southbound i-75 ramps. The addition of a second eastbound and westbound left-turn lane on Corkscrew Road at the I-75 interchange is programmed for construction in the District One Five-Year Transportation Improvement Program (TIP) in FY 2019.

2026 Traffic Volumes and Levels of Service - With WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana

The following methodology was utilized to estimate the 2026 peak hour traffic volumes on the study area roadway network after the four future developments (WIldBlue, Corkscrew Farms, Pepperland Ranch and Verdana) are constructed:

Step 1: Additional TAZ's were included in the 2026 EEPCO model to represent the four additional future developments. The future land use associated with each of these four developments was obtained from the corresponding Traffic Impact Studies and included in the model. The land use data included the following:

- WildBlue – 1,000 single family dwelling units and 40,000 square feet of commercial retail (i.e., 100 commercial employees)
- Corkscrew Farms – 1,325 single family dwelling units
- Pepperland Ranch – 700 single family dwelling units
- Verdana – 1,460 single family dwelling units and 60,000 square feet of commercial

retail (i.e., 150 commercial employees)

Three of the four future developments will only have access via Corkscrew Road; however, the WildBlue development will have access via both Alico Road and Corkscrew Road. The primary portion of the WildBlue development located between Corkscrew Road and Alico Road will include 618 single family dwelling units; however, there is also a separate parcel on the north side of Corkscrew Road that will contain 382 single family units and will only have access to Corkscrew Road. A separate TAZ was used to represent this parcel.

Step 2: The 2026 EEPCO model was run and select zone trace assignments were conducted for each of the four future developments. These select zone trace assignments illustrate the travel demand model's estimated distribution of each of the future development's total daily traffic volumes throughout the model roadway network. The select zone trace assignment percentages are provided in **Appendix E**.

Step 3: The external inbound and outbound peak hour traffic volumes that were previously estimated for each of the four future developments through the use of the Institute of Transportation Engineers (ITE) Trip Generation Handbook were obtained from the following Traffic Impact Study documents:

- WildBlue Rezoning Traffic Study – Case # DCI2014-00009 (March 11, 2014)
- Corkscrew Farms Rezoning Traffic Study – Case # DCI2015-0004 (May 20, 2015)
- Pepperland Ranch Comprehensive Plan Amendment/Rezoning Traffic Study – Case # DCI2016-00003 (March 2, 2016)
- Verdana Rezoning Traffic Study – CASE # DCI2016-00018 (September 20, 2016)

These peak hour traffic volumes were assigned to each roadway segment in the study area based on the percentage of the total daily traffic volume that was assigned to each roadway segment by the travel demand model. The peak hour traffic volumes for each of the four future developments were individually distributed throughout the roadway network and then the peak hour volumes on each roadway segment were summed to obtain the combined total peak hour volume on each roadway segment for all four future developments. **Table E-1** and **Table E-2** in **Appendix E** summarize the study area roadway network peak hour volumes for the four future developments.

Step 4: The 2026 peak hour background traffic volumes estimated previously were added to the combined future development peak hour volumes to obtain the 2026 total peak hour volumes for each roadway segment.

Table 3 summarizes the 2026 total peak hour peak direction volumes and the ratios of the peak hour peak direction volume to the maximum peak hour peak direction level of service volume for each of the study area roadway segments. As stated previously, a ratio greater than 1.00 indicates that the roadway segment is not operating at an acceptable level of service. A review of **Table 3** indicates that the following roadways are projected to have ratios greater than 1.00:

- Alico Road from Three Oaks Parkway to I-75;
- Alico Road from Airport Haul Road to the WildBlue entrance;
- Corkscrew Road from Three Oaks Parkway to Alico Road;
- I-75 from Bonita Beach Road to Corkscrew Road;
- I-75 from Corkscrew Road to Alico Road;
- SR 82 from Daniels Parkway to 40th Street SW; and
- SR 82 from the Hendry/Collier County line to Corkscrew Road

Table 3: 2026 PM Peak Hour Level of Service Summary - With WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana

Table 3: 2026 PM Peak Hour Level of Service Summary - With WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana

			2026 Background Traffic				2026 Total Project Traffic (1)				2026 Total Traffic												
Roadway	From	To	Peak Dir. Hourly	Peak Dir.	Off-Peak Dir. Hourly	Off-Peak Dir.	Peak Dir. Hourly	Peak Dir.	Off-Peak Dir. Hourly	Off-Peak Dir.	Peak Dir. Hourly	Peak Dir.	Off-Peak Dir. Hourly	Off-Peak Dir.	No. of Lanes	LOS Standard	Dir. Service Volume	Peak Dir.	Peak Dir. V/C Ratio	LOS Standard Met?	No. of Lanes Needed	Dir. Service Volume	Peak Dir. V/C Ratio
Alico Rd	Three Oaks Pkwy	I-75	3,053	W	2,818	E	248	E	145	W	3,198	W	3,066	E	6D	E	2,940	W	**1.09**	**No**	8D	3,940	0.81
	I-75	Ben Hill Griffin Pkwy	1,577	W	1,455	E	295	E	174	W	1,751	W	1,750	E	6D	E	2,940	W	0.60	Yes			
	Ben Hill Griffin Pkwy	Airport Haul Rd	363	W	335	E	546	E	322	W	881	E	685	W	4D	E	1,960	E	0.45	Yes			
	Airport Haul Rd	WildBlue Entrance	363	E	335	W	546	E	322	W	909	E	657	W	2U	E	860	E	**1.06**	**No**	**4D***	1,960	0.46
	WildBlue Entrance	Green Meadows Rd	363	S	335	N	372	S	241	N	735	S	576	N	2U	E	860	S	0.85	Yes			
	Green Meadows Rd	Corkscrew Rd	189	S	174	N	475	S	286	N	664	S	460	N	2U	E	860	S	0.77	Yes			
Ben Hill Griffin Pkwy	Corkscrew Rd	Estero Pkwy	1,258	S	1,115	N	97	S	57	N	1,355	S	1,172	N	4D	E	1,960	S	0.69	Yes			
	Estero Pkwy	FGCU Entrance	1,391	S	1,234	N	26	S	15	N	1,417	S	1,249	N	4D	E	1,960	S	0.72	Yes			
	FGCU Entrance	College Club Dr	1,425	N	1,263	S	24	S	19	N	1,444	N	1,287	S	4D	E	1,960	N	0.74	Yes			
	College Club Dr	Alico Rd	2,015	N	1,576	S	100	N	59	S	2,115	N	1,635	S	6D	E	2,940	N	0.72	Yes			
	Alico Rd	SWFIA Access Rd	1,495	S	1,169	N	146	S	86	N	1,641	S	1,255	N	4D	E	1,960	S	0.84	Yes			
Corkscrew Rd	Three Oaks Pkwy	I-75	2,524	E	2,150	W	291	E	174	W	2,815	E	2,324	W	4D	E	1,960	E	**1.44**	**No**	6D	2,940	0.96
	I-75	Ben Hill Griffin Pkwy (EB)	1,898	E	0	W	703	E	0	W	2,601	E	0	W	4D	E	1,960	E	**1.33**	**No**	**6D***	2,940	0.88
	Ben Hill Griffin Pkwy (WB)	I-75	0	E	1,242	W	0	E	333	W	0	E	1,575	W	4D	E	1,960	E			**6D***	2,940	
	Ben Hill Griffin Pkwy	Grande Oak Wy	1,069	E	875	W	839	E	496	W	1,908	E	1,371	W	2D	E	900	E	**2.12**	**No**	4D	1,960	0.97
	Grande Oak Wy	Wildcat Run Dr	854	E	699	W	882	E	522	W	1,736	E	1,221	W	2D	E	900	E	**1.93**	**No**	**4D***	1,960	0.89
	Wildcat Run Dr	WildBlue West Entrance	767	E	628	W	906	E	536	W	1,673	E	1,164	W	2U	E	860	E	**1.95**	**No**	**4D***	1,960	0.85
	WildBlue West Entrance	Cypress Shadows Blvd	767	E	628	W	825	E	515	W	1,592	E	1,143	W	2U	E	860	E	**1.85**	**No**	**4D***	1,960	0.81
	Cypress Shadows Blvd	Bella Terra Blvd/WildBlue East Entrance	680	E	557	W	825	E	515	W	1,505	E	1,072	W	2U	E	860	E	**1.75**	**No**	**4D***	1,960	0.77
	Bella Terra Blvd/WildBlue East Entrance	Alico Rd	261	E	213	W	804	E	520	W	1,065	E	733	W	2U	E	860	E	**1.24**	**No**	**4D***	1,960	0.54
	Alico Rd	Corkscrew Farms Entrance	261	E	213	W	1,238	E	764	W	1,499	E	977	W	2U	E	1,640	E	0.91	Yes			
	Corkscrew Farms Entrance	6L's Farm Rd	261	E	213	W	900	E	652	W	1,161	E	865	W	2U	E	1,640	E	0.71	Yes			
	6L's Farm Rd	Pepperland Entrance	200	E	163	W	911	E	656	W	1,111	E	819	W	2U	E	1,640	E	0.68	Yes			
	Pepperland Entrance	Verdana Entrance	200	E	163	W	739	E	592	W	939	E	755	W	2U	E	1,640	E	0.57	Yes			
	Verdana Entrance	TPI Rd	200	E	163	W	217	W	129	E	380	W	329	E	2U	E	1,640	W	0.20	Yes			
	TPI Rd	SR 82	200	E	163	W	143	W	85	E	306	W	285	E	2U	E	1,640	W	0.17	Yes			
Estero Pkwy	Three Oaks Pkwy	Ben Hill Griffin Pkwy	958	E	816	W	57	E	33	W	1,015	E	849	W	4D	E	1,960	E	0.52	Yes			
I-75	Bonita Beach Road	Corkscrew Road	6,683	N	4,819	S	305	N	181	S	6,988	N	5,000	S	6D	D	5,500	N	**1.27**	**No**	8D	7,320	0.95
	Corkscrew Rd	Alico Rd	6,787	S	4,895	N	52	S	29	N	6,839	S	4,924	N	6D	D	5,500	S	**1.24**	**No**	8D	7,320	0.93
SR 82	Daniels Pkwy	40th St SW	3,221	E	2,314	W	1	E	1	W	3,222	E	2,315	W	6D	D	3,020	E	**1.07**	**No**	8D	4,040	0.80
	40th St SW	Alabama Rd	2,488	E	1,787	W	3	E	3	W	2,491	E	1,790	W	6D	D	3,020	E	0.82	Yes			
	Alabama Rd	Parkdale Blvd	2,409	E	1,731	W	5	E	4	W	2,414	E	1,735	W	6D	D	3,020	E	0.80	Yes			
	Parkdale Blvd	Jaguar Blvd	1,776	E	1,275	W	6	E	4	W	1,782	E	1,279	W	6D	D	3,020	E	0.59	Yes			
	Jaguar Blvd	Homestead Rd	629	E	451	W	8	E	5	W	637	E	456	W	6D	D	3,020	E	0.21	Yes			
	Homestead Rd	Bell Blvd	922	E	662	W	15	E	9	W	937	E	671	W	4D	D	3,240	E	0.29	Yes			
	Bell Blvd	Columbus Blvd	1,105	E	794	W	32	E	19	W	1,137	E	813	W	4D	D	3,240	E	0.35	Yes			
	Columbus Blvd	Collier Co. Line	1,283	E	921	W	52	E	30	W	1,335	E	951	W	4D	D	3,240	E	0.41	Yes			
	Collier Co. Line	Corkscrew Road	1,283	E	921	W	52	E	30	W	1,335	E	951	W	2U	D	1,190	E	**1.12**	**No**	4D	3,240	0.41

(1) The 2026 Total Project Traffic includes WildBlue, Corkscrew Farms (aka The Place), Pepperland Ranch and Verdana.
*** Denotes that the additional laneage is not needed without the four future developments.**
LOS standard for I-75 and SR 82 is based on FDOT's SIS LOS standard.
Maximum directional service volumes for Lee County roadways are based on the April 2016 Generalized Peak Hour Peak Directional Service Volumes obtained from the Lee County website (www.leegov.com/dcd/infraplanning/traffic).
Maximum directional service volumes for I-75 and SR 82 are based on the FDOT's 2012 Quality/Level of Service Handbook.
Peak Direction V/C Ratio = (Peak Direction Hourly Volume)/(Peak Direction Maximum Service Volume)

A comparison of **Table 2** and **Table 3** indicates that the following roadway improvements are projected to be needed in the year 2026 both with and without the four future developments:

- Eight lanes on Alico Road from Three Oaks Parkway to I-75;
- Six lanes on Corkscrew Road from Three Oaks Parkway to I-75;
- Four lanes on Corkscrew Road from Ben Hill Griffin Parkway to Grande Oak Way;
- Eight lanes on I-75 from Bonita Beach Road to Corkscrew Road;
- Eight lanes on I-75 from Corkscrew Road to Alico Road;
- Eight lanes on SR 82 from Daniels Parkway to 40th Street SW; and
- Four lanes on SR 82 from the Hendry/Collier County line to Corkscrew Road

The need for each of these improvements was discussed in the previous section of this memorandum. The following additional roadway improvements are projected to be needed in the year 2026 as a result of the additional traffic that is generated from the WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana developments:

- Four lanes on Alico Road from Airport Haul Road to the WildBlue entrance;
- Six lanes on Corkscrew Road from I-75 to Ben Hill Griffin Parkway; and
- Four lanes on Corkscrew Road from Grande Oak Way to Alico Road

The additional roadway improvements that would be required to alleviate the projected level of service deficiencies resulting from the additional traffic that is generated by the WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana developments are graphically illustrated in in **Appendix F**.

As stated previously, the six-laning of Corkscrew Road from I-75 to Ben Hill Griffin Parkway and the four-laning of Corkscrew Road from Ben Hill Griffin Parkway to Alico Road (as well as the eight-laning of I-75 from Bonita Beach Road to Alico Road) are included in the Lee County MPO's 2040 LRTP Needs Plan.

It should be noted that since the time the future year traffic projections were developed and the future year level of service analysis was conducted, Lee County is in the process of issuing a zoning administrative amendment for WildBlue. This zoning amendment will increase the number of residential dwelling units from 1,000 to 1,096. This increase in single family dwelling units is estimated to increase the total p.m. peak hour trip generation for this development by 62 vehicles (39 inbound vehicles and 23 outbound vehicles). Based on the results of the previous roadway segment level of service analysis, this small increase in p.m. peak hour volume is not expected to result in any additional level of service deficiencies.

Summary

Future year (2026) roadway segment level of service analysis was conducted in support of Lee County's EEPCO Study. This analysis was conducted using 2026 traffic volumes that were derived through the use of a modified version of the District One Regional Planning Model. The peak hour peak direction volumes for two scenarios (i.e., with and without the WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana developments) were compared to the maximum peak hour peak direction level of service volumes associated with each specific roadway segment and the roadway segments that are projected to

operate at unacceptable levels of service both with and without the four additional future developments were identified. The maximum level of service volumes reflected LOS E conditions for the Lee County roadways and LOS D conditions for the FDOT roadways.

The following roadway segments are projected to operate at unacceptable levels of service in the year 2026 without the WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana developments:

- Alico Road from Three Oaks Parkway to I-75;
- Corkscrew Road from Three Oaks Parkway to I-75;
- Corkscrew Road from Ben Hill Griffin Parkway to Grande Oak Way;
- I-75 from Bonita Beach Road to Corkscrew Road;
- I-75 from Corkscrew Road to Alico Road;
- SR 82 from Daniels Parkway to 40th Street SW; and
- SR 82 from the Hendry/Collier County line to Corkscrew Road

Based strictly on the results of the specific roadway segment level of service analysis conducted for this project, the following roadway improvements would be required to alleviate the projected level of service deficiencies:

- Eight lanes on Alico Road from Three Oaks Parkway to I-75;
- Six lanes on Corkscrew Road from Three Oaks Parkway to I-75;
- Four lanes on Corkscrew Road from Ben Hill Griffin Parkway to Grande Oak Way;
- Eight lanes on I-75 from Bonita Beach Road to Corkscrew Road;
- Eight lanes on I-75 from Corkscrew Road to Alico Road;
- Eight lanes on SR 82 from Daniels Parkway to 40th Street SW; and
- Four lanes on SR 82 from the Hendry/Collier County line to Corkscrew Road

The following roadway segments are projected to operate at unacceptable levels of service in the year 2026 with the WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana developments:

- Alico Road from Three Oaks Parkway to I-75;
- Alico Road from Airport Haul Road to the WildBlue entrance;
- Corkscrew Road from Three Oaks Parkway to Alico Road;
- I-75 from Bonita Beach Road to Corkscrew Road;
- I-75 from Corkscrew Road to Alico Road;
- SR 82 from Daniels Parkway to 40th Street SW; and
- SR 82 from the Hendry/Collier County line to Corkscrew Road

Based strictly on the results of the specific roadway segment level of service analysis conducted for this project, the following roadway improvements would be required to alleviate the level of service deficiencies projected to occur with the WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana developments:

- Eight lanes on Alico Road from Three Oaks Parkway to I-75;
- Six lanes on Corkscrew Road from Three Oaks Parkway to I-75;
- Four lanes on Corkscrew Road from Ben Hill Griffin Parkway to Grande Oak Way;
- Eight lanes on I-75 from Bonita Beach Road to Corkscrew Road;
- Eight lanes on I-75 from Corkscrew Road to Alico Road;
- Eight lanes on SR 82 from Daniels Parkway to 40th Street SW; and
- Four lanes on SR 82 from the Hendry/Collier County line to Corkscrew Road
- Four lanes on Alico Road from Airport Haul Road to the WildBlue entrance;
- Six lanes on Corkscrew Road from I-75 to Ben Hill Griffin Parkway; and
- Four lanes on Corkscrew Road from Grande Oak Way to Alico Road

Appendix A

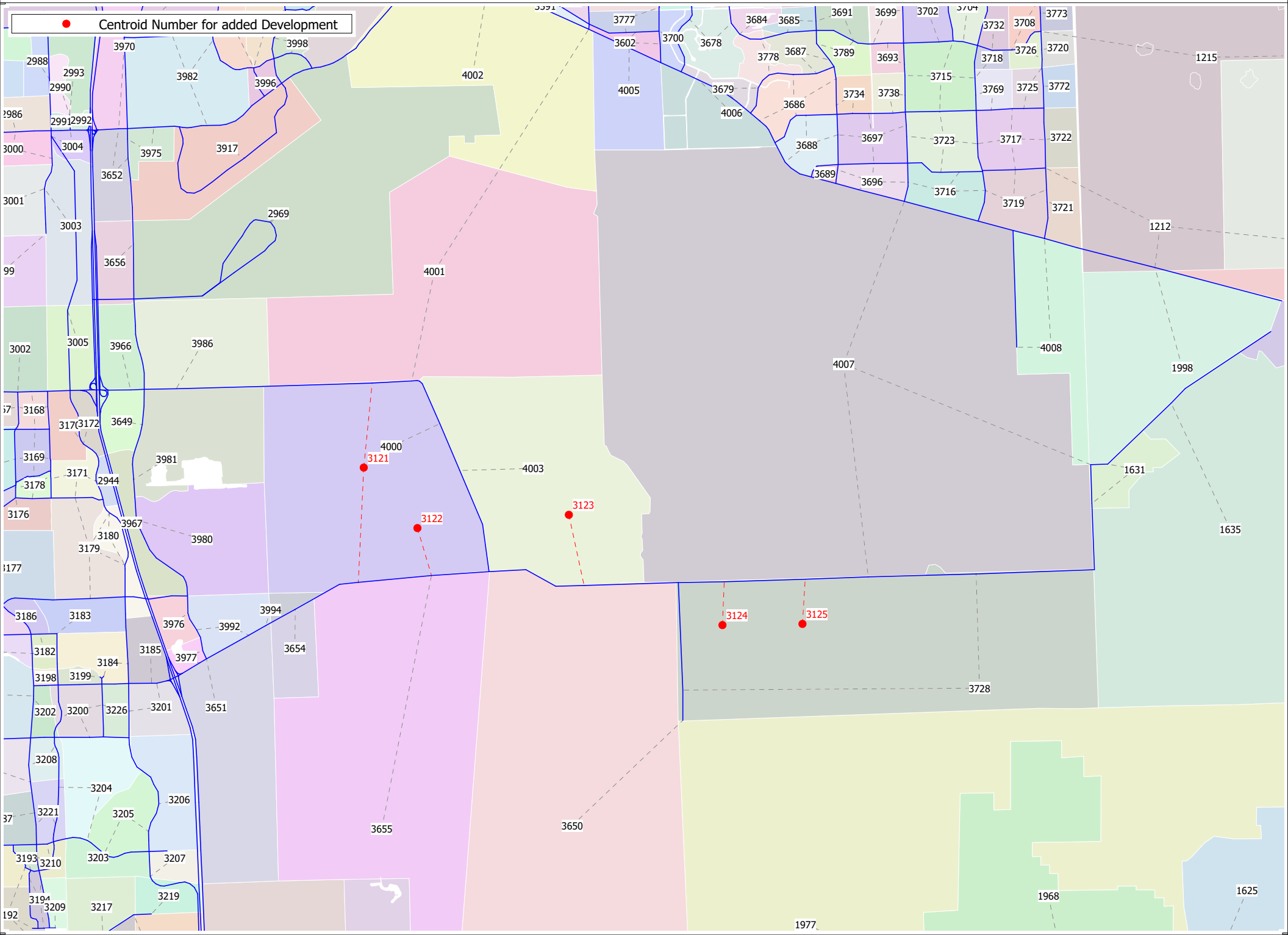
Year 2026 EEPCO Travel Demand Model Land Use Data,
PSWADT Volumes and Model Output Conversion Factors

TABLE A-1: 2026 EEPCO MODEL LAND USE DATA

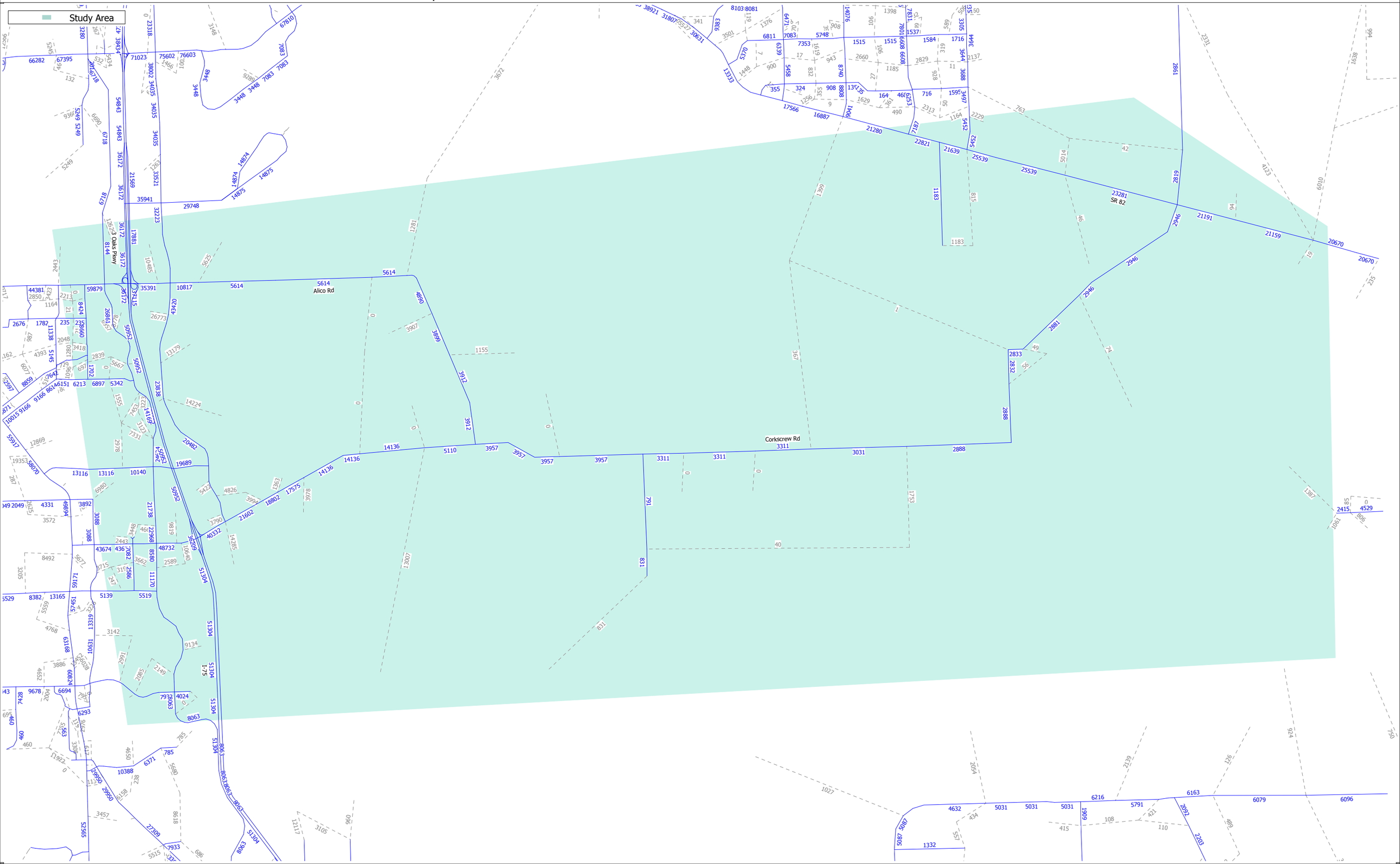
ZONE	SFDU	SFPOP	MFDU	MFPOP	IND_EMP	COMM_EMP	SERV_EMP	TOT_EMP	HMDU	HMPOP	SCHOOL	UNIVERSITY
2944	0	0	0	0	9	117	0	126	0	0	0	0
2969	0	0	0	0	0	233	2,185	2,418	0	0	0	0
3005	0	0	0	0	466	908	671	2,045	190	342	0	0
3170	420	1,190	186	512	0	0	0	0	0	0	0	0
3172	0	0	313	551	0	573	167	740	167	300	0	0
3185	212	424	694	1,075	4	137	415	556	150	270	500	0
3201	742	1,522	387	785	41	319	357	717	94	170	0	0
3649	0	0	394	632	3	2,457	203	2,663	250	450	0	0
3650	89	197	26	47	1	4	33	38	0	0	0	0
3651	737	1,474	382	705	0	400	0	400	120	216	1,084	0
3654	330	660	58	68	0	12	212	224	0	0	0	0
3655	2,088	4,176	1,140	1,937	16	230	107	353	0	0	0	0
3656	0	0	0	0	110	15	240	365	0	0	0	0
3728	88	254	19	44	274	6	91	371	0	0	0	0
3966	0	0	0	0	929	414	533	1,876	466	838	0	90
3967	301	602	76	121	41	42	121	204	0	0	0	0
3976	148	296	316	351	0	30	562	592	200	360	0	0
3977	0	0	0	0	0	1,469	100	1,569	0	0	0	0
3980	0	0	1,258	4,748	15	101	1,621	1,737	0	0	0	18,481
3981	310	620	658	1,056	71	556	289	916	104	187	0	0
3986	0	0	0	0	364	242	291	897	267	480	0	0
3992	325	650	519	576	0	322	66	388	0	0	0	0
3994	169	338	0	0	1	0	12	13	0	0	0	0
4000	111	266	18	32	22	259	193	474	0	0	0	0
4001	0	0	0	0	764	250	0	1,014	0	0	0	0
4003	53	158	0	0	154	1	16	171	0	0	0	0
4007	76	190	5	13	13	88	25	126	0	0	0	0
4008	179	438	10	18	18	8	0	26	0	0	0	0
TOTAL	6,378	13,455	6,459	13,271	3,316	9,193	8,510	21,019	2,008	3,613	1,584	18,571

SFDU = Single family dwelling units
SFPOP = Single family population
MFDU = Multi-family dwelling units
MFPOP = Multi-family population
IND_EMP = Industrial employees
COMM_EMP = Commercial employees
SER_EMP = Service employees
TOT_EMP = Total employees
HMDU = Hoel/Motel rooms
HMPOP = Hotel/Motel population
School = Number of students (K-12)
University = Number of students

D1RPM 2026 Network with TAZ



D1RPM 2026 Refined Model - PSWT Volumes Without Selected Developments



2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1200 LEE COUNTYWIDE

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	0.98	1.07
2	01/03/2016 - 01/09/2016	0.99	1.08
3	01/10/2016 - 01/16/2016	0.99	1.08
4	01/17/2016 - 01/23/2016	0.98	1.07
* 5	01/24/2016 - 01/30/2016	0.96	1.04
* 6	01/31/2016 - 02/06/2016	0.94	1.02
* 7	02/07/2016 - 02/13/2016	0.93	1.01
* 8	02/14/2016 - 02/20/2016	0.91	0.99
* 9	02/21/2016 - 02/27/2016	0.91	0.99
*10	02/28/2016 - 03/05/2016	0.90	0.98
*11	03/06/2016 - 03/12/2016	0.90	0.98
*12	03/13/2016 - 03/19/2016	0.89	0.97
*13	03/20/2016 - 03/26/2016	0.90	0.98
*14	03/27/2016 - 04/02/2016	0.92	1.00
*15	04/03/2016 - 04/09/2016	0.93	1.01
*16	04/10/2016 - 04/16/2016	0.94	1.02
*17	04/17/2016 - 04/23/2016	0.96	1.04
18	04/24/2016 - 04/30/2016	0.97	1.05
19	05/01/2016 - 05/07/2016	0.98	1.07
20	05/08/2016 - 05/14/2016	0.99	1.08
21	05/15/2016 - 05/21/2016	1.00	1.09
22	05/22/2016 - 05/28/2016	1.02	1.11
23	05/29/2016 - 06/04/2016	1.04	1.13
24	06/05/2016 - 06/11/2016	1.06	1.15
25	06/12/2016 - 06/18/2016	1.08	1.17
26	06/19/2016 - 06/25/2016	1.08	1.17
27	06/26/2016 - 07/02/2016	1.08	1.17
28	07/03/2016 - 07/09/2016	1.08	1.17
29	07/10/2016 - 07/16/2016	1.08	1.17
30	07/17/2016 - 07/23/2016	1.08	1.17
31	07/24/2016 - 07/30/2016	1.08	1.17
32	07/31/2016 - 08/06/2016	1.08	1.17
33	08/07/2016 - 08/13/2016	1.08	1.17
34	08/14/2016 - 08/20/2016	1.08	1.17
35	08/21/2016 - 08/27/2016	1.09	1.18
36	08/28/2016 - 09/03/2016	1.09	1.18
37	09/04/2016 - 09/10/2016	1.09	1.18
38	09/11/2016 - 09/17/2016	1.10	1.20
39	09/18/2016 - 09/24/2016	1.08	1.17
40	09/25/2016 - 10/01/2016	1.07	1.16
41	10/02/2016 - 10/08/2016	1.05	1.14
42	10/09/2016 - 10/15/2016	1.04	1.13
43	10/16/2016 - 10/22/2016	1.03	1.12
44	10/23/2016 - 10/29/2016	1.02	1.11
45	10/30/2016 - 11/05/2016	1.01	1.10
46	11/06/2016 - 11/12/2016	1.00	1.09
47	11/13/2016 - 11/19/2016	1.00	1.09
48	11/20/2016 - 11/26/2016	0.99	1.08
49	11/27/2016 - 12/03/2016	0.99	1.08
50	12/04/2016 - 12/10/2016	0.99	1.08
51	12/11/2016 - 12/17/2016	0.98	1.07
52	12/18/2016 - 12/24/2016	0.99	1.08
53	12/25/2016 - 12/31/2016	0.99	1.08

* PEAK SEASON

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1275 LEE I75

MOCF: 0.91

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	0.97	1.07
2	01/03/2016 - 01/09/2016	0.97	1.07
3	01/10/2016 - 01/16/2016	0.96	1.05
* 4	01/17/2016 - 01/23/2016	0.95	1.04
* 5	01/24/2016 - 01/30/2016	0.93	1.02
* 6	01/31/2016 - 02/06/2016	0.92	1.01
* 7	02/07/2016 - 02/13/2016	0.91	1.00
* 8	02/14/2016 - 02/20/2016	0.90	0.99
* 9	02/21/2016 - 02/27/2016	0.89	0.98
*10	02/28/2016 - 03/05/2016	0.88	0.97
*11	03/06/2016 - 03/12/2016	0.88	0.97
*12	03/13/2016 - 03/19/2016	0.87	0.96
*13	03/20/2016 - 03/26/2016	0.89	0.98
*14	03/27/2016 - 04/02/2016	0.92	1.01
*15	04/03/2016 - 04/09/2016	0.94	1.03
*16	04/10/2016 - 04/16/2016	0.96	1.05
17	04/17/2016 - 04/23/2016	0.98	1.08
18	04/24/2016 - 04/30/2016	0.99	1.09
19	05/01/2016 - 05/07/2016	1.01	1.11
20	05/08/2016 - 05/14/2016	1.03	1.13
21	05/15/2016 - 05/21/2016	1.05	1.15
22	05/22/2016 - 05/28/2016	1.06	1.16
23	05/29/2016 - 06/04/2016	1.07	1.18
24	06/05/2016 - 06/11/2016	1.08	1.19
25	06/12/2016 - 06/18/2016	1.09	1.20
26	06/19/2016 - 06/25/2016	1.09	1.20
27	06/26/2016 - 07/02/2016	1.09	1.20
28	07/03/2016 - 07/09/2016	1.09	1.20
29	07/10/2016 - 07/16/2016	1.09	1.20
30	07/17/2016 - 07/23/2016	1.09	1.20
31	07/24/2016 - 07/30/2016	1.09	1.20
32	07/31/2016 - 08/06/2016	1.10	1.21
33	08/07/2016 - 08/13/2016	1.10	1.21
34	08/14/2016 - 08/20/2016	1.10	1.21
35	08/21/2016 - 08/27/2016	1.10	1.21
36	08/28/2016 - 09/03/2016	1.11	1.22
37	09/04/2016 - 09/10/2016	1.11	1.22
38	09/11/2016 - 09/17/2016	1.12	1.23
39	09/18/2016 - 09/24/2016	1.09	1.20
40	09/25/2016 - 10/01/2016	1.07	1.18
41	10/02/2016 - 10/08/2016	1.05	1.15
42	10/09/2016 - 10/15/2016	1.03	1.13
43	10/16/2016 - 10/22/2016	1.02	1.12
44	10/23/2016 - 10/29/2016	1.01	1.11
45	10/30/2016 - 11/05/2016	1.00	1.10
46	11/06/2016 - 11/12/2016	0.99	1.09
47	11/13/2016 - 11/19/2016	0.98	1.08
48	11/20/2016 - 11/26/2016	0.97	1.07
49	11/27/2016 - 12/03/2016	0.97	1.07
50	12/04/2016 - 12/10/2016	0.97	1.07
51	12/11/2016 - 12/17/2016	0.97	1.07
52	12/18/2016 - 12/24/2016	0.97	1.07
53	12/25/2016 - 12/31/2016	0.96	1.05

* PEAK SEASON

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1208 SR 82, E OF I-75 MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	0.97	1.02
2	01/03/2016 - 01/09/2016	0.99	1.04
3	01/10/2016 - 01/16/2016	1.01	1.06
4	01/17/2016 - 01/23/2016	1.00	1.05
5	01/24/2016 - 01/30/2016	0.98	1.03
* 6	01/31/2016 - 02/06/2016	0.97	1.02
* 7	02/07/2016 - 02/13/2016	0.96	1.01
* 8	02/14/2016 - 02/20/2016	0.95	1.00
* 9	02/21/2016 - 02/27/2016	0.94	0.99
*10	02/28/2016 - 03/05/2016	0.94	0.99
*11	03/06/2016 - 03/12/2016	0.94	0.99
*12	03/13/2016 - 03/19/2016	0.94	0.99
*13	03/20/2016 - 03/26/2016	0.94	0.99
*14	03/27/2016 - 04/02/2016	0.95	1.00
*15	04/03/2016 - 04/09/2016	0.95	1.00
*16	04/10/2016 - 04/16/2016	0.96	1.01
*17	04/17/2016 - 04/23/2016	0.96	1.01
*18	04/24/2016 - 04/30/2016	0.97	1.02
19	05/01/2016 - 05/07/2016	0.98	1.03
20	05/08/2016 - 05/14/2016	0.98	1.03
21	05/15/2016 - 05/21/2016	0.99	1.04
22	05/22/2016 - 05/28/2016	1.01	1.06
23	05/29/2016 - 06/04/2016	1.03	1.08
24	06/05/2016 - 06/11/2016	1.05	1.11
25	06/12/2016 - 06/18/2016	1.07	1.13
26	06/19/2016 - 06/25/2016	1.08	1.14
27	06/26/2016 - 07/02/2016	1.09	1.15
28	07/03/2016 - 07/09/2016	1.10	1.16
29	07/10/2016 - 07/16/2016	1.11	1.17
30	07/17/2016 - 07/23/2016	1.09	1.15
31	07/24/2016 - 07/30/2016	1.08	1.14
32	07/31/2016 - 08/06/2016	1.06	1.12
33	08/07/2016 - 08/13/2016	1.04	1.09
34	08/14/2016 - 08/20/2016	1.03	1.08
35	08/21/2016 - 08/27/2016	1.03	1.08
36	08/28/2016 - 09/03/2016	1.03	1.08
37	09/04/2016 - 09/10/2016	1.03	1.08
38	09/11/2016 - 09/17/2016	1.03	1.08
39	09/18/2016 - 09/24/2016	1.02	1.07
40	09/25/2016 - 10/01/2016	1.02	1.07
41	10/02/2016 - 10/08/2016	1.02	1.07
42	10/09/2016 - 10/15/2016	1.02	1.07
43	10/16/2016 - 10/22/2016	1.01	1.06
44	10/23/2016 - 10/29/2016	1.00	1.05
45	10/30/2016 - 11/05/2016	1.00	1.05
46	11/06/2016 - 11/12/2016	0.99	1.04
47	11/13/2016 - 11/19/2016	0.98	1.03
48	11/20/2016 - 11/26/2016	0.98	1.03
49	11/27/2016 - 12/03/2016	0.97	1.02
50	12/04/2016 - 12/10/2016	0.97	1.02
51	12/11/2016 - 12/17/2016	0.97	1.02
52	12/18/2016 - 12/24/2016	0.99	1.04
53	12/25/2016 - 12/31/2016	1.01	1.06

* PEAK SEASON

Appendix B

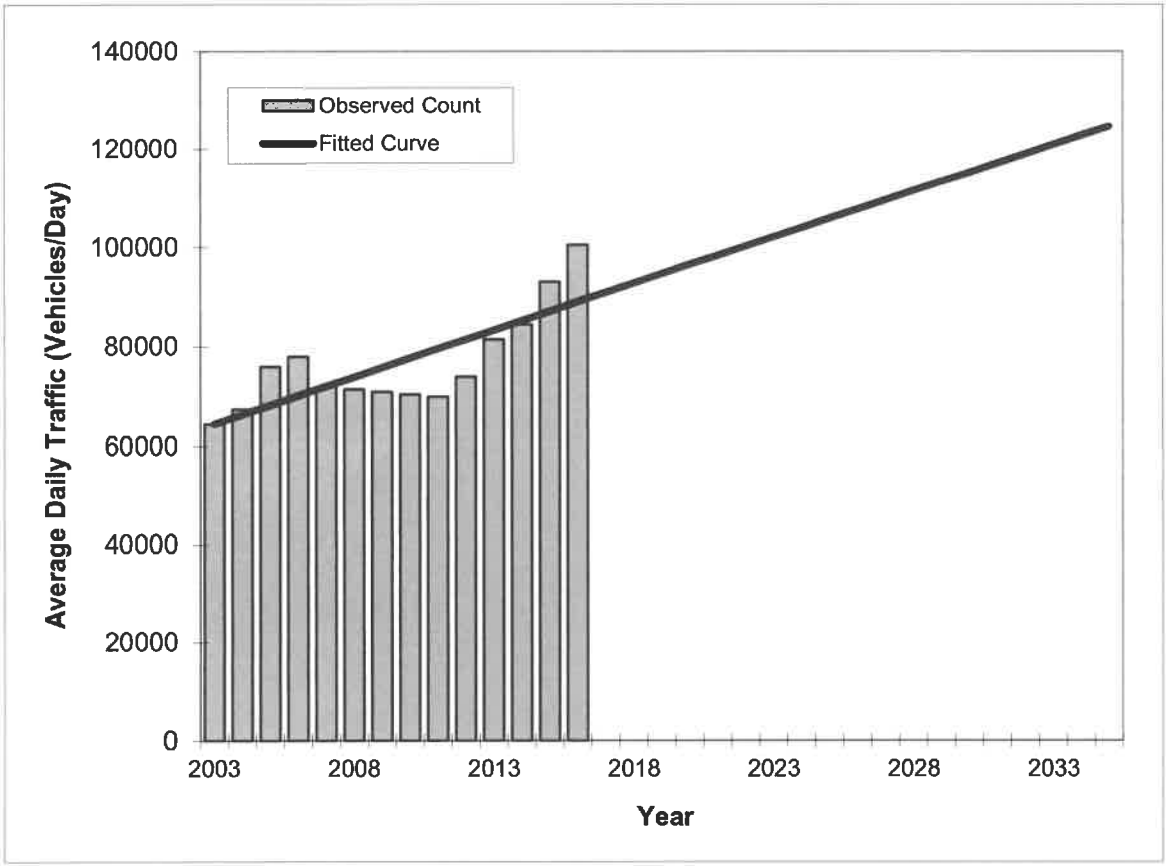
Growth Trend Analyses

Traffic Trends - V2.0

I-75 Btwn Corkscrew Rd & Alico Rd --

PIN#	973215-1
Location	1

County:	Lee (12)
Station #:	120055
Highway:	I-75 Btwn Corkscrew Rd & Alico Rd



Year	Traffic (ADT/AADT) Count*	Trend**
2003	64500	64500
2004	67500	66400
2005	76000	68300
2006	78000	70200
2007	72000	72100
2008	71500	73900
2009	71000	75800
2010	70500	77700
2011	70000	79600
2012	74000	81400
2013	81500	83300
2014	84500	85200
2015	93000	87100
2016	100500	89000
2021 Opening Year Trend		
2021	N/A	98300
2026 Mid-Year Trend		
2026	N/A	107700
2031 Design Year Trend		
2031	N/A	117100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

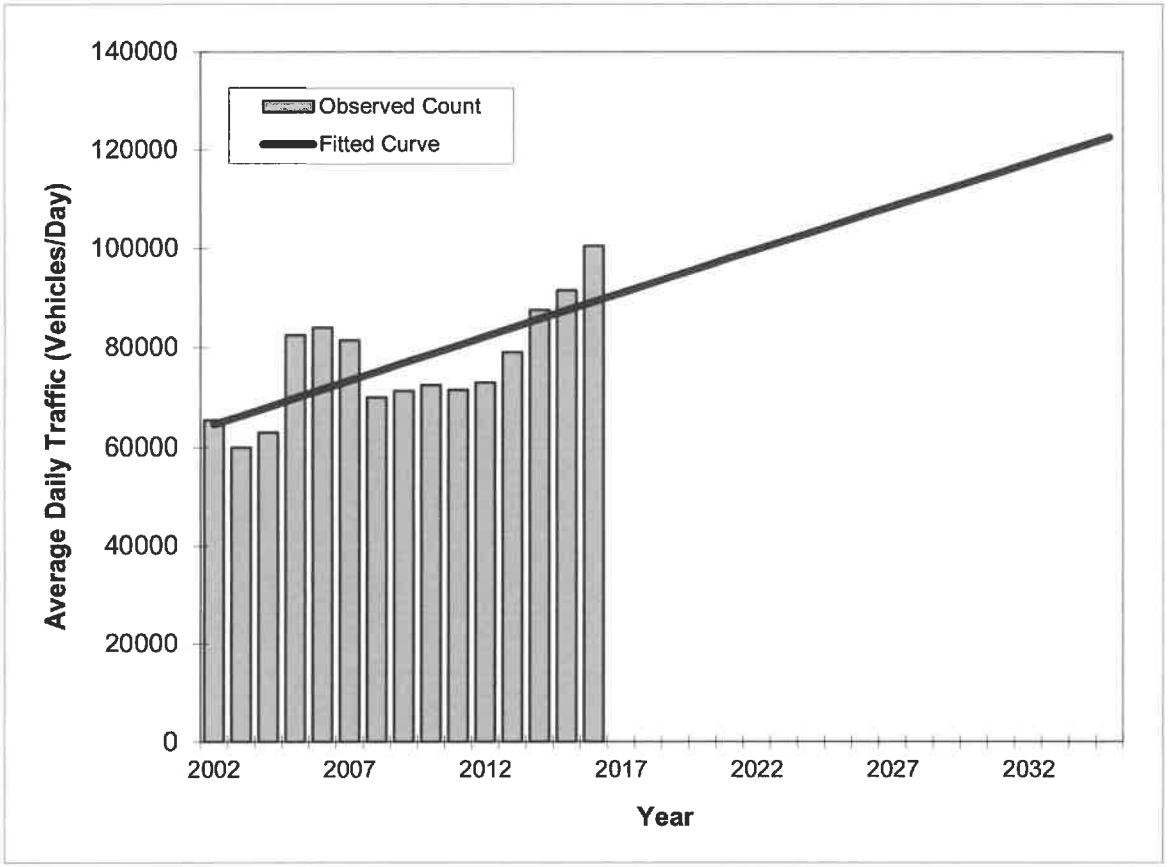
** Annual Trend Increase:	1,878
Trend R-squared:	60.61%
Trend Annual Historic Growth Rate:	2.92%
Trend Growth Rate (2016 to Design Year):	2.10%
Printed:	22-Aug-17
Straight Line Growth Option	

Traffic Trends - V2.0

I-75 Btwn Bonita Beach Rd & Corkscrew Rd --

PIN#	973215-1
Location	1

County:	Lee (12)
Station #:	120054
Highway:	I-75 Btwn Bonita Beach Rd & Corkscrew Rd



Year	Traffic (ADT/AADT) Count*	Trend**
2002	65500	64600
2003	60000	66300
2004	63000	68100
2005	82500	69900
2006	84000	71600
2007	81500	73400
2008	70000	75100
2009	71300	76900
2010	72500	78600
2011	71500	80400
2012	73000	82200
2013	79000	83900
2014	87500	85700
2015	91500	87400
2016	100500	89200
2021 Opening Year Trend		
2021	N/A	98000
2026 Mid-Year Trend		
2026	N/A	106800
2031 Design Year Trend		
2031	N/A	115500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	1,757
Trend R-squared:	49.65%
Trend Annual Historic Growth Rate:	2.72%
Trend Growth Rate (2016 to Design Year):	1.97%
Printed:	22-Aug-17
Straight Line Growth Option	

Appendix C

Lee County/FDOT Generalized Peak Hour Directional Service Volumes

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	130	420	850	1,210	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3,940

Class II (35 mph or slower posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340

Controlled Access Facilities

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180

Collectors

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	660	740
1	Divided	*	*	330	700	780
2	Undivided	*	*	730	1,440	1,520
2	Divided	*	*	770	1,510	1,600

Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.

Lee County
Generalized Peak Hour Two-Way Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway

Level of Service

Lane	Divided	A	B	C	D	E
2	Undivided	240	750	1,520	2,170	2,930
4	Divided	1,900	3,240	4,580	5,790	6,420
6	Divided	2,860	4,860	6,860	8,680	9,610

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
2	Undivided	*	250	1,430	1,530	1,530
4	Divided	*	450	3,290	3,500	3,500
6	Divided	*	720	5,080	5,270	5,270
8	Divided	*	970	6,840	7,040	7,040

Class II (35 mph or slower posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
2	Undivided	*	*	590	1,270	1,380
4	Divided	*	*	1,270	2,840	2,960
6	Divided	*	*	2,060	4,380	4,470
8	Divided	*	*	2,830	5,920	5,970

Controlled Access Facilities

Level of Service

Lane	Divided	A	B	C	D	E
2	Undivided	*	290	1,580	1,700	1,700
4	Divided	*	490	3,520	3,770	3,770
6	Divided	*	770	5,450	5,680	5,680

Collectors

Level of Service

Lane	Divided	A	B	C	D	E
2	Undivided	*	*	560	1,180	1,330
2	Divided	*	*	590	1,240	1,400
4	Undivided	*	*	1,310	2,580	2,720
4	Divided	*	*	1,380	2,710	2,860

Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

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

BICYCLE MODE[2]

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

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

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

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

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

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

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

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

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	1,680	2,500	3,040	3,500
3	2,500	3,720	4,560	5,400
4	3,360	4,980	6,080	7,200

Freeway Adjustments

Auxiliary Lanes Present in Both Directions

+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,490
2	Divided	1,340	2,100	2,660	3,020
3	Divided	2,020	3,150	4,000	4,530

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,350	2,120	2,730	3,110
3	Divided	2,020	3,180	4,090	4,670

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

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

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

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

* Cannot be achieved using table input value defaults.

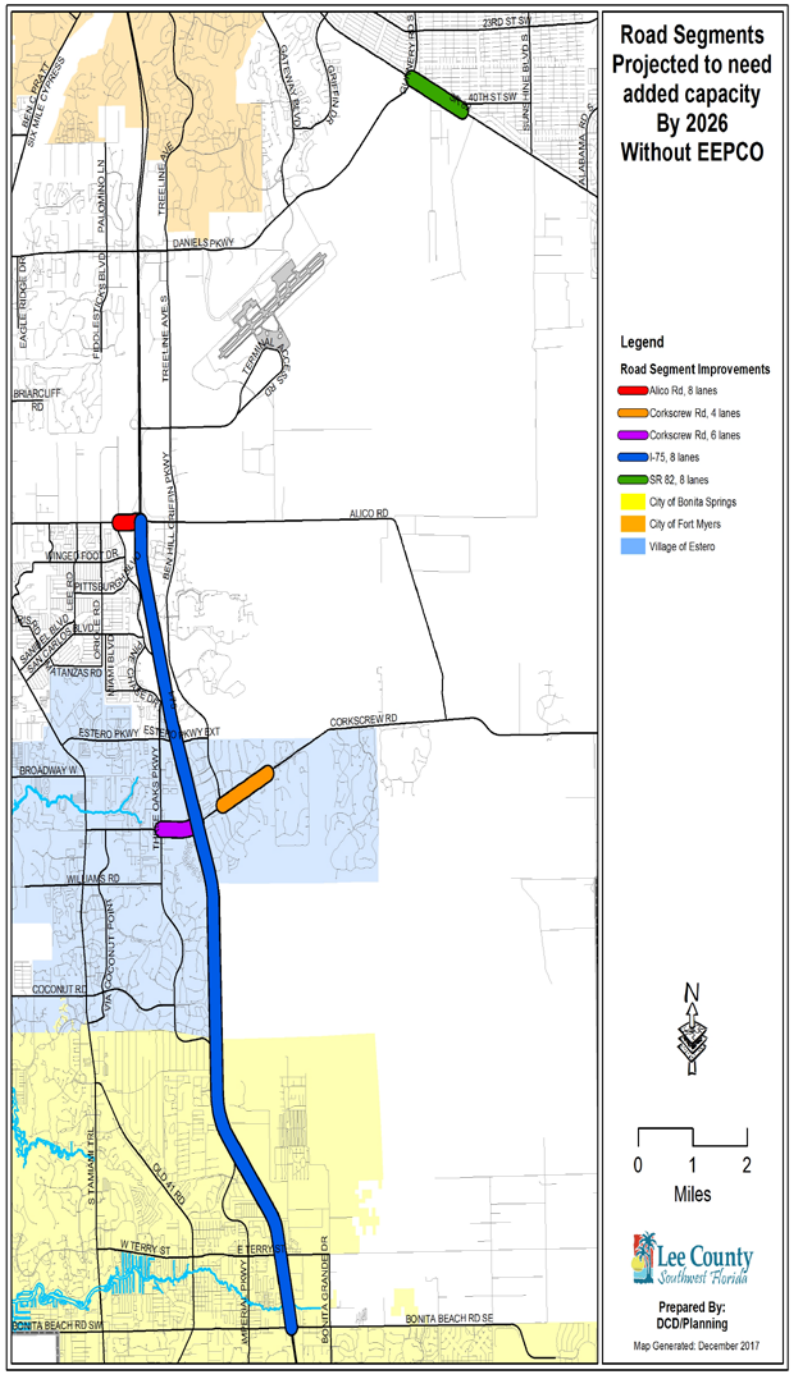
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle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

Source:

Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

Appendix D

Roadway Improvements Needed Without EEPCO Developments



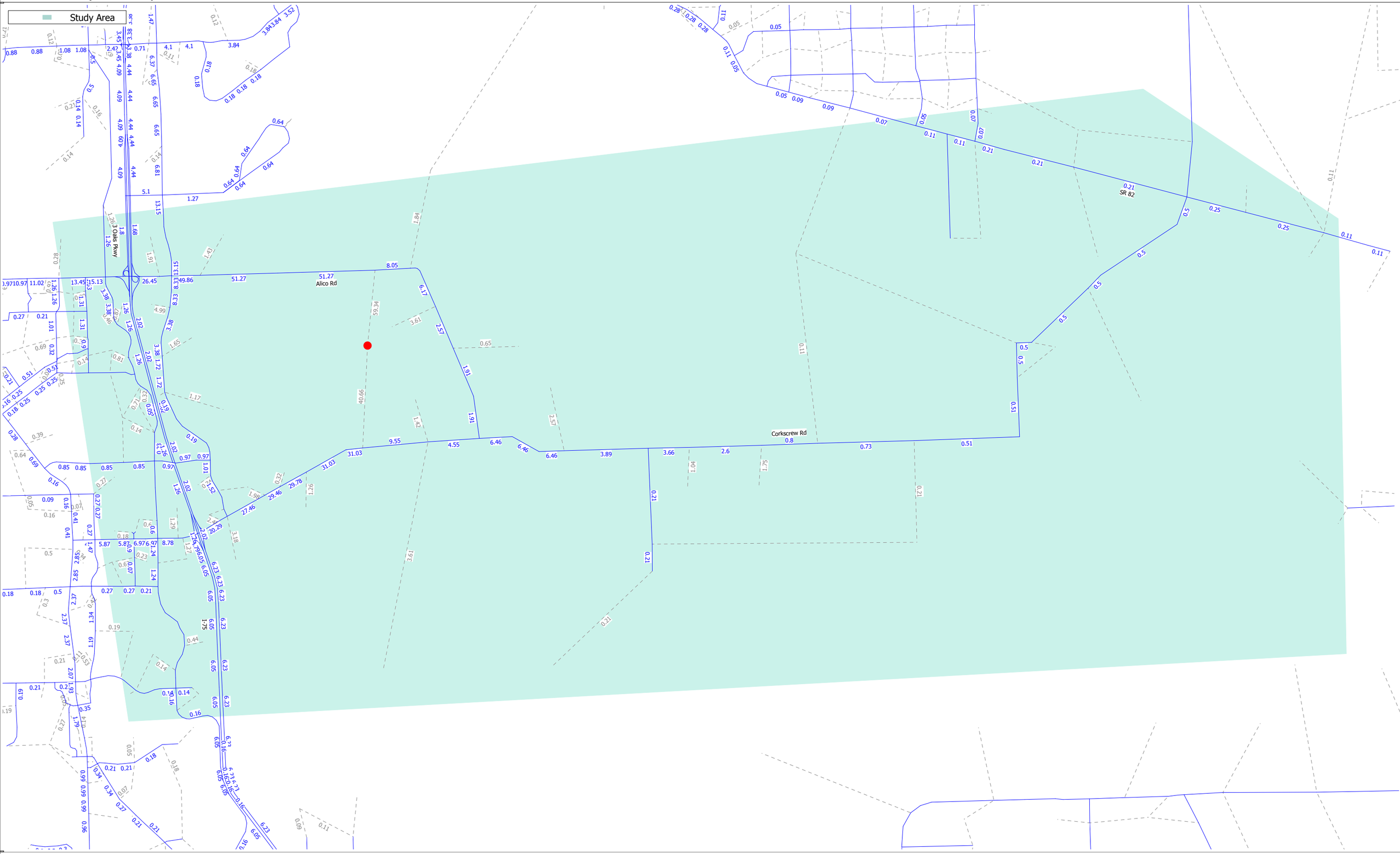
Roadway Improvements Needed Without EEPCO Developments

- I-75 8-laning from Bonita Beach Road to Alico Road (*FDOT has programmed a PD&E study for 2018*)
- Corkscrew Road 6-laning from Three Oaks Parkway to I-75
- Corkscrew Road 4-laning from Ben Hill Griffin Parkway to Grande Oak Way (Grandezza entrance)
- Alico Road 8-laning from Three Oaks Parkway to I-75
- SR 82 8-laning from Daniels Parkway to SW 40th Street

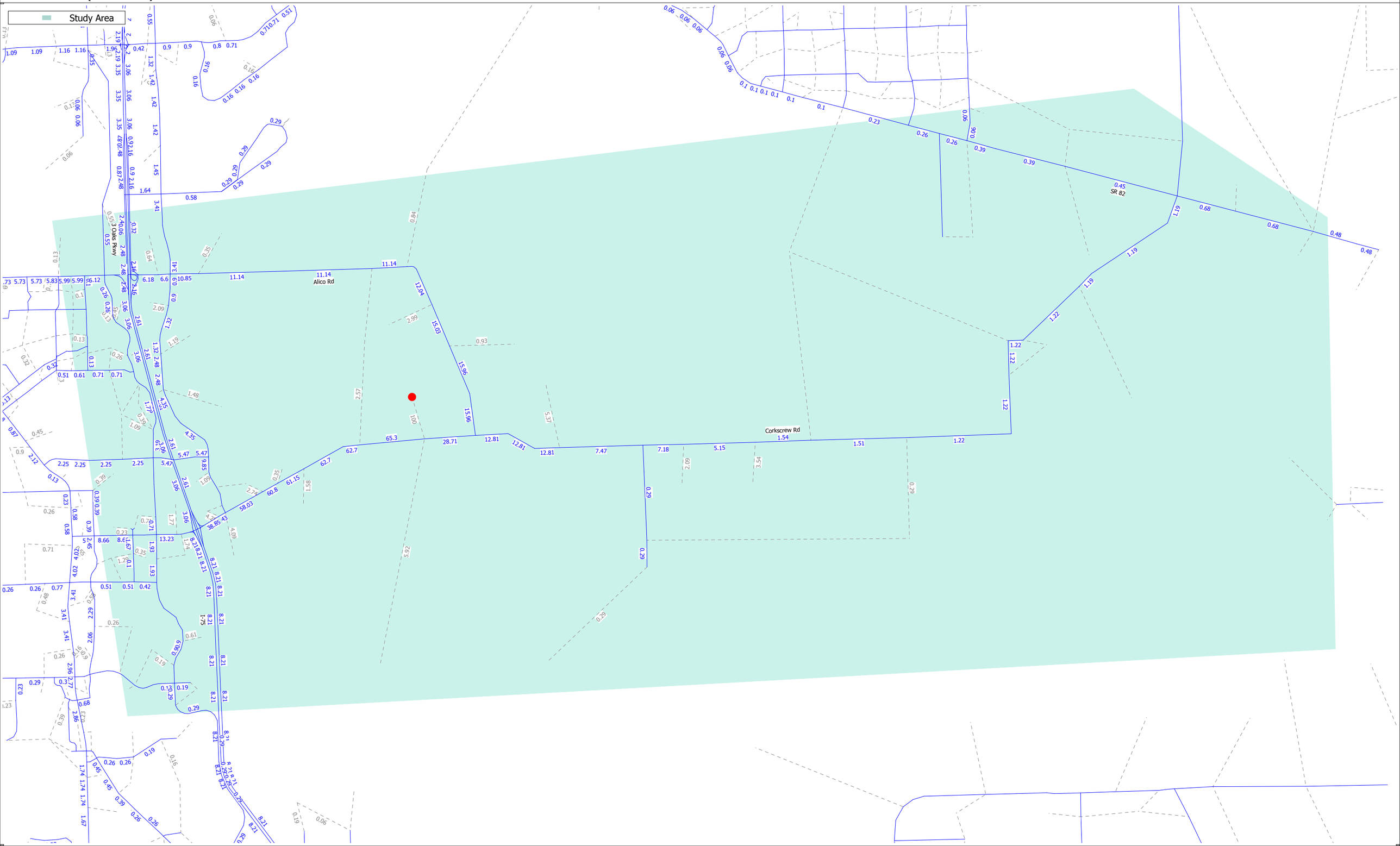
Appendix E

Study Area Roadway Network 2026 Peak Hour Volumes for WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana

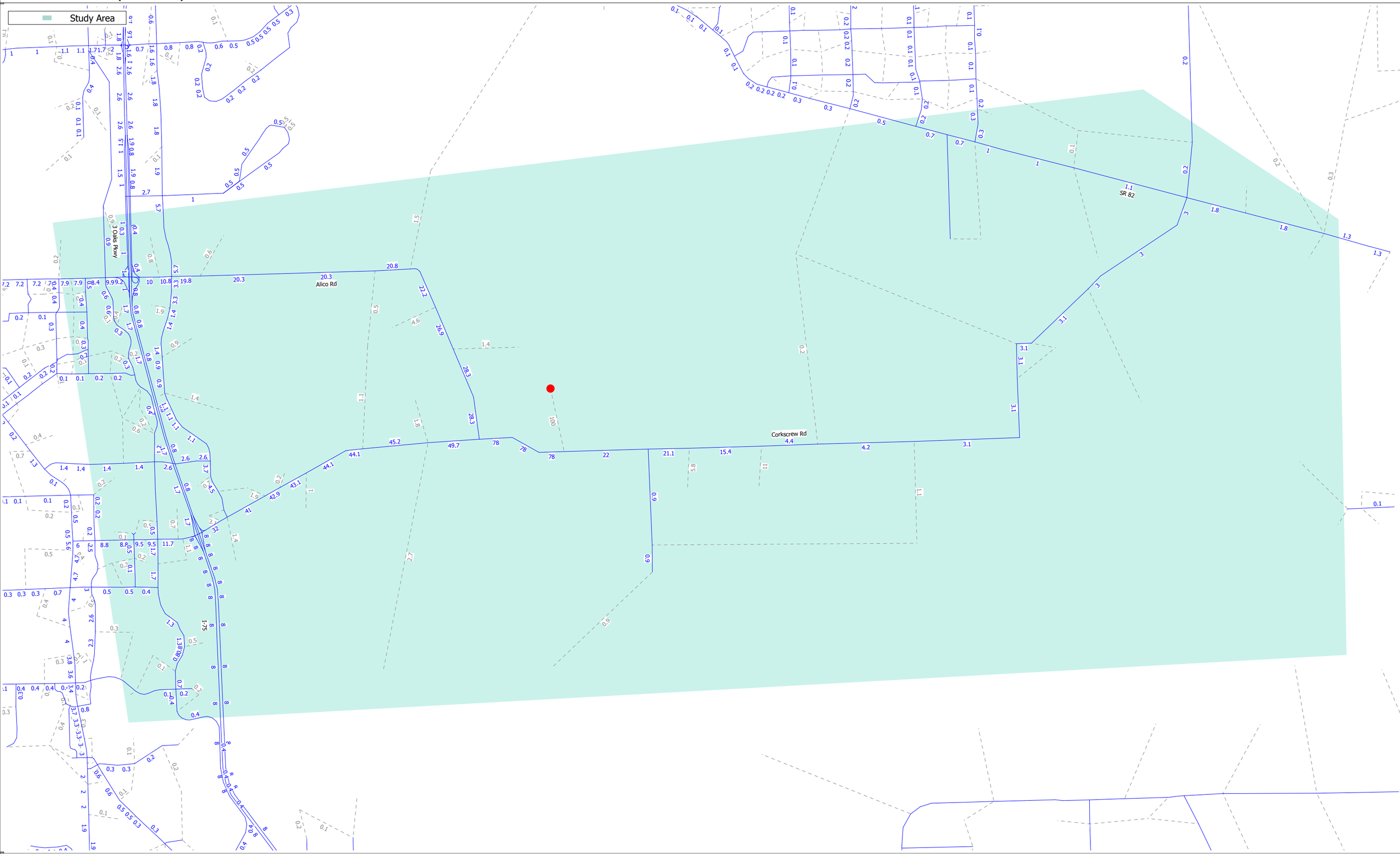
D1RPM 2026 Refined Model - Project Traffic Percent Distribution
WildBlue #1 (TAZ 3121)



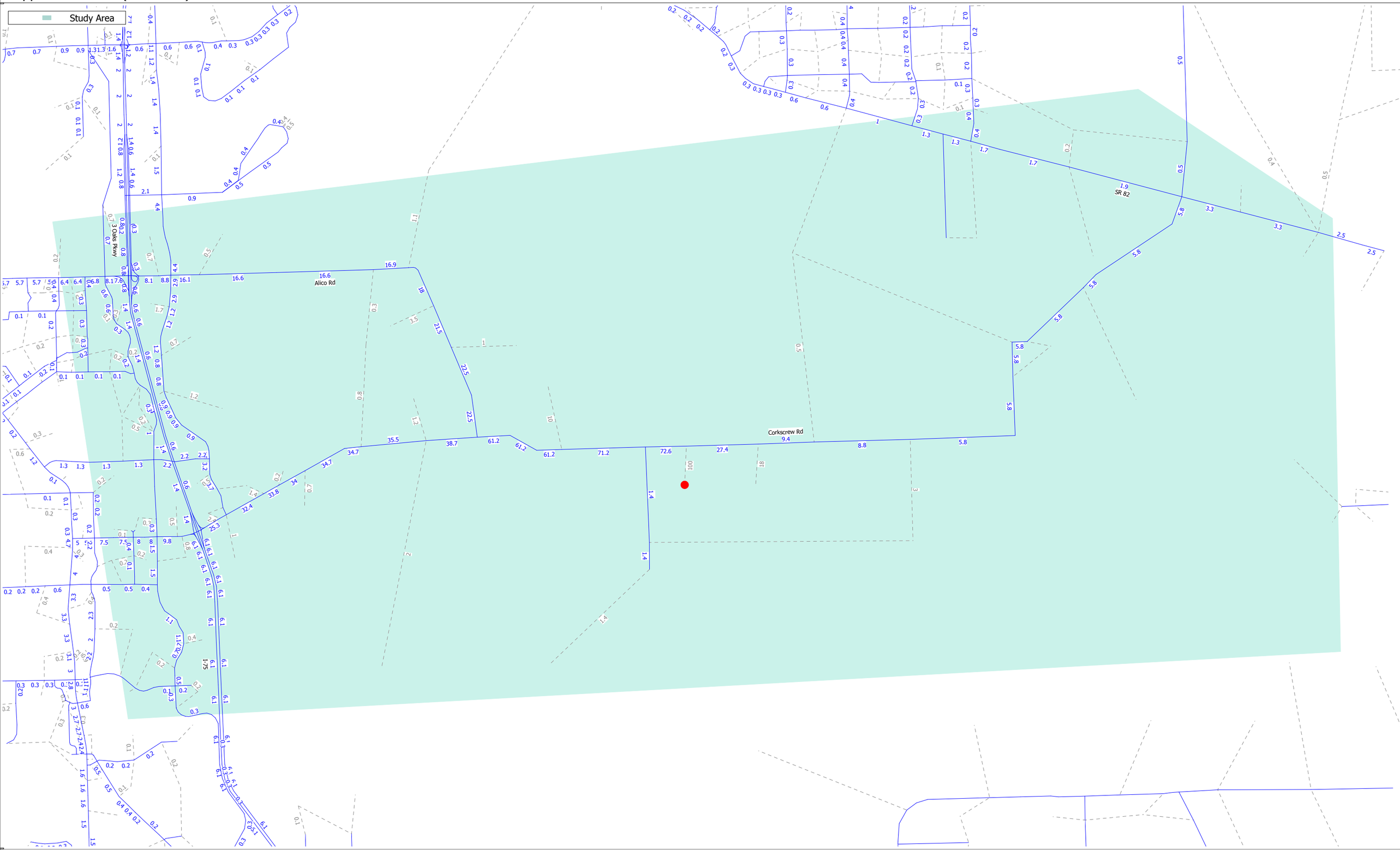
D1RPM 2026 Refined Model - Project Traffic Percent Distribution
WildBlue #2 (TAZ 3122)



D1RPM 2026 Refined Model - Project Traffic Percent Distribution
Corkscrew Farms (TAZ 3123)



D1RPM 2026 Refined Model - Project Traffic Percent Distribution
Pepperland Ranch (TAZ 3124)



D1RPM 2026 Refined Model - Project Traffic Percent Distribution
Verdana (TAZ 3125)

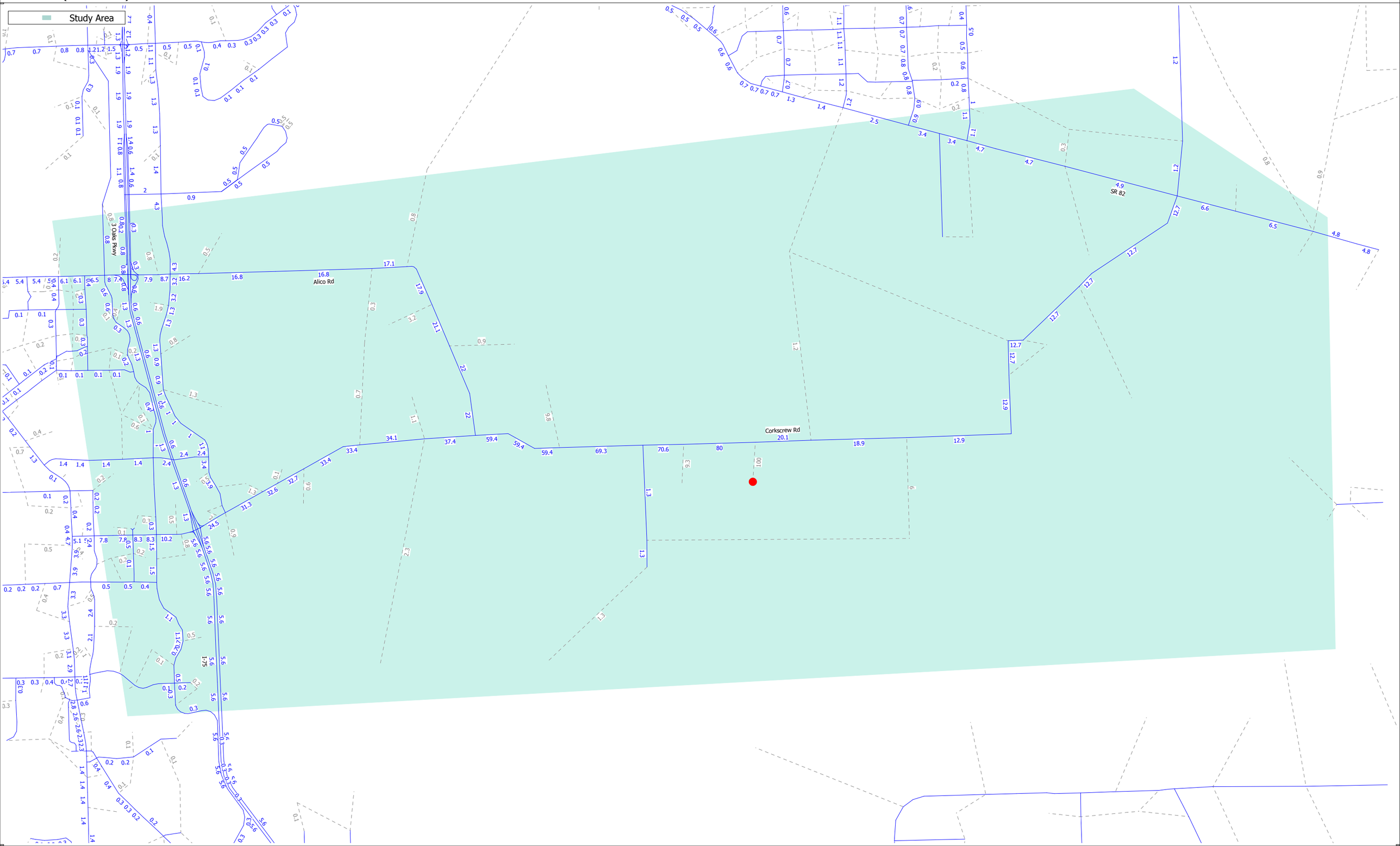


Table E-1: 2026 WildBlue Peak Hour Project Traffic Volumes

Roadway	From	To	WildBlue #1									WildBlue #2								WildBlue Total								
				AM Peak Hour				PM Peak Hour					AM Peak Hour				PM Peak Hour				AM Peak Hour					PM Peak Hour				
			% of AADT Volume	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	% of AADT Volume	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	% of AADT Volume	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	% of AADT Volume	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.
Alico Rd	Three Oaks Pkwy	I-75	19.8%	66	W	27	E	78	E	45	W	6.7%	13	W	4	E	11	E	6	W	15.2%	79	W	31	E	16.0%	89	E	51	W
	I-75	Ben Hill Griffin Pkwy	28.4%	94	W	39	E	111	E	65	W	6.6%	13	W	4	E	11	E	6	W	20.7%	107	W	43	E	22.1%	122	E	71	W
	Ben Hill Griffin Pkwy	Airport Haul Rd	51.3%	170	W	71	E	201	E	117	W	11.1%	22	W	7	E	18	E	10	W	37.3%	192	W	78	E	39.6%	219	E	127	W
	Airport Haul Rd	WildBlue Entrance	51.3%	170	W	71	E	201	E	117	W	11.1%	22	W	7	E	18	E	10	W	37.3%	192	W	78	E	39.6%	219	E	127	W
	WildBlue Entrance	Green Meadows Rd	8.1%	27	S	11	N	32	N	19	S	11.1%	22	N	7	S	18	S	10	N	9.3%	34	S	33	N	9.0%	42	N	37	S
	Green Meadows Rd	Corkscrew Rd	1.9%	6	S	3	N	7	N	4	S	16.0%	31	N	10	S	26	S	15	N	6.9%	34	N	16	S	5.9%	30	S	22	N
Ben Hill Griffin Pkwy	Corkscrew Rd	Estero Pkwy	1.5%	5	N	2	S	6	S	3	N	10.9%	21	N	7	S	17	S	10	N	4.8%	26	N	9	S	4.2%	23	S	13	N
	Estero Pkwy	FGCU Entrance	0.2%	1	N	0	S	1	S	0	N	4.4%	9	N	3	S	7	S	4	N	1.8%	10	N	3	S	1.4%	8	S	4	N
	FGCU Entrance	College Club Dr	1.7%	6	S	2	N	7	N	4	S	2.5%	5	N	2	S	4	S	2	N	2.1%	8	S	7	N	1.9%	9	N	8	S
	College Club Dr	Alico Rd	8.3%	27	S	11	N	33	N	19	S	6.0%	12	S	4	N	10	N	6	S	7.5%	39	S	15	N	7.7%	43	N	25	S
	Alico Rd	SWFIA Access Rd	13.2%	44	N	18	S	52	S	30	N	3.4%	7	N	2	S	5	S	3	N	9.8%	51	N	20	S	10.4%	57	S	33	N
Corkscrew Rd	Three Oaks Pkwy	I-75	11.3%	37	W	16	E	44	E	26	W	16.7%	33	W	10	E	27	E	16	W	13.2%	70	W	26	E	12.9%	71	E	42	W
	I-75	Ben Hill Griffin Pkwy (EB)	22.8%	0	W	31	E	89	E	0	W	43.0%	0	W	26	E	69	E	0	W	28.9%	0	W	57	E	28.7%	158	E	0	W
	Ben Hill Griffin Pkwy (WB)	I-75	22.8%	60	W	0	E	0	E	42	W	43.0%	67	W	0	E	0	E	32	W	24.2%	127	W	0	E	22.9%	0	E	74	W
	Ben Hill Griffin Pkwy	Grande Oak Wy	27.5%	91	W	38	E	108	E	63	W	58.0%	113	W	35	E	93	E	54	W	38.2%	204	W	73	E	36.3%	201	E	117	W
	Grande Oak Wy	Wildcat Run Dr	29.6%	98	W	41	E	116	E	68	W	61.0%	119	W	37	E	98	E	57	W	40.7%	217	W	78	E	38.7%	214	E	125	W
	Wildcat Run Dr	WildBlue West Entr	31.0%	103	W	43	E	122	E	71	W	62.7%	122	W	38	E	100	E	58	W	42.2%	225	W	81	E	40.2%	222	E	129	W
	WildBlue West Entr	Cypress Shadows Blvd	9.6%	32	E	13	W	38	W	22	E	65.3%	127	W	39	E	104	E	61	W	29.1%	140	W	71	E	25.7%	126	E	99	W
	Cypress Shadows Blvd	Bella Terra Blvd/WildBlue East Entrance	9.6%	32	E	13	W	38	W	22	E	65.3%	127	W	39	E	104	E	61	W	29.1%	140	W	71	E	25.7%	126	E	99	W
	Bella Terra Blvd/WildBlue East Entrance	Alico Rd	4.6%	15	E	6	W	18	W	11	E	28.7%	56	E	17	W	46	W	27	E	13.0%	71	E	23	W	11.7%	64	W	38	E
	Alico Rd	Corkscrew Farms Entrance	6.5%	22	E	9	W	25	W	15	E	12.8%	25	E	8	W	20	W	12	E	8.8%	47	E	17	W	8.2%	45	W	27	E
	Corkscrew Farms Entrance	6 L's Farm Rd	3.9%	13	E	5	W	15	W	9	E	7.5%	15	E	5	W	12	W	7	E	5.2%	28	E	10	W	4.9%	27	W	16	E
	6 L's Farm Rd	Pepperland Entrance	3.7%	12	E	5	W	15	W	8	E	7.2%	14	E	4	W	12	W	7	E	4.9%	26	E	9	W	4.8%	27	W	15	E
	Pepperland Entrance	Verdana Entrance	2.6%	9	E	4	W	10	W	6	E	5.2%	10	E	3	W	8	W	5	E	3.5%	19	E	7	W	3.3%	18	W	11	E
	Verdana Entrance	TPI Rd	0.8%	3	E	1	W	3	W	2	E	1.5%	3	E	1	W	2	W	1	E	1.0%	6	E	2	W	0.9%	5	W	3	E
	TPI Rd	SR 82	0.5%	2	E	1	W	2	W	1	E	1.2%	2	E	1	W	2	W	1	E	0.8%	4	E	2	W	0.7%	4	W	2	E
Estero Pkwy	Three Oaks Pkwy	Ben Hill Griffin Pkwy	1.0%	3	W	1	E	4	E	2	W	5.5%	11	W	3	E	9	E	5	W	2.5%	14	W	4	E	2.3%	13	E	7	W
I-75	Bonita Beach Rd	Corkscrew Rd	10.3%	34	S	14	N	40	N	24	S	16.4%	32	S	10	N	26	N	15	S	12.4%	66	S	24	N	12.0%	66	N	39	S
	Corkscrew Rd	Alico Rd	1.3%	4	N	2	S	5	S	3	N	5.2%	10	N	3	S	8	S	5	N	2.7%	14	N	5	S	2.4%	13	S	8	N
SR 82	Daniels Pkwy	40th St SW	0.3%	1	E	0	W	1	W	1	E	0.1%	0	E	0	W	0	W	0	E	0.2%	1	E	0	W	0.2%	1	W	1	E
	40th St SW	Alabama Rd	0.3%	1	E	0	W	1	W	1	E	0.0%	0	E	0	W	0	W	0	E	0.2%	1	E	0	W	0.2%	1	W	1	E
	Alabama Rd	Parkdale Blvd	0.3%	1	E	0	W	1	W	1	E	0.0%	0	E	0	W	0	W	0	E	0.1%	1	E	0	W	0.2%	1	W	1	E
	Parkdale Blvd	Jaguar Blvd	0.0%	0	W	0	E	0	E	0	W	0.0%	0	W	0	E	0	E	0	W	0.0%	0	W	0	E	0.0%	0	E	0	W
	Jaguar Blvd	Homestead Rd	0.0%	0	W	0	E	0	E	0	W	0.0%	0	W	0	E	0	E	0	W	0.0%	0	W	0	E	0.0%	0	E	0	W
	Homestead Rd	Bell Blvd	0.1%	0	W	0	E	0	E	0	W	0.2%	0	W	0	E	0	E	0	W	0.0%	0	W	0	E	0.0%	0	E	0	W
	Bell Blvd	Columbus Blvd	0.1%	0	W	0	E	0	E	0	W	0.3%	1	W	0	E	0	E	0	W	0.2%	1	W	0	E	0.0%	0	E	0	W
	Columbus Blvd	Corkscrew Rd	0.2%	1	W	0	E	1	E	0	W	0.4%	1	W	0	E	1	E	0	W	0.3%	2	W	0	E	0.2%	2	E	0	W

ITE Trip Generation					ITE Trip Generation					ITE Trip Generation				
Project Daily Volume	Project AM Peak Hour Volume		Project PM Peak Hour Volume		Project Daily Volume	Project AM Peak Hour Volume		Project PM Peak Hour Volume		Project Daily Volume	Project AM Peak Hour Volume		Project Daily Volume	Project PM Peak Hour Volume	
7,505	Enter	138	Enter	392	2,717	Enter	60	Enter	160	10,222	Enter	198	10,222	Enter	552
	Exit	331	Exit	229		Exit	195	Exit	93		Exit	526		Exit	322
	Total	469	Total	621		Total	255	Total	253		Total	724		Total	874

Table E-2: 2026 Peak Hour Project Traffic Volumes - All Four Developments

Roadway	From	To	WildBlue										Corkscrew Farms									Pepperland									Verdana									All Four Projects							
				AM Peak Hour					PM Peak Hour					AM Peak Hour				PM Peak Hour					AM Peak Hour				PM Peak Hour					AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
Roadway	From	To	% of AADT Volume	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	% of AADT Volume	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	% of AADT Volume	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	% of AADT Volume	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	% of AADT Volume	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.	Peak Dir. Hourly Volume	Peak Dir.	Off-Peak Dir. Hourly Volume	Off-Peak Dir.
Alico Rd	Three Oaks Pkwy	I-75	15.2%	79	W	31	E	16.0%	89	E	51	W	9.9%	70	W	23	E	67	E	39	W	8.1%	30	W	10	E	31	E	18	W	8.0%	60	W	21	E	61	E	37	W	239	W	85	E	248	E	145	W
	I-75	Ben Hill Griffin Pkwy	20.7%	107	W	43	E	22.1%	122	E	71	W	10.8%	76	W	25	E	73	E	43	W	8.8%	33	W	11	E	34	E	20	W	8.7%	66	W	23	E	66	E	40	W	282	W	102	E	295	E	174	W
	Ben Hill Griffin Pkwy	Airport Haul Rd	37.1%	192	W	78	E	39.7%	219	E	127	W	20.3%	143	W	48	E	137	E	81	W	16.6%	62	W	21	E	63	E	37	W	16.8%	127	W	44	E	127	E	77	W	524	W	191	E	546	E	322	W
	Airport Haul Rd	WildBlue Entrance	37.1%	192	W	78	E	39.7%	219	E	127	W	20.3%	143	W	48	E	137	E	81	W	16.6%	62	W	21	E	63	E	37	W	16.8%	127	W	44	E	127	E	77	W	524	W	191	E	546	E	322	W
	WildBlue Entrance	Green Meadows Rd	9.2%	34	S	33	N	9.0%	42	N	37	S	20.8%	146	N	49	S	141	S	83	N	16.9%	63	N	21	S	64	S	38	N	17.1%	129	N	44	S	130	S	78	N	368	N	148	S	372	S	241	N
	Green Meadows Rd	Corkscrew Rd	6.9%	34	N	16	S	6.0%	30	S	22	N	28.3%	199	N	66	S	192	S	113	N	22.5%	84	N	28	S	86	S	50	N	22.0%	166	N	57	S	167	S	101	N	483	N	167	S	475	S	286	N
Ben Hill Griffin Pkwy	Corkscrew Rd	Estero Pkwy	4.8%	26	N	9	S	4.2%	23	S	13	N	4.5%	32	N	11	S	30	S	18	N	3.7%	14	N	5	S	14	S	8	N	3.9%	29	N	10	S	30	S	18	N	101	N	35	S	97	S	57	N
	Estero Pkwy	FGCU Entrance	1.7%	10	N	3	S	1.4%	8	S	4	N	1.1%	8	N	3	S	7	S	4	N	0.9%	3	N	1	S	3	S	2	N	1.0%	8	N	3	S	8	S	5	N	29	N	10	S	26	S	15	N
	FGCU Entrance	College Club Dr	2.0%	8	S	7	N	1.9%	9	N	8	S	0.9%	6	N	2	S	6	S	4	N	0.8%	3	N	1	S	3	S	2	N	0.9%	7	N	2	S	7	S	4	N	23	N	13	S	24	S	19	N
	College Club Dr	Alico Rd	7.5%	39	S	15	N	7.6%	43	N	25	S	3.3%	23	S	8	N	22	N	13	S	2.9%	11	S	4	N	11	N	6	S	3.2%	24	S	8	N	24	N	15	S	97	S	35	N	100	N	59	S
	Alico Rd	SWFIA Access Rd	9.7%	51	N	20	S	10.4%	57	S	33	N	5.7%	40	N	13	S	39	S	23	N	4.4%	17	N	6	S	17	S	10	N	4.3%	32	N	11	S	33	S	20	N	140	N	50	S	146	S	86	N
Corkscrew Rd	Three Oaks Pkwy	I-75	13.2%	70	W	26	E	12.9%	71	E	42	W	13.5%	95	W	32	E	91	E	54	W	11.1%	42	W	14	E	42	E	25	W	11.5%	87	W	30	E	87	E	53	W	294	W	102	E	291	E	174	W
	I-75	Ben Hill Griffin Pkwy (EB)	28.9%	0	W	57	E	28.7%	158	E	0	W	35.1%	0	W	82	E	238	E	0	W	27.8%	0	W	35	E	106	E	0	W	26.5%	0	W	69	E	201	E	0	W	0	W	243	E	703	E	0	W
	Ben Hill Griffin Pkwy (WB)	I-75	24.2%	127	W	0	E	22.9%	0	E	74	W	35.1%	197	W	0	E	0	E	112	W	27.8%	83	W	0	E	0	E	50	W	26.5%	160	W	0	E	0	E	97	W	567	W	0	E	0	E	333	W
	Ben Hill Griffin Pkwy	Grande Oak Wy	38.2%	204	W	73	E	36.3%	201	E	117	W	41.0%	288	W	96	E	278	E	163	W	32.4%	122	W	41	E	123	E	73	W	31.3%	236	W	81	E	237	E	143	W	850	W	291	E	839	E	496	W
	Grande Oak Wy	Wildcat Run Dr	40.7%	217	W	78	E	38.7%	214	E	125	W	43.0%	302	W	101	E	291	E	171	W	33.9%	127	W	42	E	129	E	76	W	32.7%	246	W	85	E	248	E	150	W	892	W	303	E	882	E	522	W
	Wildcat Run Dr	WildBlue West Entr	42.2%	225	W	81	E	40.2%	222	E	129	W	44.1%	310	W	103	E	299	E	176	W	34.7%	130	W	43	E	132	E	78	W	33.4%	252	W	87	E	253	E	153	W	917	W	314	E	906	E	536	W
	WildBlue West Entr	Cypress Shadows Blvd	29.2%	140	W	71	E	25.7%	126	E	99	W	45.2%	318	W	106	E	306	E	180	W	35.5%	133	W	44	E	135	E	80	W	34.1%	257	W	89	E	258	E	156	W	848	W	310	E	825	E	515	W
	Cypress Shadows Blvd	Bella Terra Blvd/WildBlue East Entrance	29.2%	140	W	71	E	25.7%	126	E	99	W	45.2%	318	W	106	E	306	E	180	W	35.5%	133	W	44	E	135	E	80	W	34.1%	257	W	89	E	258	E	156	W	848	W	310	E	825	E	515	W
	Bella Terra Blvd/WildBlue East Entrance	Alico Rd	13.1%	71	E	23	W	11.6%	64	W	38	E	49.7%	349	W	116	E	336	E	198	W	38.7%	145	W	48	E	147	E	87	W	37.4%	282	W	97	E	283	E	171	W	799	W	332	E	804	E	520	W
	Alico Rd	Corkscrew Farms Entrance	8.7%	47	E	17	W	8.3%	45	W	27	E	78.0%	548	W	183	E	528	E	310	W	61.2%	230	W	77	E	233	E	137	W	59.4%	447	W	154	E	450	E	272	W	1,242	W	461	E	1,238	E	764	W
	Corkscrew Farms Entrance	6 L's Farm Rd	5.2%	28	E	10	W	4.9%	27	W	16	E	22.0%	155	E	51	W	149	W	88	E	71.2%	267	W	89	E	271	E	159	W	69.3%	522	W	180	E	525	E	317	W	850	W	452	E	900	E	652	W
	6 L's Farm Rd	Pepperland Entrance	4.9%	26	E	9	W	4.7%	27	W	15	E	21.1%	148	E	49	W	143	W	84	E	72.6%	272	W	91	E	277	E	163	W	70.6%	532	W	184	E	535	E	323	W	862	W	449	E	911	E	656	W
	Pepperland Entrance	Verdana Entrance	3.5%	19	E	7	W	3.4%	18	W	11	E	15.4%	108	E	36	W	104	W	61	E	27.4%	103	E	34	W	104	W	61	E	80.0%	602	W	208	E	606	E	366	W	679	W	438	E	739	E	592	W
	Verdana Entrance	TPI Rd	1.0%	6	E	2	W	1.0%	5	W	3	E	4.3%	30	E	10	W	29	W	17	E	9.1%	34	E	11	W	35	W	20	E	19.5%	147	E	51	W	148	W	89	E	217	E	74	W	217	W	129	E
	TPI Rd	SR 82	0.7%	4	E	2	W	0.7%	4	W	2	E	3.1%	22	E	7	W	21	W	12	E	5.8%	22	E	7	W	22	W	13	E	12.7%	96	E	33	W	96	W	58	E	144	E	49	W	143	W	85	E
Estero Pkwy	Three Oaks Pkwy	Ben Hill Griffin Pkwy	2.6%	14	W	4	E	2.3%	13	E	7	W	2.6%	18	W	6	E	18	E	10	W	2.2%	8	W	3	E	8	E	5	W	2.4%	18	W	6	E	18	E	11	W	58	W	19	E	57	E	33	W
I-75	Bonita Beach Rd	Corkscrew Rd	12.4%	66	S	24	N	12.1%	66	N	39	S	16.0%	112	S	37	N	108	N	64	S	12.2%	46	S	15	N	46	N	27	S	11.2%	84	S	29	N	85	N	51	S	308	S	105	N	305	N	181	S
	Corkscrew Rd	Alico Rd	2.7%	14	N	5	S	2.4%	13	S	6	N	2.5%	18	N	6	S	17	S	10	N	2.0%	8	N	3	S	8	S	4	N	1.9%	14	N	5	S	14	S	9	N	54	N	19	S	52	S	29	N
SR 82	Daniels Pkwy	40th St SW	0.2%	1	E	0	W	0.2%	1	W	1	E	0.0%	0	W	0	E	0	E	0	W	0.0%	0	W	0	E	0	E	0	W	0.0%	0	W	0	E	0	E	0	W	0	W	0	E	1	E	1	W
	40th St SW	Alabama Rd	0.2%	1	E	0	W	0.2%	1	W	1	E	0.0%	0	W	0	E	0	E	0	W	0.0%	0	W	0	E	0	E	0	W	0.3%	2	W	1	E	2	E	1	W	3	W	1	E	3	E	3	W
	Alabama Rd	Parkdale Blvd	0.1%	1	E	0	W	0.2%	1	W	1	E	0.1%	1	W	0	E	1	E	0	W	0.2%	1	W	0	E	1	E	0	W	0.4%	3	W	1	E	3	E	2	W	4	W	2	E	5	E	4	W
	Parkdale Blvd	Jaguar Blvd	0.0%	0	W	0	E	0.0%	0	E	0	W	0.1%	1	W	0	E	1	E	0	W	0.2%	1	W	0	E	1	E	0	W	0.6%	5	W	2	E	5	E	3	W	6	W	2	E	6	E	4	W
	Jaguar Blvd	Homestead Rd	0.0%	0	W	0	E	0.0%	0	E	0	W	0.2%	1	W	0	E	1	E	1	W	0.3%	1	W	0	e	1	e	1	W	0.7%	5	W	2	E	5	E	3	W	8	W	3	E	8	E	5	W
	Homestead Rd	Bell Blvd	0.0%	0	W	0	E	0.0%	0	E	0	W	0.3%	2	W	1	E	2	E	1	W	0.6%	2	W	1	E	2	E	1	W	1.4%	11	W	4	E	11	E	6	W	15	W	5	E	15	E	9	W
	Bell Blvd	Columbus Blvd	0.2%	1	W	0	E	0.0%	0	E	0	W	0.6%	4	W	1	E	4	E	2	W	1.2%	5	W	2	E	5	E	3	W	3.0%	23	W	8	E	23	E	14	W	33	W	11	E	32	E	19	W
	Columbus Blvd	Collier Co. Line	0.3%	2	W	0	E	0.2%	0	E	0	W	1.0%	7	W	2	E	7	E	4	W	1.8%	7	W	2	E	7	E	4	W	4.8%	36	W	12	E	36	E	22	W	52	W	17	E	52	E	30	W
	Collier Co. Line	Corkscrew Rd	0.3%	2	W	0	E	0.2%	2	E	0	W	1.0%	7	W	2	E	7	E	4	W	1.8%	7	W	2	E	7	E	4	W	4.8%	36	W	12	E	36	E	22	W	52	W	17	E	52	E	30	W

ITE Trip Generation (WildBlue)						
Project Daily Volume	Project AM Peak Hour Volume		Project Daily Volume	Project PM Peak Hour Volume		
10,222	Enter	198	10,222	Enter	552	
	Exit	526		Exit	322	
	Total	724		Total	874	

ITE Trip Generation	Corkscrew Farms				
Project Daily Volume	Project AM Peak Hour Volume		Project PM Peak Hour Volume		
11,317	Enter	234	Enter	677	
	Exit	703	Exit	398	
	Total	937	Total	1,075	

ITE Trip Generation	Pepperland				
Project Daily Volume	Project AM Peak Hour Volume		Project PM Peak Hour Volume		
6,292	Enter	125	Enter	381	
	Exit	375	Exit	224	
	Total	500	Total	605	

ITE Trip Generation	Verdana				
Project Daily Volume	Project AM Peak Hour Volume		Project PM Peak Hour Volume		
12,923	Enter	260	Enter	758	
	Exit	753	Exit	458	
	Total	1,013	Total	1,216	

Appendix F

Additional Roadway Improvements Needed With WildBlue, Corkscrew Farms, Pepperland Ranch and Verdana

Additional Roadway Improvements Needed with Added EEPCO Traffic

- Alico Road 4-laning from Airport Haul Road to WildBlue Entrance
- Corkscrew Road 6-laning from I-75 to Ben Hill Griffin Parkway
- Corkscrew Road 4-laning from Grande Oak Way to Alico Road