

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

TRAFFIC IMPACT STATEMENT

For

Estero Oaks Lock-Up (Estero Pkwy & Three Oaks Pkwy, Lee County, Florida)

March 10, 2017

Prepared by:

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CERTIFICATE OF AUTHORIZATION NO. 27830

(PROJECT NO. 170117)

James M. Banks Digitally signed
by James M. Banks
Date: 2017.03.10 14:00:51 -05'00'

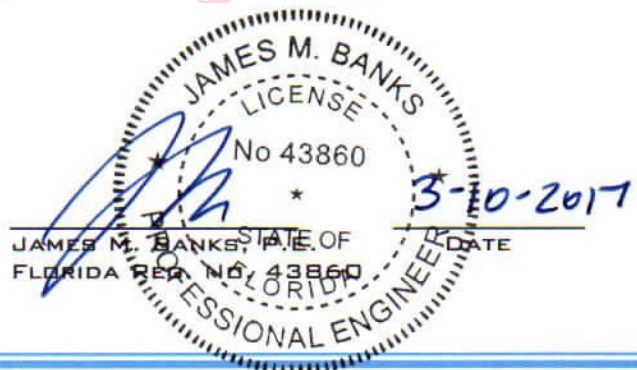


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Conclusions

Estero Oaks Lock-Up is a proposed self-storage land use that will be constructed on a 1.89 +/- acre site within the previously approved Estero Oaks MPD, which is located on the northwest corner of Estero Parkway & Three Oaks Parkway, within Lee County. The MPD was approved for 250,000 square feet of retail and 50,000 square feet of office space, but was later amended to 130,000 square feet of retail/office and 280 multi-family units.

Trip Generation Equivalency

At project build-out, the amended Estero Oaks MPD's total site generated external trips were determined to be 8,345 daily trips, 264 AM trips and 748 PM trips (i.e., 130,000 s.f. retail = 625 PM trips & 280 multi-family = 123 PM trips). Refer to page B2 in the appendix for the Estero Oaks MPD trips.

This report concludes that the proposed 85,636 s.f. of self-storage will generate 214 daily trips, 12 AM trips and 22 PM trips.

The proposed self storage will displace the potential for more intense retail land uses on the subject site. The self storage has a PM peak hour average trip rate of 0.26 trips/ksf and the MPD's approved 130,000 s.f. of retail has an average trip rate of 4.81 trips/ksf (i.e., 625 trips/130 ksf = 4.81). Therefore, the trips generated by the 85,636 s.f. of self-storage is equivalent to trips generated by 4,575 s.f. of retail, or for every 1,000 s.f. of retail the equivalent is 18,550 s.f. of self storage.

Road Impact Mitigation Requirements

Based upon the findings and conclusions of this report, it was determined that Estero Oaks Lock-Up 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 proposed self-storage warehouse and the road network will continue to operate at acceptable levels of service for project build-out conditions. Furthermore, the report concludes that the project will not create any transportation deficiencies that need to be mitigated.

Site-Related Roadway Improvements

Turn Lanes - It was determined that right and left ingress turn lanes will not be warranted at Estero Oaks Lock-up's access on Tuscany Parkway or Estero Oaks Drive. Turn lane warrants were based upon the thresholds set forth by Lee County's Turn Lane Policy AC-11-4.

Estero Oaks MPD's full access on Estero Parkway and its two (2) access points on Three Oaks Parkway were previously designed, approved, and constructed pursuant to DOS2003-00093, which was based upon the higher trip estimates associated with the potential development of 300,000 square feet. Subsequent to constructing the three (3)

mentioned access points, a second access to Estero Parkway (right-in/out) was constructed based upon the amended MPD's land uses. Therefore, the existing access points and turn lanes meet or exceed Lee County's minimum design standards and can accommodate the trips generated by Estero Oaks Lock-up. It is concluded that no further improvements to the MPD's four (4) access points are warranted.

Concurrency Review

Estero Parkway is classified as a four-lane divided arterial having a performance standard of level of service LOS E. A maximum service capacity of 2,000 for the 100th highest peak hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As determined, Estero Parkway (w. of Three Oaks Pkwy) will have a project build-out traffic demand of 562 vphpd and a v/c ratio of 0.28, and Estero Parkway (E. of Three Oaks Pkwy) will have a project build-out traffic demand of 769 vphpd and a v/c ratio of 0.38.

Three Oaks Parkway is classified as a four-lane divided arterial having a performance standard of level of service LOS E. A maximum service capacity of 1,940 for the 100th highest peak hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As determined, Three Oaks Parkway (S. of Estero Pkwy) will have a project build-out traffic demand of 1,055 vphpd and a v/c ratio of 0.54, and Three Oaks Parkway (S. of Estero Pkwy) will have a project build-out traffic demand of 1,057 vphpd and a v/c ratio of 0.55.

Therefore, this project will be in compliance with the Lee County Concurrency Management Policy.

Purpose of Report

The following report has been prepared pursuant to the criteria set forth by the Traffic Impact Statement Guidelines as set forth by the Lee County Government. This report provides an in-depth evaluation of the potential transportation related impacts which may occur as a result of developing a self-storage warehouse that is referred to as Estero Oaks Lock-UP.

Scope of Project

Estero Oaks Lock-Up is a proposed self-storage warehouse that will be constructed on a 1.89 +/- acre site within Estero Oaks MPD. The MPD was approved for 250,000 square feet of retail and 50,000 square feet of office space, but was later amended to 130,000 square feet of retail/office and 280 multi-family units.

The project site is located on the northeast corner of Tuscany Park Drive & Estero Parkway, within Lee County (refer to Figure 1 - Location Map/Roadway Classification).

The project is proposing one full access on Tuscany Park Drive and one full access on Estero Oaks Drive. The project is expected to be constructed by the year 2018. For additional details, refer to the site plan prepared by J.R. Evans & Associates.

Table A
Proposed Land Use

Land Use	Size
Self Storage Warehouse	85,636 s.f.

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, 9th Edition. That is, historical traffic data collected at similar land uses was relied upon in estimating the project's traffic. In referencing the Trip Generation Manual, it was concluded that Land Use Code "Mini-Warehousing (LUC 151) was the most appropriate use for estimating the project traffic.

Table 1 of this report provides a detail of the calculations that were performed in estimating the trip generations, which have been summarized below in Table B.

Table B
Project Generated Traffic
(Summation of Table 1)

Proposed Land Use	Daily Trips Generated (ADT)	AM Peak Hour Trips Generated (vph)	PM Peak Hour Trips Generated (vph)
Self Storage Warehouse (85,636 s.f.)	214	12	22

The report determined that Estero Lock Up will generate less than 100 net new trips during the highest peak hour. As such, the Report investigated the traffic impacts associated with the project based upon the criteria set forth by the Lee County Traffic Impact Statement Guidelines for developments generating "Less Than 100 Trips".

Trip Generation Equivalency

At project build-out, the amended Estero Oaks MPD's total site generated external trips were determined to be 8,345 daily trips, 264 AM trips and 748 PM trips (i.e., 130,000 s.f. retail = 625 PM trips & 280 multi-family = 123 PM trips). Refer to page B2 in the appendix for the Estero Oaks MPD trips.

This report concludes that the proposed 85,636 s.f. of self-storage will generate 214 daily trips, 12 AM trips and 22 PM trips.

The proposed self storage will displace the potential for more intense retail land uses on the subject site. The self storage has a PM peak hour average trip rate of 0.26 trips/ksf and the MPD's approved 130,000 s.f. of retail has an average trip rate of 4.81 trips/ksf (i.e., $625 \text{ trips}/130 \text{ ksf} = 4.81$). Therefore, the trips generated by the 85,636 s.f. of self-storage is equivalent to trips generated by 4,575 s.f. of retail, or for every 1,000 s.f. of retail the equivalent is 18,550 s.f. of self storage.

Existing + Committed Roadway Conditions

Figure 1 depicts the project's surrounding roadway conditions.

Estero Parkway is classified as a four-lane divided arterial having a performance standard of level of service LOS E. A maximum service capacity of 2,000 for the 100th highest peak hour peak direction has been established for this road by the Lee County Concurrency Management Policy.

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

The project will have direct full access to Tuscany Parkway and Estero Oaks Drive. Both streets are two-lane local roads.

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 2A and Table 2A provide a detail of the traffic distributions based on a percentage basis and by volume. Figure 2B details the expected turning movement volumes that will occur at the site's access on Tuscany Park Drive and Estero Oaks Drive.

Area of Significant Impact

The area of significant impact was determined based upon Lee County's 10% criteria (i.e., if the project's traffic is 10% or more of a roadway's adopted level of service LOS C 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 roads will be impacted by 10% or greater than its adopted level of service. Therefore, Three Oaks Parkway and Estero Parkway were the only roads that were considered to be impacted by the project.

Project Build-Out 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 for Three Oaks Parkway and Estero Parkway, as well as the roads' level of service. As determined, Three Oaks Parkway and Estero Parkway will continue to operate at acceptable levels of service at project build-out conditions.

Site Access Evaluation

The following turn lane warrant analysis was performed for the project's access on Tuscany Park Drive and Estero Oaks Drive pursuant to the guidelines set forth by the Lee County Turn Lane Policy. Figure 2B reflects the anticipated turning movement volumes at the site's access on Tuscany Park Drive and Estero Oaks Drive.

Site Access @ Tuscany Park Drive and Estero Oaks Drive Left Decel/Turn Lane Warrants - Local Road

		<u>Yes</u>	<u>No</u>
IV.C.1.	Posted speed warrant is 30 MPH or greater		X
IV.C.2.	Left turn volume is equal to or greater than 60 vph (<i>Left turn volume is less than 60 vph</i>)		X
IV.C.3.	Available Sight Distance (<i>There are no sight distance constraints</i>)		X
IV.C.5.	Traffic Signal Devices (<i>There are no traffic signal devices</i>)		X

Two or more left turn lane warrants satisfied: **NO**

**Site Access @ Tuscany Park Drive and Estero Oaks Drive
Right Decel/Turn Lane Warrants - Local Road**

		<u>Yes</u>	<u>No</u>
V.C.1.	Posted speed warrant is 30 MPH or greater		X
V.C.2	Right turn volume is equal to or greater than 60 vph (<i>Right turn volume is less than 60 vph</i>)		X
V.C.3.	Available Sight Distance (<i>There are no sight distance constraints</i>)		X
V.C.5.	Traffic Signal Devices (<i>There are no traffic signal devices</i>)		X

Two or more right turn lane warrants satisfied: **NO**

Concurrency Review

Estero Parkway is classified as a four-lane divided arterial having a performance standard of level of service LOS E. A maximum service capacity of 2,000 for the 100th highest peak hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As determined, Estero Parkway (w. of Three Oaks Pkwy) will have a project build-out traffic demand of 562 vphpd and a *v/c* ratio of 0.28, and Estero Parkway (E. of Three Oaks Pkwy) will have a project build-out traffic demand of 769 vphpd and a *v/c* ratio of 0.38.

Three Oaks Parkway is classified as a four-lane divided arterial having a performance standard of level of service LOS E. A maximum service capacity of 1,940 for the 100th highest peak hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As determined, Three Oaks Parkway (S. of Estero Pkwy) will have a project build-out traffic demand of 1,055 vphpd and a *v/c* ratio of 0.54, and Three Oaks Parkway (S. of Estero Pkwy) will have a project build-out traffic demand of 1,057 vphpd and a *v/c* ratio of 0.55.

Therefore, this project will be in compliance with the Lee County Concurrency Management Policy.

APPENDIX

Site Plan

Figure 1 thru 2B

Tables 1A thru 2B

Support Documents

Attachment B

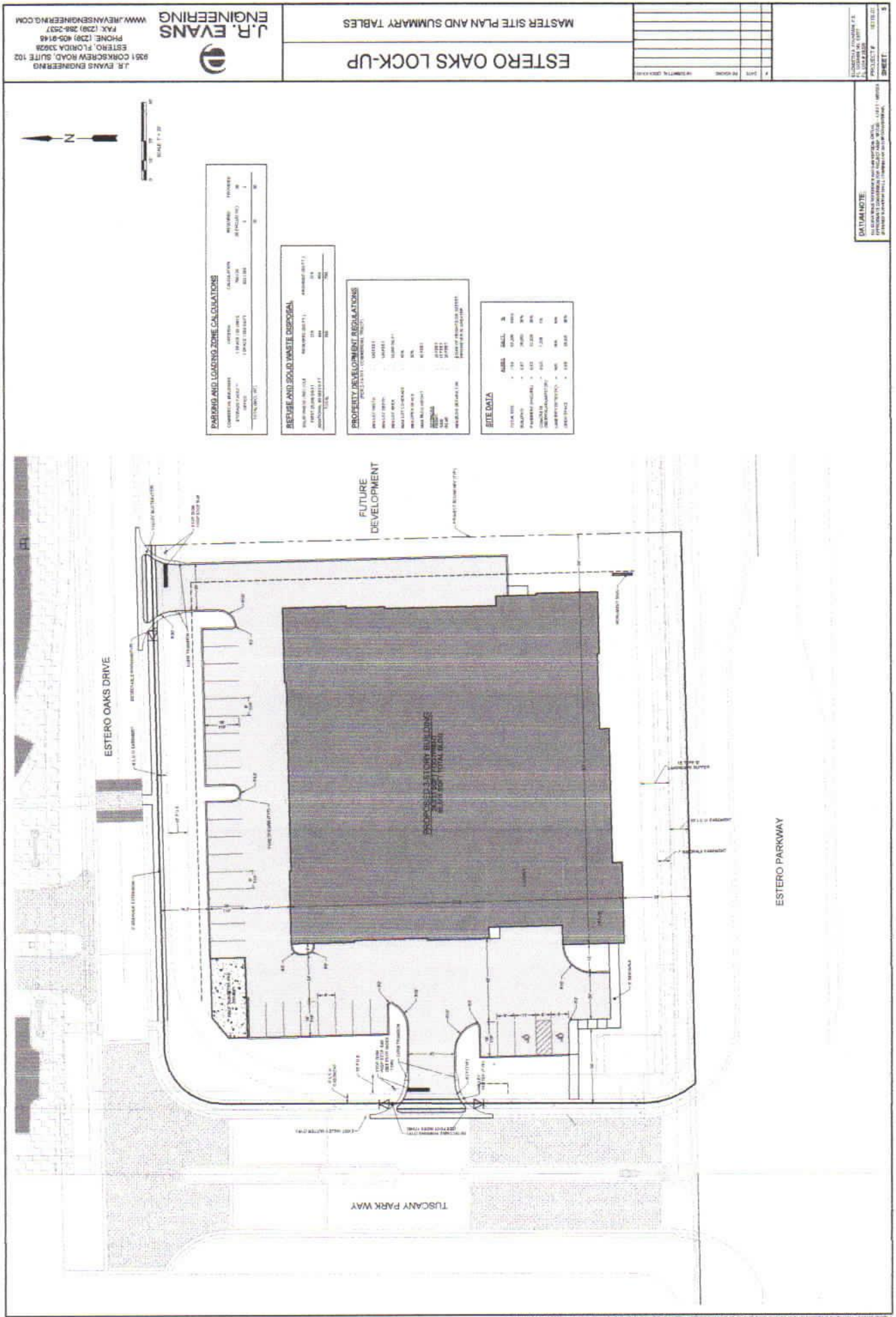




TABLE 1
TRIP GENERATION COMPUTATIONS
Estero Oaks Lock-Up

Land Use

<u>Code</u>	<u>Land Use Description</u>
151	Mini-Warehouse

<u>Build Schedule</u>
85,636 s.f.

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>
LUC 151	Daily Traffic (ADT) =	$T = 2.50(X) =$	214 ADT	
	AM Peak Hour (vph) =	$T = 0.14(X) =$ 55% Enter/ 45% Exit =	12 vph	7 / 5
	PM Peak Hour (vph) =	$T = 0.26(X) =$ 50% Enter/ 50% Exit =	22 vph	11 / 11

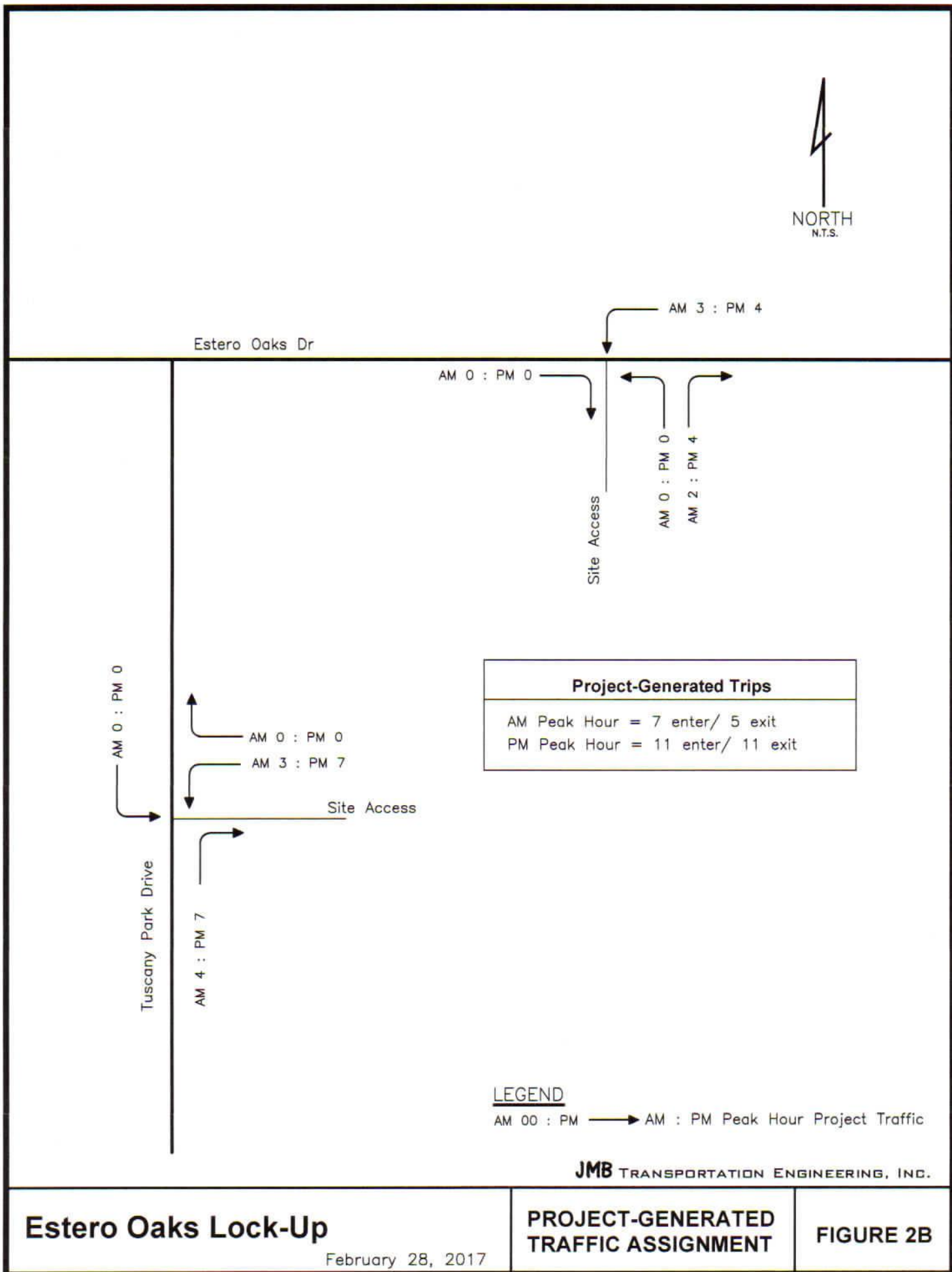


TABLE 2A
PROJECT'S AREA OF IMPACT

Project Traffic Peak Hour Peak Direction (vphpd) = 11									
Road Class	Project Traffic % Distribution	Project Traffic PK Direction Volume (vph)	LOS "C"		Project's Percentage Impact	Significant Impact	Adopted Service Volume		
			Service Volume	Pk Direction (vphpd)			Pk Direction (vphpd)		
Estero Parkway	25%	3	2000		0.14%	NO	2000		
	15%	2	2000		0.08%	NO	2000		
Three Oaks Pkwy	20%	2	1900		0.12%	NO	1940		
	40%	4	1900		0.23%	NO	1940		

TABLE 2B
CONCURRENCY ROADWAY LINK VOLUME & CAPACITY ANALYSIS

	Existing Peak Hour PK Direction (vphpd)	Existing Peak Hour PK Direction <u>LOS</u>	Project Peak Hour PK Direction (vphpd)	LOS E		Future Build-Out Peak Hour PK Direction <u>LOS</u>
				Total Pk Hr Peak Season PK Direction (vphpd)	Service Vol. Peak Hour PK Direction (vphpd)	
					v/c Ratio	
Estero Parkway	U.S. 41 to Three Oaks Pkwy	559	3	562	2000	B
	Three Oaks Pkwy to Ben Hill	767	2	769	2000	B
Three Oaks Pkwy	Corkscrew Road to Estero Pk	1053	2	1055	1940	B
	Estero Pkwy to San Carlos Bl	1053	4	1057	1940	B



LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
09400	DEL PRADO BL	US 41	SLATER RD	2LN	E	860	C	349	C	349	D	847	
09470	DR ML KING BL (SR 82)	CRANFORD AVE	HIGHLAND AVE	4LD	D	1,800	C	1,363	C	1,363	C	1,363	
09480	DR ML KING BL (SR 82)	HIGHLAND AVE	MICHIGAN LINK	4LD	D	1,800	C	1,486	C	1,486	C	1,486	
09490	DR ML KINK BL (SR 82)	MICHIGAN LINK	ORTIZ AVE	4LD	D	1,780	D	1,762	D	1,762	D	1,762	
09500	DR ML KING BL (SR 82)	ORTIZ AVE	I-75	6LD	D	2,680	B	2,194	B	2,194	B	2,194	
09700	EAST 21st ST*	JOEL BL	GRANT AVE	2LN	E	860	C	24	C	24	C	24	
09800	ESTERO BL*	BIG CARLOS PASS	AVENIDA PESCADORA	2LN	E	726	A	420	A	420	A	420	constrained; v/c=0.58
09900	ESTERO BL*	AVENIDA PESCADORA	VOORHIS ST	2LN	E	726	A	555	A	555	A	555	constrained; v/c=0.76; reconstruction in FY 19/20
10000	ESTERO BL	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	B	608	B	608	C	626	constrained; v/c=0.84; reconstruction in FY 17/18
10100	ESTERO BL*	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	716	F	716	F	779	constrained; v/c=1.07; reconstruction underway
14400	ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	B	559	B	586	B	873	
14450	ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	E	2,000	B	767	B	767	B	767	
10200	EVERGREEN RD*	US 41	BUS 41	2LN	E	860	C	100	C	100	C	100	
10300	FIDDLSTICKS BL*	GUARDHOUSE	DANIELS PKWY	2LU	E	860	C	349	C	350	C	382	
10400	FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,580	D	1,212	D	1,212	D	1,214	
10500	FOWLER ST	N AIRPORT RD	COLONIAL BL	6LD	E	2,580	D	1,606	D	1,606	D	1,606	
10600	FOWLER ST	COLONIAL BL	WINKLER AVE	4LD	E	1,700	C	1,230	C	1,230	C	1,230	
10700	FOWLER ST	WINKLER AVE	HANSON ST	4LD	E	1,700	C	1,267	C	1,267	C	1,267	
10730	FOWLER ST (SR 739)	HANSON ST	DR ML KING BL (SR 82)	4LD	E	1,700	C	1,461	C	1,461	C	1,461	
10800	GASPARILLA BL*	FIFTH ST	CHARLOTTE COUNTY LINE	2LN	E	860	C	343	C	349	C	360	constrained; v/c=0.40
10900	GLADIOLUS DR	MCGREGOR BL	PINE RIDGE RD	4LD	E	1,840	B	669	B	670	B	686	
11000	GLADIOLUS DR	PINE RIDGE RD	BASS RD	4LD	E	1,840	C	1,194	C	1,194	C	1,287	
11100	GLADIOLUS DR*	BASS RD	WINKLER RD	6LD	E	2,780	B	1,117	B	1,119	B	1,154	
11200	GLADIOLUS DR*	WINKLER RD	SUMMERLIN RD	6LD	E	2,900	B	942	B	974	B	983	
11300	GLADIOLUS RD	SUMMERLIN RD	US 41	6LD	E	2,900	C	1,958	C	1,958	C	2,103	
11400	GREENBRIAR BL*	RICHMOND AVE	JOEL BL	2LN	E	860	C	71	C	76	C	76	
11500	GUNNERY RD	IMMOKALEE RD (SR 82)	LEE BL	4LD	E	1,920	B	940	B	950	B	1,000	
11600	GUNNERY RD	LEE BL	BUCKINGHAM RD	2LN	E	1,020	C	804	C	808	C	937	
11700	HANCOCK BRIDGE PKWY	DEL PRADO BL	NE 24th AVE	4LD	E	2,000	B	1,122	B	1,122	B	1,122	

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
23600	SIX MILE CYPRESS PKWY	METRO PKWY	DANIELS PKWY	4LD	E	1,920	B	1,500	B	1,523	B	1,547	
23700	SIX MILE CYPRESS PKWY	DANIELS PKWY	WINKLER AVE	4LD	E	1,900	B	883	B	884	B	991	
23800	SIX MILE CYPRESS PKWY	WINKLER AVE	CHALLENGER BL	4LD	E	1,900	B	935	B	935	B	935	
23900	SIX MILE CYPRESS PKWY	CHALLENGER BL	COLONIAL BL	6LD	E	2,860	A	935	A	935	A	935	
24000	SLATER RD	BAYSHORE RD (SR 78)	NALLE GRADE RD	2LN	E	1,010	C	423	C	424	C	426	
24100	SOUTH POINTE BL*	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	607	D	607	D	607	
24200	SR 31	PALM BEACH BL	BAYSHORE RD (SR78)	2LN	C	1,310	C	503	C	503	C	505	
24300	SR 31	BAYSHORE RD (SR 78)	CHARLOTTE COUNTY LINE	2LN	C	1,310	B	354	B	355	B	355	
24400	STALEY RD	ORANGE RIVER BL	LUCKETT RD	2LN	E	860	C	127	C	128	C	153	
24500	STRINGFELLOW RD	FIRST AVE	BERKSHIRE RD	2LN	E	1,060	B	307	C	324	D	667	constrained; w/c=0.29
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	B	307	C	316	C	441	constrained; w/c=0.29
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	D	566	D	577	D	685	constrained; w/c=0.53
24800	STRINGFELLOW RD*	PINELAND RD	MAIN ST	2LN	E	1,060	B	178	B	185	B	275	
24900	SUMMERLIN RD	MCGREGOR BL	KELLY COVE RD	4LD	E	1,980	B	1,233	B	1,233	B	1,241	
25000	SUMMERLIN RD*	KELLY COVE RD	SAN CARLOS BL	4LD	E	1,980	B	1,055	B	1,055	B	1,055	
25100	SUMMERLIN RD*	SAN CARLOS BL	PINE RIDGE RD	6LD	E	2,980	B	1,000	B	1,000	B	1,111	
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	2,980	B	1,866	B	1,866	B	1,959	
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	2,980	B	1,866	B	1,872	B	1,967	
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,980	B	1,390	B	1,413	B	1,528	
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,960	C	1,602	C	1,602	C	1,602	
25600	SUMMERLIN RD	COLLEGE PKWY	MAPLE DR	6LD	E	2,960	C	1,786	C	1,786	C	1,805	
25700	SUMMERLIN RD	MAPLE DR	BOY SCOUT DR	6LD	E	2,960	C	1,786	C	1,786	C	1,786	
25800	SUMMERLIN RD	BOY SCOUT DR	MATTHEWS DR	4LD	E	1,760	D	1,200	D	1,200	D	1,200	
25900	SUMMERLIN RD	MATTHEWS DR	COLONIAL BL	4LD	E	1,760	D	1,200	D	1,200	D	1,200	
26000	SUNRISE BL*	ALEX BELL BL	COLUMBUS AVE	2LN	E	860	C	44	C	45	C	55	
26100	SUNSHINE BL	IMMOKALEE RD (SR82)	SW 23rd ST	2LN	E	1,040	B	287	B	296	B	300	
26150	SUNSHINE BL*	SW 23rd ST	LEE BL	2LN	E	1,040	C	319	C	322	C	322	
26200	SUNSHINE BL*	LEE BL	W 12th ST	2LN	E	1,040	C	447	C	453	C	456	
26300	SUNSHINE BL	W 12th ST	W 75th ST	2LN	E	1,040	D	561	D	564	D	564	
26400	SW 23rd ST*	GUNNERY RD	SUNSHINE BL	2LN	E	860	D	592	D	595	D	802	
26450	TERMINAL ACCESS RD*	TREELINE AVE	AIRPORT ENT	4LD	E	1,790	D	1,501	D	1,501	D	1,501	
26500	THREE OAKS PKWY	COCONUT RD	CORKSCREW RD	4LD	E	1,940	B	1,093	B	1,099	B	1,282	
26600	THREE OAKS PKWY	CORKSCREW RD	SAN CARLOS BL	4LD	E	1,940	B	1,053	B	1,216	B	1,252	
26700	THREE OAKS PKWY	SAN CARLOS BL	ALICO RD	4LD	E	1,940	A	643	A	644	B	815	
26800	TICE ST*	PALM BEACH BL (SR 80)	ORTIZ AVE	2LN	E	860	C	83	C	84	C	88	

THREE OAKS PKWY	S OF CORKSCREW RD	525	13400	14000	17700	15700	16700	16100	18700	18800	20900	25	4	
THREE OAKS PKWY	N OF CORKSCREW RD	415	15100	18000		15100	13200	14700	20200	19900		25	4	
THREE OAKS PKWY	S OF ESTERO PKWY	<u>72</u>								16000	16600	16500		
THREE OAKS PKWY	S OF ALICO RD	414	9400	9900			9500	9500	12700	13700	11800	12300	25	4

ESTERO PKWY	W OF BEN HILL GRIFFIN PKW	459	9100	9400	11800	15700	15800	15	6
ESTERO PKWY	E OF US 41	465	8300	9000	8300	8200	11500	15	6

PCS 25 - US 41 south of Hickory Dr

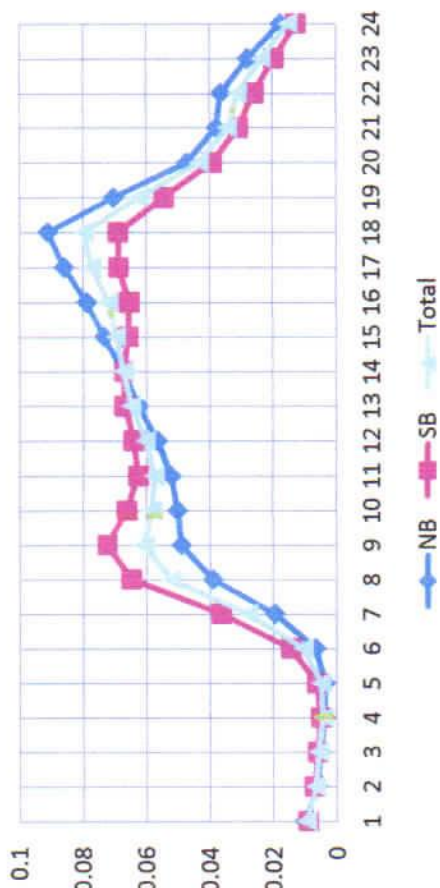
2015 AADT = 42,600 VPD

Hour	NB	SB	Total
1	1.02%	0.90%	0.96%
2	0.61%	0.70%	0.66%
3	0.54%	0.61%	0.58%
4	0.37%	0.51%	0.44%
5	0.37%	0.63%	0.50%
6	0.67%	1.45%	1.06%
7	1.96%	3.64%	2.81%
8	3.91%	6.47%	5.20%
9	4.91%	7.24%	6.09%
10	5.02%	6.61%	5.82%
11	5.22%	6.26%	5.75%
12	5.65%	6.40%	6.03%
13	6.26%	6.69%	6.48%
14	6.72%	6.70%	6.71%
15	7.35%	6.58%	6.96%
16	7.89%	6.53%	7.20%
17	8.61%	6.87%	7.73%
18	9.12%	6.89%	7.99%
19	7.04%	5.44%	6.23%
20	4.73%	3.93%	4.33%
21	3.80%	3.09%	3.44%
22	3.65%	2.59%	3.11%
23	2.81%	1.97%	2.38%
24	1.78%	1.27%	1.52%

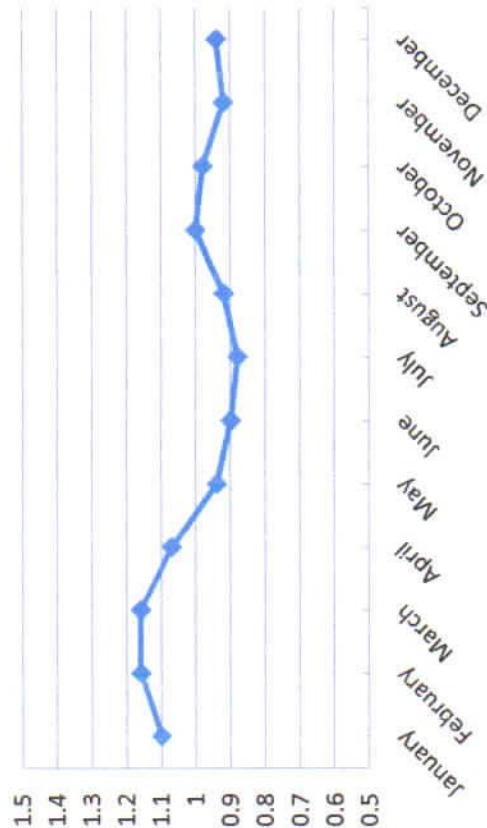
Month of Year	Fraction
January	1.1
February	1.16
March	1.16
April	1.07
May	0.94
June	0.9
July	0.88
August	0.92
September	1
October	0.98
November	0.92
December	0.94

Directional Factor		
AM	PM	
0.65	0.56	SB
		NB

Hour of Day



Month of Year



Design Hour Volume		
#	Volume	Factor
5	4680	0.110
10	4620	0.108
20	4564	0.107
30	4493	0.105
50	4427	0.104
100	4263	0.100
150	4132	0.097
200	4019	0.094

Day of Week	Fraction
Sunday	0.72
Monday	1.02
Tuesday	1.07
Wednesday	1.1
Thursday	1.1
Friday	1.1
Saturday	0.9

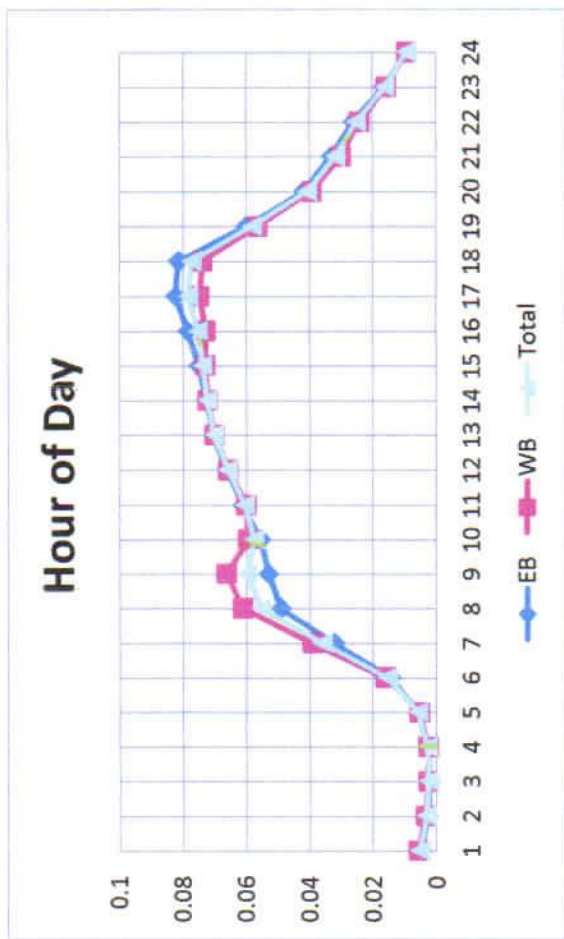
PCS 15 - Corkscrew Rd west of I-75

2015 AADT = 30,900 VPD

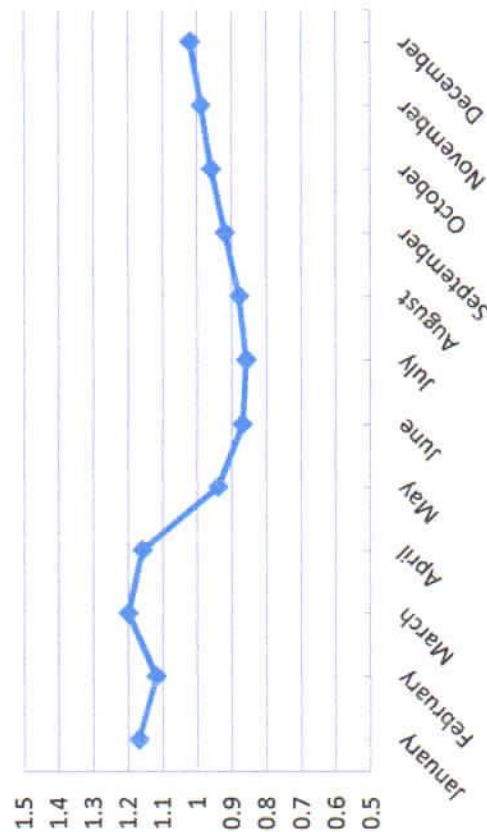
Hour	EB	WB	Total
0	0.49%	0.57%	0.53%
1	0.28%	0.36%	0.32%
2	0.22%	0.27%	0.25%
3	0.30%	0.27%	0.29%
4	0.60%	0.54%	0.58%
5	1.45%	1.61%	1.55%
6	3.23%	3.92%	3.61%
7	4.91%	6.11%	5.54%
8	5.31%	6.63%	6.00%
9	5.55%	5.93%	5.75%
10	6.12%	6.00%	6.05%
11	6.64%	6.57%	6.59%
12	7.06%	7.01%	7.02%
13	7.28%	7.23%	7.24%
14	7.52%	7.30%	7.39%
15	7.86%	7.28%	7.53%
16	8.25%	7.48%	7.84%
17	8.16%	7.39%	7.74%
18	6.01%	5.64%	5.82%
19	4.20%	3.94%	4.08%
20	3.33%	3.01%	3.19%
21	2.63%	2.42%	2.52%
22	1.66%	1.58%	1.62%
23	0.94%	0.94%	0.94%

Month of Year	Fraction
January	1.17
February	1.12
March	1.2
April	1.16
May	0.94
June	0.87
July	0.86
August	0.88
September	0.92
October	0.96
November	0.99
December	1.02

Directional Factor			
AM	PM	WB	EB
0.55	0.52		



Month of Year



Design Hour Volume		
#	Volume	Factor
5	3514	0.114
10	3428	0.111
20	3325	0.108
30	3283	0.106
50	3222	0.104
100	3094	0.100
150	3023	0.098
200	2956	0.096

Day of Week	Fraction
Sunday	0.75
Monday	1.01
Tuesday	1.05
Wednesday	1.07
Thursday	1.07
Friday	1.11
Saturday	0.93

ESTERO PKWY	US 41	BEN HILL GRIFFIN PKWY	4	2.6	4LD	0	2,000	2,000	2,000	2,000	2,000	2,000	0	3,850	3,850	3,850
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THREE OAKS PKWY	COCONUT RD			4	2.6	4LD	650	1,940	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360
	CORKSCREW RD			4	3.1	4LD	650	1,940	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360
	SAN CARLOS BLVD			4	1.7	4LD	650	1,940	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360

A15



TRAFFIC IMPACT STATEMENT

FOR

ESTERO OAKS MPD

(F/K/A KORESHAN 36 CPD)

(PROJECT NO. F1309.04)

PREPARED BY:

**TR Transportation Consultants, Inc.
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901
(239) 278-3090**

November 19, 2013



User's Guide and Handbook, 9th Edition, an internal capture rate of 12.4% was calculated for this development. The summary sheet utilized to calculate this internal capture rate is included in the Appendix of this report for reference. **Table 4** indicates the number of external trips projected to be generated by the proposed development.

Table 4
External Trip Generation
Estero Oaks MPD

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	2-way
Total Trips	133	168	301	437	417	854	9,629
Less 12.4% Internal Capture	-16	-21	-37	-54	-52	-106	-1,194
Total Trips (Utilizing the Public Roadway Network)	117	147	264	383	365	748	8,435

The trips shown for the retail uses in Table 2 will not all be new trips to the adjacent roadway system. ITE estimates that retail uses such as shopping centers may attract a significant amount of its traffic from vehicles already traveling the adjoining roadway system. This traffic, called "pass-by" traffic, reduces the development's overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. The ITE Trip Generation User's Guide and Handbook, 9th Edition, suggests that the relationship between the percent pass-by and the size of the development for the Shopping Center land use (LUC 820) is:

$$\ln(T) = -0.29 \ln(X) + 5.00$$

T = Percent pass-by traffic

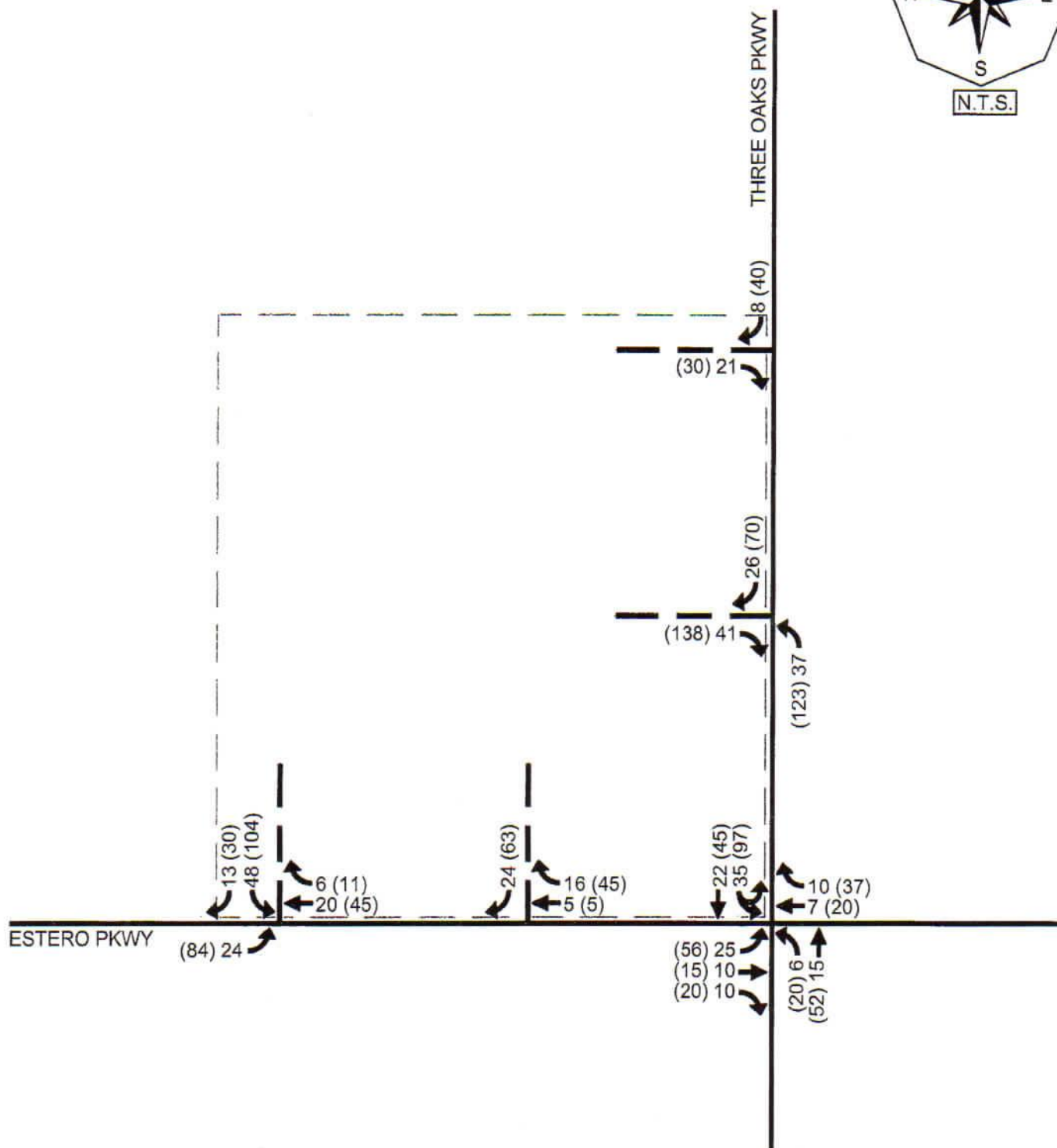
X = 1,000's of square feet GLA of the retail portion of the development

Therefore, the percent pass-by for this development was calculated as follows:

$$\ln(T) = -0.29 \ln(130.00) + 5.00$$

$$T = 36.2 \%$$

E1309.04



LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC