ARBORWOOD
COMMUNITY DEVELOPMENT DISTRICT

LEE COUNTY

REGULAR BOARD MEETING
FEBRUARY 16, 2026
9:00 A.M.

Special District Services, Inc.
27499 Riverview Center Boulevard, #253
Bonita Springs, FL 33134

www.arborwoodcdd.org
561.630.4922 Telephone
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AGENDA
ARBORWOOD COMMUNITY DEVELOPMENT DISTRICT
Amenity Center Community Room
Somerset at the Plantation
10401 Dartington Drive
Fort Myers, Florida, 33913
REGULAR BOARD MEETING
February 16, 2026
9:00 A.M.

A. Call to Order
B. Proof of Publication……..Page 1
C. Establish Quorum
D. Additions or Deletions to Agenda
E. Comments from the Public for Items Not on the Agenda
F. Approval of Minutes
    1. December 15, 2025 Regular Board Meeting Minutes……...Page 2
G. Old Business
H. New Business
    1. Review of DRI Traffic Monitoring Report……Page 6
    2. Consider Approval of Treeline & Plantation Gardens Signal Warrant Study……...Page 56
I. Administrative Matters
    1. Attorney's Report
    2. Engineer Report
    3. Field Inspectors Report – Sommerset
    4. Preserve Compliance Updates
    5. Bridgetown Report……Page 104
    6. Manager's Report
        a. Financials……Page 105
J. Board Member Comments
K. Adjourn

Publication Date
2026-02-06

Subcategory
Miscellaneous Notices

NOTICE OF REGULAR BOARD MEETING
ARBORWOOD COMMUNITY DEVELOPMENT DISTRICT

The Board of Supervisors (the Board) of the Arborwood Community Development District (the District) will hold a Regular Board Meeting (the Meeting) on February 16, 2026, at 9:00 a.m. in the Amenity Center Community Room, Somerset at the Plantation, 10401 Dartington Drive, Fort Myers, Florida 33913. The purpose of the Regular Board Meeting is for the Board to consider any business which may properly come before it.

The Meeting is open to the public and will be conducted in accordance with the provisions of Florida law for community development districts. The Meeting may be continued in progress without additional notice to a time, date, and location stated on the record. A copy of the agenda for the Meeting may be obtained from the Districts website (www.arborwoodcdd.org) or by contacting the District Manager, Special District Services, at (941) 223-2475. There may be occasions when one or more Supervisors will participate by telephone.

Pursuant to provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this Meeting is asked to advise the District Office at least forty-eight (48) hours before the Meeting by contacting the District Manager at (561) 630-4922. If you are hearing or speech impaired, please contact the Florida Relay Service at 1 (800) 955-8770, who can aid you in contacting the District Office.

A person who decides to appeal any decision made at the Meeting with respect to any matter considered at the Meeting is advised that person will need a record of the proceedings and that accordingly, the person may need to ensure that a verbatim record of the proceedings is made including the testimony and evidence upon which the appeal is to be based.

Meetings may be cancelled from time to time without advertised notice.

District Manager
Arborwood Community
Development District
www.arborwoodcdd.org
2/6/26 #12046432

ARBORWOOD COMMUNITY DEVELOPMENT DISTRICT
REGULAR BOARD MEETING
DECEMBER 15, 2025

A. CALL TO ORDER

The December 15, 2025, Regular Board Meeting of the Arborwood Community Development District (the "District") was called to order at 9:00 a.m. in the Amenity Center Community Room of the Somerset at the Plantation located at 10401 Dartington Drive, Fort Myers, Florida 33913.

B. PROOF OF PUBLICATION

Proof of publication was presented that notice of the Regular Board Meeting had been published in the *Fort Myers News-Press* on December 5, 2025, as part of the District's Fiscal Year 2025/2026 Meeting Schedule, as legally required.

C. ESTABLISH A QUORUM

It was determined that the attendance of the following Supervisors constituted a quorum and it was in order to proceed with the meeting:

Chairman	Jeff Gordish	Present
Vice Chairperson	Karin Hagen (who arrived at 9:04 a.m.)	Present
Supervisor	Jack Aycock	Present
Supervisor	Donald Schrotenboer	Present
Supervisor	Christopher Anderson	Present

Staff members in attendance were:

District Manager	Michelle Krizen	Special District Services, Inc.
General Counsel	Wes Haber (via phone)	Kutak Rock, LLC
District Engineer	Ryan Lorenz	JR Evans Engineering

Also presented was Bethany Brosious of Passarella & Associates.

D. ADDITIONS OR DELETIONS TO THE AGENDA

Ms. Meneely requested and it was the consensus of the Board to hear Ms. Brosious' report first, as she needed to leave early.

Mr. Aycock asked to revisit the land given to the City and it was the consensus of the Board to place this item under Board Member Comments.

E. COMMENTS FROM THE PUBLIC FOR ITEMS NOT ON THE AGENDA

There were no comments from the public for items not on the agenda.

F. APPROVAL OF MINUTES

1. November 17, 2025, Regular Board Meeting

The minutes of the November 17, 2025, Regular Board Meeting were presented for consideration.

A **MOTION** was made by Mr. Gordish, seconded by Mr. Schrotenboer and passed unanimously approving the minutes of the November 17, 2025 Regular Board Meeting, as presented.

G. OLD BUSINESS

There were no Old Business items to come before the Board.

Supervisor Karin Hagen arrived at approximately 9:04 a.m.

H. NEW BUSINESS

1. Consider Resolution No. 2025-09 – Designating Officers

Resolution No. 2025-09 was presented, entitled:

RESOLUTION 2025-09

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE ARBORWOOD COMMUNITY DEVELOPMENT DISTRICT DESIGNATING CERTAIN OFFICERS OF THE DISTRICT AND PROVIDING FOR AN EFFECTIVE DATE.

Ms. Meneely explained that she would be returning to manage the District and the resolution designates her as Secretary/Treasurer.

A **MOTION** was made by Mr. Schrotenboer, seconded by Mr. Gordish and passed unanimously adopting Resolution No. 2025-09, as presented.

2. Consider Resolution No. 2026-10 – Authorizing Check Signers

Resolution No. 2026-10 was presented, entitled:

RESOLUTION NO. 2025-10

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE ARBORWOOD COMMUNITY DEVELOPMENT DISTRICT, AUTHORIZING THE ESTABLISHMENT OF A DISTRICT CHECKING/OPERATING ACCOUNT, DESIGNATING DISTRICT OFFICIALS AND/OR AUTHORIZED STAFF TO REVIEW, APPROVE AND ISSUE PAYMENT OF EXPENDITURES, SELECTING THE SIGNATORIES THEREOF; AND PROVIDING AN EFFECTIVE DATE.

Ms. Meneely explained that she would be returning to manage the District and the resolution designates her as a check signer. She also explained the various staff members at SDS who were authorized to sign checks.

A **MOTION** was made by Mr. Gordish, seconded by Ms. Hagen and passed unanimously adopting Resolution No. 2025-10, as presented.

3. Consider Proposal from Woods and Wetlands for Preserve Maintenance

Ms. Brosious stated that the proposal was for Parcel C Arborwood Preserve and the quote was higher than last year due to increases in the costs of labor and materials. She further stated that she was seeing this across the board with all firms. Mr. Gordish stated that this was billed to Arborwood as part of their tax bill and Mr. Aycock stated he was okay with the proposal as long as Arborwood Preserve was paying for it.

A **MOTION** was made by Mr. Gordish, seconded by Mr. Aycock and passed unanimously approving the proposal from Woods and Wetlands for Preserve maintenance, as presented.

4. Consider Proposal from Sewer Viewer for Pipe Cleaning

Mr. Lorenz stated that he would like to break up the proposals into inspections and cleaning. He distributed proposals from Shenandoah and Sewer Viewer for inspections in Somerset and Bridgetown. He stated that the District had used Sewer Viewer in the past and had been happy with their work so he was recommending them although the amount was higher than the budget. Discussion ensued on the price and the process.

Mr. Lorenz then distributed proposals from Shenandoah and Sewer Viewer for cleaning. In this case, he was recommending Shenandoah and noted that what he handed out replaced what was in the agenda packet. Mr. Gordish asked if cleaning was just done if needed and Mr. Lorenz confirmed same. Mr. Aycock went over how the process goes and how bladders were installed and used. Discussion ensued about staying within the budget and just cleaning critical areas. Mr. Gordish suggested a not-to-exceed amount of $40,000. Mr. Aycock stated he would like to see the cleaning and Mr. Lorenz stated he could get him an arrival time so he could watch.

A **MOTION** was made by Mr. Gordish, seconded by Mr. Schrotenboer and passed unanimously approving the proposal from Shenandoah for the note to exceed amount of $40,000 for cleaning.

I. ADMINISTRATIVE MATTERS

1. Attorney's Report

Mr. Haber had nothing further to report.

2. Engineer's Report

Mr. Lorenz stated that proposals had been signed for the DRI traffic study and the project was moving forward with Mr. Gordish pointing out that once completed, the project would no longer be a responsibility of the District.

3. Field Inspector's Report

Ms. Meneely handed out Mr. Hirniak's report, as he was unable to attend today's meeting. There were no questions from the Board Members.

4. Preserves Compliance Report

Ms. Brosious stated that inspections would begin on the preserve and panther parcel. She indicated that this was a 6-week process, reviewing for hotspots and she would share their findings with the contractor. Mr. Gordish asked if there were laws to remove Brazilian Peppers and Ms. Brosious stated that there were no requirements as part of preserve treatment but they were an ongoing problem as seed sources were often offsite.

5. Bridgetown Report

Ms. Meneely stated the report was provided in the agenda packet. Mr. Aycock asked about the dye used. Kevin from Marina Bay stated he would not know but not used for color.

6. Manager's Report
a. Financials

Ms. Meneely advised that the report was provided in the meeting package. She also advised that she would officially be back as the District Manager of Arborwood CDD after January 1st and that their next meeting was set for February 16, 2026.

J. BOARD MEMBER COMMENTS

(Added)

Mr. Aycock wanted to reconsider the park land that was given to the City as he felt it had value and the City should pay for what was given to them. He noted that an adjoining property was valued at $340,000. Mr. Lorenz pointed out that the adjoining parcel was not under conservation easements which dropped the value. Mr. Gordish stated that the property was costing the District between $4,000 and $6,000 a year. It could not be sold to property owners since it was purchased with public funds and by donating it to the City, the area gets a park that is paid for by the City. He concluded that he was happy with the deal and that everyone benefits from it. Ms. Hagen added that it also solved a problem that the City had for green space. Mr. Aycock withdrew his objection.

Mr. Gordish thanked the Board Members and staff for their service throughout the year and wished everyone a Merry Christmas.

K. ADJOURNMENT

There being no further business to come before the Board, a **MOTION** was made by Mr. Gordish, seconded by Mr. Schroetenboer and passed unanimously adjourning the Regular Board Meeting at 9:55 a.m.

_____ _____

Secretary/Assistant Secretary Chair/Vice-Chair

TR TRANSPORTATION CONSULTANTS, INC

2726 OAK RIDGE COURT, SUITE 503
FORT MYERS, FL 33901-9356
OFFICE 239.278.3090
FAX 239.278.1906

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

2026
BI-ANNUAL TRAFFIC MONITORING REPORT

FOR

ARBORWOOD DRI
FORT MYERS, FLORIDA

(PROJECT NO. F2512.08)

PREPARED BY:
TR Transportation Consultants, Inc.
Certificate of Authorization Number: 27003
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901-9356
(239) 278-3090

January 27, 2026

YURY BYKAU
LICENSE
No. 92345
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

Yury Bykau
Digitally signed by Yury Bykau
Date: 2026.01.31 14:50:58 -05'00'

TRANSPORTATION CONSULTANTS, INC

CONTENTS

TR TRANSPORTATION CONSULTANTS, INC

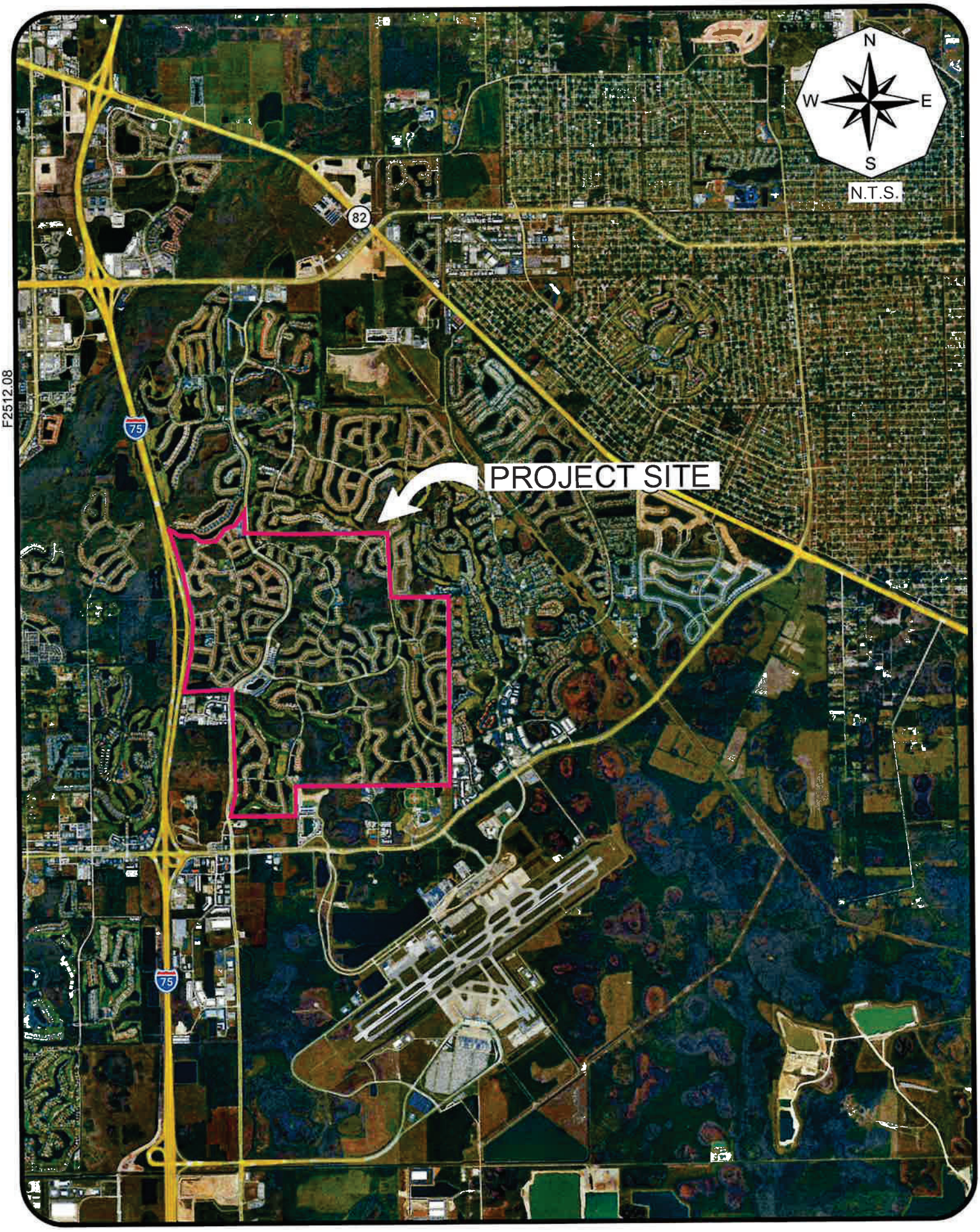
I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a Bi-Annual Traffic Monitoring Report to fulfill requirements set forth in Transportation Condition #6 of the Ordinance No. 3226 for the Arborwood Development of Regional Impact (DRI) project. The Arborwood DRI is generally located along the west and east side of Treeline Avenue just north of Daniels Parkway in the City of Fort Myers, Florida. **Figure 1** illustrates the approximate location of the overall Arborwood Village DRI.

The subject site is approved for the development of up to 6,500 residential dwelling units as well as up to 170,000 square feet of commercial uses and 36-hole golf course. To date, the site has been developed with 4,510 residential dwelling units and one 18-hole golf course. No commercial development has been applied for or constructed to date.

This bi-annual traffic monitoring report has been completed consistently with the previously approved traffic monitoring report prepared by David Plummer & Associates dated March 7, 2018.

This report evaluates field-measured traffic volumes at the project driveways generated by the existing development within the Arborwood Village DRI and compares these volumes to the external trip generation approved as part of the original DRI analysis. In addition, an operational analysis of the project driveways will be also evaluated in terms of Level of Service consistent with the Mitigation Options 2 and 3 of Ordinance No. 3226 for the Arborwood DRI.



PROJECT LOCATION MAP

ARBORWOOD DRI

Figure 1

II. DATA COLLECTION

Turning movement count data was collected at intersections serving the Arborwood DRI on January 6, 2026. This data was collected during the PM peak hours (4PM - 6PM) in order to determine the evening peak hour trip generation and intersection traffic. A list of the intersections where the turning movement counts were performed is indicated on **Table 1**. The raw turning movement counts conducted at each intersection are attached to the Appendix of this report for reference.

Table 1
Required Intersection Counts
Arborwood DRI – Traffic Monitoring Report

Intersection
Treeline Ave @ Kingsbridge Blvd/Botanic Lakes Blvd
Treeline Ave @ Silver Ridge Blvd
Treeline Ave @ Grand Jardin Dr
Treeline Ave @ Dartington Dr
Plantation Gardens Dr @ Grand Jardin Dr
Plantation Gardens Dr @ Dartington Dr
Plantation Gardens Dr @ Chrasfield Chase
Plantation Gardens Dr @ Kingsbridge Blvd
Plantation Gardens Dr @ Commerce Lakes Dr
Commerce Lakes Dr @ Gladstone Way/Arbor Trace Dr

III. EXISTING TRIP GENERATION

The build-out of Arborwood DRI was approved for up to 4,254 PM peak hour external trips per Ordinance No. 3226. The existing field-measured external trip generation was estimated based on the attached PM peak hour traffic counts conducted at all intersections listed in Table 1. Attached **Figure 2** illustrates the existing traffic volumes at each intersection based on the collected traffic data. **Table 2** summarizes the existing field measured trip generation which was determined based on the collected traffic counts as illustrated on Figure 2.

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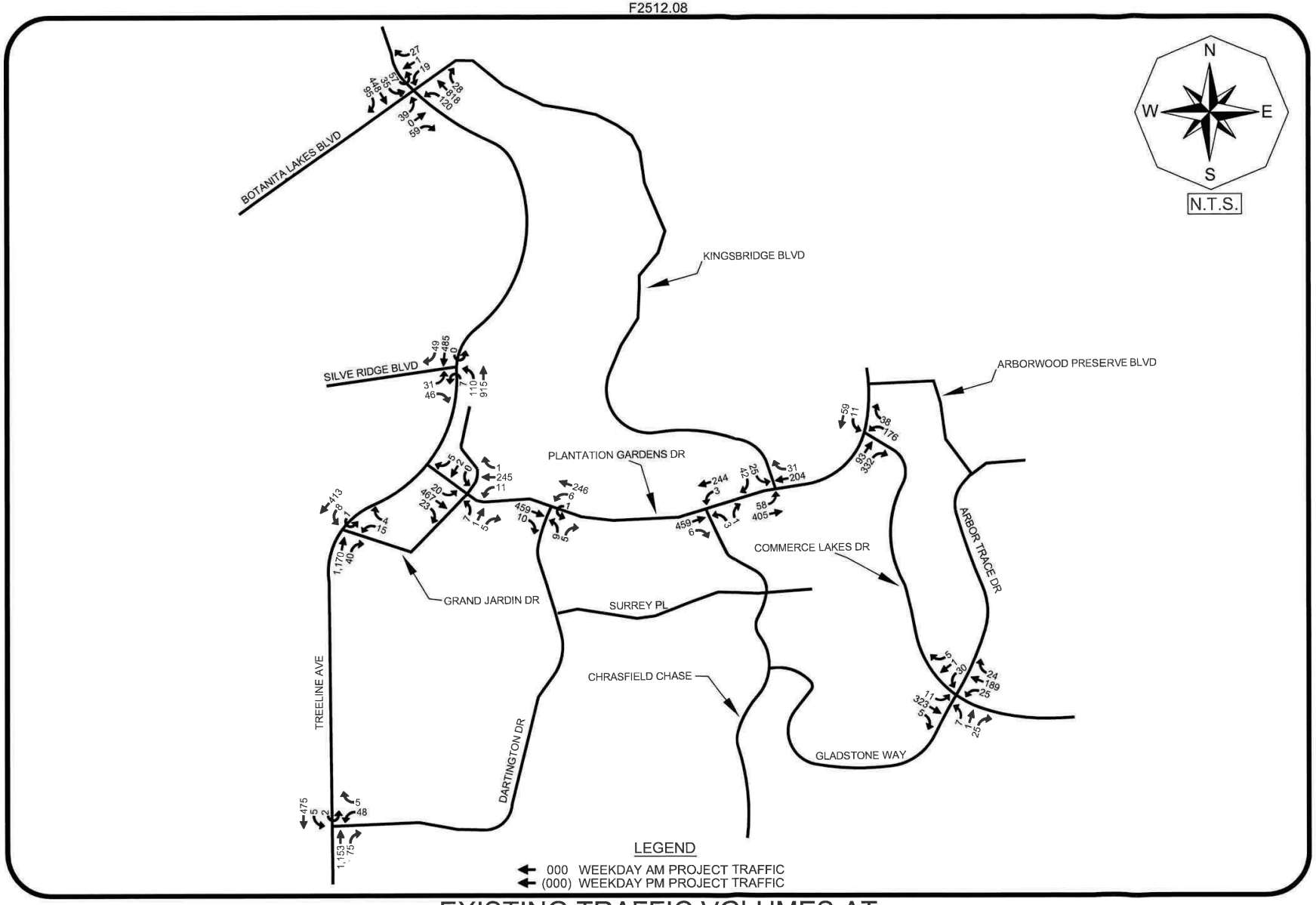


EXISTING TRAFFIC VOLUMES AT
ANALYZED INTERSECTIONS
ARBORWOOD DRI

Figure 2

Table 2
Field Measured External Trip Generation
Arborwood DRI – Traffic Monitoring Report

Intersection	Weekday PM Peak Hour		
	In	Out	Total
Treeline Ave @ Kingsbridge Blvd/Botanica Lakes Blvd	279	145	424
Treeline Ave @ Silver Ridge Blvd	159	77	236
Treeline Ave @ Grand Jardin Dr	48	19	67
Treeline Ave @ Dartington Dr	80	53	133
Plantation Gardens Dr @ Grand Jardin Dr	55	20	75
Plantation Gardens Dr @ Dartington Dr	16	14	30
Plantation Gardens Dr @ Chrasfield Chase	9	4	13
Plantation Gardens Dr @ Kingsbridge Blvd	89	67	156
Plantation Gardens Dr @ Commerce Lakes Dr	131	70	201
Commerce Lakes Dr @ Gladstone Way/Arbor Trace Dr	67	69	136
Total Trips	**933**	**538**	**1,471**

As previously mentioned, the build-out of Arborwood DRI was approved for up to 4,254 PM peak hour external trips per Ordinance No. 3226. **Table 3** provides a traffic comparison between the number of external trips approved by Ordinance No. 3226 and the number of the field-measured external trips shown in Table 2.

Table 3
Trip Generation Comparison
Arborwood DRI – Traffic Monitoring Report

Scenario	External Weekday P.M. Peak Hour Two-Way Trips
Approved by Ordinance No. 3226	4,254
Field-Measured	1,471

As can be seen in Table 3, the trip generation of the existing development within Arborwood DRI is well below the approved 4,254 external PM peak hour two-way vehicles. In comparison to the existing trip generation with the approved trip generation, the Arborwood DRI appears to be approximately 34.6% (1,471 trips/4,254 trips) of the approved trip generation as outlined in the Ordinance No. 3226.

IV. INTERSECTION ANALYSIS

Intersection analysis was performed at all intersections listed on Table 1 utilizing the ***Highway Capacity Software*** (***HCS***©). The analysis was completed based on the existing 2026 weekday PM peak hour traffic conditions. **Table 4** and **Table 5** summarize the results of the intersection analysis at all analyzed intersections.

Table 4
PM Peak Hour Intersection Delay Summary
Intersections Along Treeline Ave

Intersection	Movement	Existing 2026 Traffic Conditions
		LOS
Treeline Ave @ Kingsbridge Blvd/Botanic Lakes Blvd	EBL/EBT	D
	EBR	B
	WBL/WBT	D
	WBR	B
	NBL	A
	SBL	B
Treeline Ave @ Silver Ridge Blvd	EBL	C
	EBR	B
	NBL	A
	SBLU	C
Treeline Ave @ Grand Jardin Dr	WBL	C
	WBR	B
	SBL	B
Treeline Ave @ Dartington Dr	WBL	D
	WBR	B
	SBL	B

Table 5
PM Peak Hour Intersection Delay Summary
Intersections Along Plantation Gardens Dr & Commerce Lakes Dr

Intersection	Movement	Existing 2026 Traffic Conditions LOS
Plantation Gardens Dr @ Grand Jardin Dr	EBL	A
	WBL	A
	NB	B
	SBL/SBT	B
	SBR	A
Plantation Gardens Dr @ Dartington Dr	WBL	A
	NBL	B
	NBR	B
Plantation Gardens Dr @ Chrasfield Chase	WBL	A
	NB	B
Plantation Gardens Dr @ Kingsbridge Blvd	EBL	A
	SBL	B
	SBR	A
Plantation Gardens Dr @ Commerce Lakes Dr	WBL/WBT	A
	NBL	B
	NBR	A
Commerce Lakes Dr @ Gladstone Way/Arbor Trace Dr	EBL	A
	WBL	A
	NBL/NBT	B
	NBR	B
	SBL/SBT	B
	SBR	A

Based upon the results of the intersection capacity analysis conducted as part of this report, all of the movements at analyzed intersections currently operate at an acceptable Level of Service in the PM peak hour conditions. ***HCS***© results are also attached to the Appendix of this report for reference.

V. CONCLUSION

A Bi-Annual Monitoring Traffic Analysis was completed consistently with Mitigation Options 2 and 3 of Ordinance No. 3226 for the Arborwood DRI. The subject site is generally located along the west and east side of Treeline Avenue just north of Daniels Parkway in the City of Fort Myers, Florida.

The Arborwood DRI property is currently approved for the development of up to 6,500 residential dwelling units as well as up to 170,000 square feet of commercial uses and 36-hole golf course. Based on the current field-measured traffic, the project is only generating 34.6% of the approved trip generation as outlined in Ordinance No. 3226.

The results of the intersection capacity analysis indicate that all of the analyzed intersections serving the Arborwood DRI currently operate at an acceptable Level of Service in the PM peak hour conditions.

APPENDIX

ORDINANCE NO. 3226

ARBORWOOD DRI

TRANSPORTATION CONDITION #6

Development Agreement is being processed shall be credited against the Project's total mitigation.

6. Bi-Annual Traffic Monitoring Report

a) The Developer shall submit a standard DRI bi-annual monitoring report to the following entities for review and approval: City of Fort Myers, Lee County Department of Transportation (LCDOT), the Florida Department of Transportation (FDOT), FDCA, and the SWFRPC. The first monitoring report shall be submitted two (2) years after the recorded date of the approval of the DRI Development Order unless no buildings have been occupied. If the Developer contends that a traffic monitoring report is not required because no traffic impacts have been created, he must indicate so in writing to the above review agencies. Once the development is required to submit a traffic monitoring report, it must be submitted bi-annually thereafter.

b) The bi-annual monitoring program will differ under Mitigation Options 1, 2 and 3. Under either option, the monitoring program will be designed in cooperation with the City of Fort Myers, LCDOT, FDOT, the SWFRPC and FDCA prior to submittal of the first report. The methodology of the traffic monitoring report may be revised, if agreed upon by all

parties. If no agreement is reached on methodologies and the monitoring report is not submitted on schedule, the City of Fort Myers shall cease to issue building permits for the DRI until the monitoring report is submitted in accordance with this Development Order. The agreement will not be unreasonably withheld.

c) Under Mitigation Option 1, the bi-annual monitoring program will measure the Project's actual external trip generation, evaluate conditions at the Project's access points, evaluate levels of service on impacted roads and intersections, and determine the timing of needed improvements. The bi-annual monitoring report must contain the following information:

(1) PM peak hour traffic counts with turning movements at the Project's access points onto Treeline Avenue, Arborwood Parkway and Commerce Lakes Drive if those roads provide continuity between external public roadways and on the external road segments and intersections identified in subsection 3. above.

(2) A comparison of field-measured Project external driveway traffic volumes to the Project trip generation assumed in the

DRI analysis. The Project's trip generation used in the DRI traffic analysis was 4,254 PM peak hour external trips at buildout.

(3) Estimated existing PM peak hour levels of service and needed improvements at the Project's access points and for the roads and intersections specified in subsection 3. above.

(4) Estimated future PM peak hour levels of service and needed improvements, based on a one (1) year projection of future volumes, at the Project's access points and for the roads and intersections specified in subsection 3. above.

(5) A summary of the status of road improvements assumed in the ADA to be committed by the City of Fort Myers, Lee County and/or FDOT as set forth below:

COMMITTED IMPROVEMENTS			
Roadway	From	To	Improvement
Treeline Avenue	Alico Road Daniels Parkway	Daniels Parkway Colonial Boulevard	4 Lane Construction 4 Lane Construction
Gunnery Road	SR 82	Lee Boulevard	4 Lane Widening
Veronica Shoemaker Boulevard	North Colonial Waterway	SR 82	4 Lane Construction
SR 82	Ortiz Avenue	Evans Avenue	4 Lane Widening
Three Oaks Pkwy.	Corkscrew Road	Alico Road	4 Lane Widening
Imperial Street	East Terry Street	Bonita Beach Road	4 Lane Widening
Metro Parkway	US 41/Alico Rd.	Six Mile Cypress Pkwy.	6 Lane Construction
US 41	Corkscrew Road N. of Old 41	N. of Old 41 N. of Bonita Beach Road	6 Lane Widening 6 Lane Widening
Koreshan Boulevard Ext.	Three Oaks Pkwy.	Ben Hill Griffin Parkway	4 Lane Construction
Alico Road Alico Road/ I-75 Interchange	US 41 Three Oaks Pkwy.	Three Oaks Parkway Ben Hill Griffin Parkway	6 Lane Widening 6 Lane Widening
Bonita Beach Road	Imperial Street	I-75	6 Lane Widening
Cypress Lake Dr.	Summerlin Road	West of US 41	6 Lane Widening
I-75	Bonita Beach Road	Daniels Parkway	6 Lane Widening

d) Under Mitigation Options 2 and 3, the bi-annual monitoring program will measure the Project's actual external trip generation and evaluate conditions at the Project's access points. The bi-annual monitoring report

under Options 2 and 3 must contain the following information.

(1) PM peak hour traffic counts with turning movements at the Project's access points onto Treeline Avenue, Arborwood Parkway and Commerce Lakes Drive if those roads provide continuity between external public roadways.

(2) A comparison of field-measured Project external driveway traffic volumes to the Project trip generation assumed in the DRI analysis. The Project's trip generation used in the DRI traffic analysis was 4,254 PM peak hour external driveway trips at Buildout.

(3) Estimated existing PM peak hour levels of service and needed improvements at the Project's access points.

e) Under all options, if the bi-annual traffic monitoring report reveals that the Project's trip generation exceeds the thresholds identified in Section 380.06(19)(b)15, Florida Statutes, then the provisions regarding substantial deviations will take effect. Under Mitigation Option 1, if the bi-annual monitoring report confirms that the peak season, PM peak hour traffic on the significantly impacted roadways exceeds the

level of service standards adopted by the local jurisdiction, and the Project is utilizing five percent or more of the adopted level of service standard service volume, then further local Development Orders, building permits and certificates of occupancy will not be granted until the standards of the concurrency management system have been met. Under Option 1, Arborwood will comply with the City's concurrency management system in effect at the time. Under Mitigation Option 2 and 3, the DRI is either fully or partially vested for traffic concurrency purposes.

f) The Arborwood DRI analysis has shown the project to have a potential impact on I-75 between Bonita Beach Road and Daniels Parkway and at the interchanges of both Daniels Parkway and Colonial Boulevard. Consequently, the applicant will monitor future planned I-75 projects. Further, Lee County anticipates the construction of Three Oaks Parkway as a four-lane facility from Bonita Springs to Daniels Parkway with construction funded in the CIP years 2005, 2006 and 2007. Consequently, the applicant will monitor future planned I-75 projects and the Three Oaks Parkway project and provide a summary of them in the traffic monitoring report.

TURNING MOVEMENT COUNTS

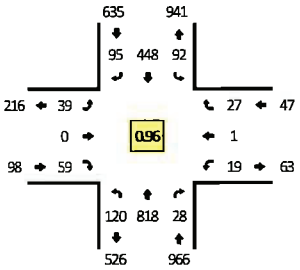
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

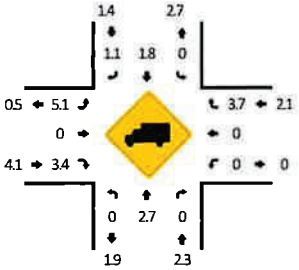
LOCATION: Treeline Ave -- Botanica Lakes Blvd/Kingsbridge Blvd
CITY/STATE: Fort Myers, FL

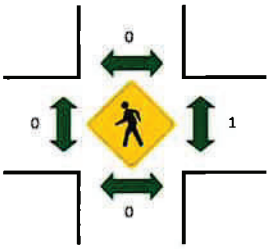
QC JOB #: 17392101
DATE: Tue, Jan 6 2026

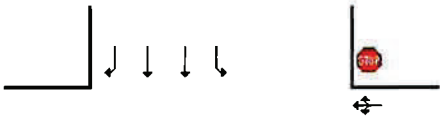
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

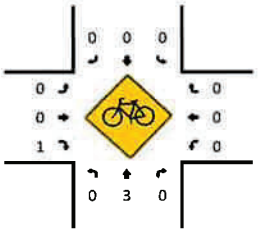


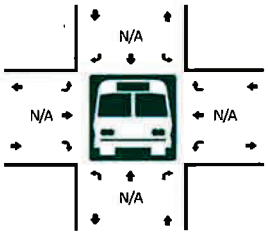
TRUE DATA TO IMPROVE MOBILITY

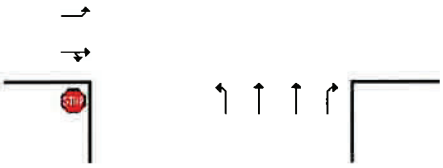


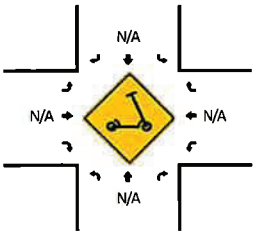












15-Min Count Period Beginning At	Treeline Ave (Northbound)				Treeline Ave (Southbound)				Botanica Lakes Blvd/Kingsbridge Blvd (Eastbound)				Botanica Lakes Blvd/Kingsbridge Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	168	8	0	12	101	17	11	10	1	24	0	4	1	4	0	378	
4:15 PM	18	201	8	0	15	119	17	8	12	1	10	0	6	2	6	0	423	
4:30 PM	32	200	9	0	11	100	24	7	13	0	15	0	5	1	9	0	426	
4:45 PM	21	182	6	0	12	116	22	9	12	0	17	0	3	0	10	0	410	1637
5:00 PM	28	219	9	0	9	117	26	12	6	0	15	0	7	0	6	0	454	1713
5:15 PM	35	215	3	0	5	119	21	17	10	0	16	0	3	1	5	0	450	1740
5:30 PM	36	202	10	0	9	96	26	19	11	0	11	0	6	0	6	0	432	1746
5:45 PM	35	165	6	0	8	109	12	5	8	1	16	0	3	0	4	0	372	1708

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	112	876	36	0	36	468	104	48	24	0	60	0	28	0	24	0	1816
Heavy Trucks	0	36	0		0	8	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/13/2026 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

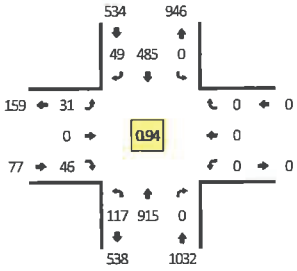
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

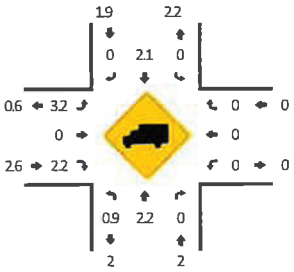
LOCATION: Treeline Ave -- Silver Ridge Blvd
CITY/STATE: Fort Myers, FL

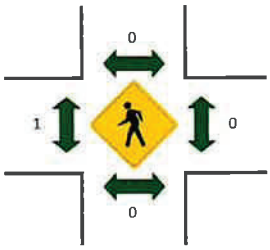
QC JOB #: 17392102
DATE: Tue, Jan 6 2026

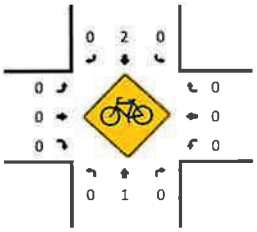
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

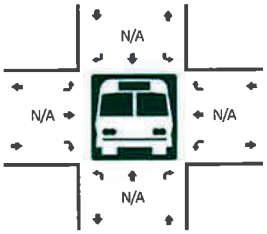


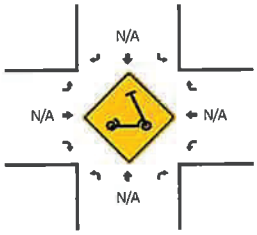
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Treeline Ave (Northbound)				Treeline Ave (Southbound)				Silver Ridge Blvd (Eastbound)				Silver Ridge Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	22	183	0	4	0	121	15	0	7	0	19	0	0	0	0	0	371	
4:15 PM	27	213	0	0	0	118	16	0	11	0	13	0	0	0	0	0	398	
4:30 PM	26	231	0	1	0	100	15	0	6	0	10	0	0	0	0	0	389	
4:45 PM	26	199	0	1	0	123	12	0	7	0	11	0	0	0	0	0	379	1537
5:00 PM	35	232	0	1	0	135	11	0	10	0	11	0	0	0	0	0	435	1601
5:15 PM	19	254	0	2	0	118	10	0	7	0	12	0	0	0	0	0	422	1625
5:30 PM	30	230	0	3	0	109	16	0	7	0	12	0	0	0	0	0	407	1643
5:45 PM	23	199	0	3	0	102	15	0	10	0	23	0	0	0	0	0	375	1639

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	140	928	0	4	0	540	44	0	40	0	44	0	0	0	0	0	1740
Heavy Trucks	0	24	0		0	8	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/13/2026 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

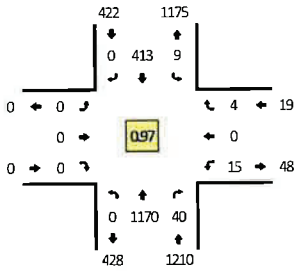
Type of peak hour being reported: Intersection Peak

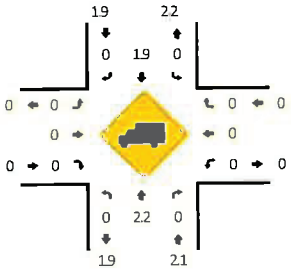
Method for determining peak hour: Total Entering Volume

LOCATION: Treeline Ave -- Grand Jardin Dr
CITY/STATE: Fort Myers, FL

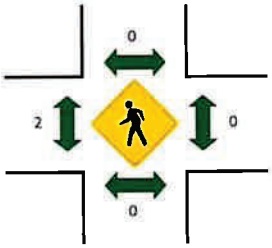
QC JOB #: 17392104
DATE: Tue, Jan 6 2026

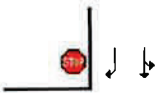
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

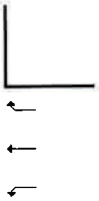


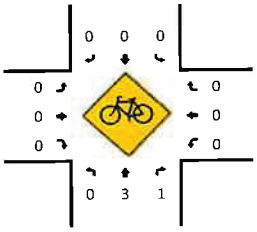


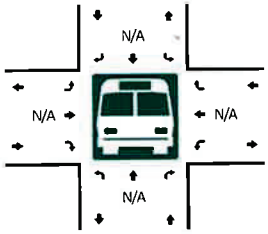
TRUE DATA TO IMPROVE MOBILITY

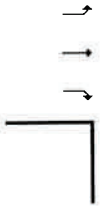


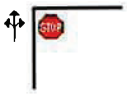


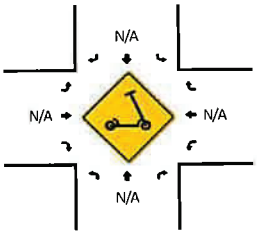












15-Min Count Period Beginning At	Treeline Ave (Northbound)				Treeline Ave (Southbound)				Grand Jardin Dr (Eastbound)				Grand Jardin Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	226	5	0	0	116	0	0	0	0	0	0	4	0	1	0	352	
4:15 PM	0	263	1	0	2	103	0	0	0	0	0	0	3	0	0	0	372	
4:30 PM	0	284	6	0	0	118	0	1	0	0	0	0	7	0	0	0	416	
4:45 PM	0	254	8	0	0	103	0	0	0	0	0	0	2	0	1	0	368	1508
5:00 PM	0	275	8	0	1	123	0	1	0	0	0	0	3	0	3	0	414	1570
5:15 PM	0	311	6	0	6	101	0	0	0	0	0	0	2	0	1	0	427	1625
5:30 PM	0	324	9	0	0	87	0	0	0	0	0	0	4	0	0	0	424	1633
5:45 PM	0	260	17	0	1	102	0	0	0	0	0	0	6	0	0	0	386	1651

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1244	24	0	24	404	0	0	0	0	0	0	8	0	4	0	1708
Heavy Trucks	0	16	0		0	8	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	4	4		0	0	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 1/13/2026 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

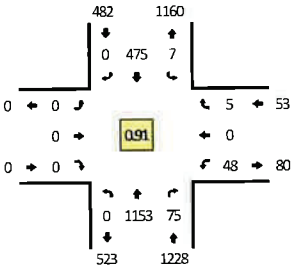
Method for determining peak hour: Total Entering Volume

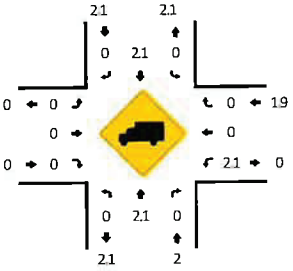
LOCATION: Treeline Ave -- Darlington Dr
CITY/STATE: Fort Myers, FL

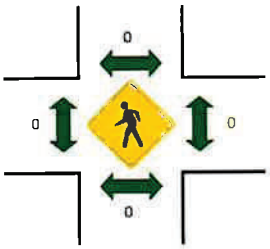
QC JOB #: 17392106
DATE: Tue, Jan 6 2026

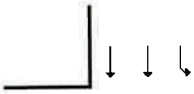
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

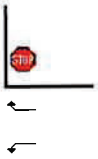
TRUE DATA TO IMPROVE MOBILITY

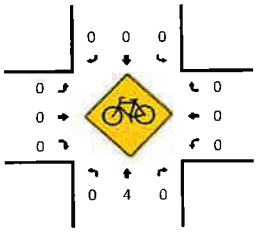


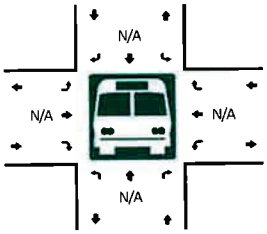


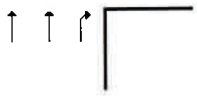


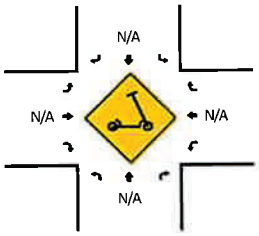












15-Min Count Period Beginning At	Treeline Ave (Northbound)				Treeline Ave (Southbound)				Darlington Dr (Eastbound)				Darlington Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	224	22	0	2	128	0	0	0	0	0	0	11	0	4	0	391	
4:15 PM	0	251	15	0	4	114	0	0	0	0	0	0	10	0	1	0	395	
4:30 PM	0	277	14	0	3	146	0	0	0	0	0	0	9	0	2	0	451	
4:45 PM	0	247	15	0	4	107	0	0	0	0	0	0	15	0	0	0	388	1625
5:00 PM	0	296	18	0	0	159	0	0	0	0	0	0	8	0	2	0	483	1717
5:15 PM	0	268	14	0	3	106	0	1	0	0	0	0	13	0	2	0	407	1729
5:30 PM	0	337	17	0	1	98	0	1	0	0	0	0	16	0	1	0	471	1749
5:45 PM	0	252	26	0	1	112	0	0	0	0	0	0	11	0	0	0	402	1763

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1184	72	0	0	636	0	0	0	0	0	0	32	0	8	0	1932
Heavy Trucks	0	40	0		0	16	0		0	0	0		0	0	0		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 1/13/2026 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

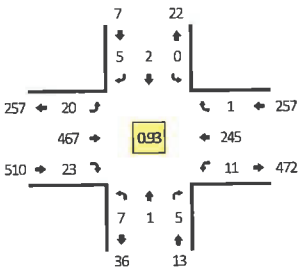
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

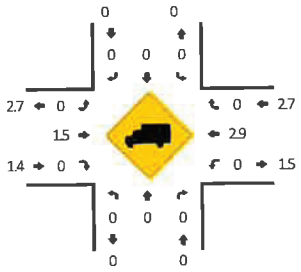
LOCATION: Grand Jardin Dr -- Plantation Gardens Pkwy
CITY/STATE: Fort Myers, FL

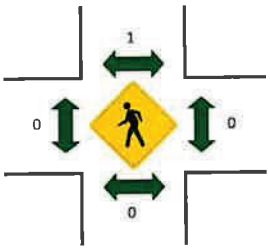
QC JOB #: 17392103
DATE: Tue, Jan 6 2026

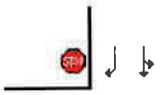
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

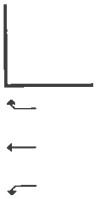


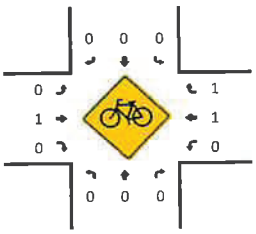
TRUE DATA TO IMPROVE MOBILITY

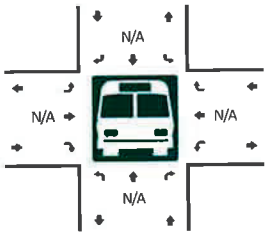


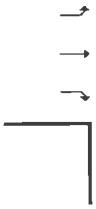


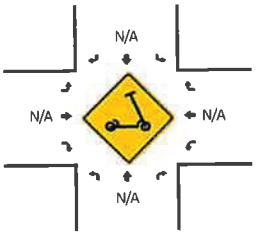












15-Min Count Period Beginning At	Grand Jardin Dr (Northbound)				Grand Jardin Dr (Southbound)				Plantation Gardens Pkwy (Eastbound)				Plantation Gardens Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	1	0	3	0	4	89	2	0	2	50	1	0	153	
4:15 PM	1	0	3	0	0	0	4	0	3	104	5	0	1	62	1	0	184	
4:30 PM	1	3	0	0	0	0	3	0	6	74	4	0	1	64	1	0	157	
4:45 PM	0	0	1	0	0	2	3	0	9	109	1	0	2	43	2	0	172	666
5:00 PM	3	0	2	0	0	0	3	0	3	106	6	0	3	85	0	0	211	724
5:15 PM	1	0	1	0	0	0	1	0	7	121	6	0	5	63	1	0	206	746
5:30 PM	1	1	1	0	0	0	0	0	5	124	4	0	0	46	0	0	182	771
5:45 PM	2	0	1	0	0	2	1	0	5	116	7	0	3	51	0	0	188	787

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	0	8	0	0	0	12	0	12	424	24	0	12	340	0	0	844
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	20	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

Report generated on 1/13/2026 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

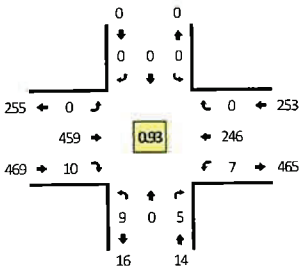
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

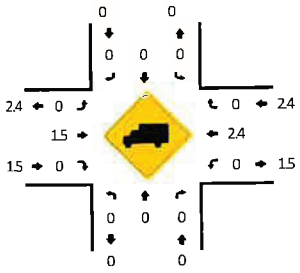
LOCATION: Darlington Dr -- Plantation Gardens Pkwy
CITY/STATE: Fort Myers, FL

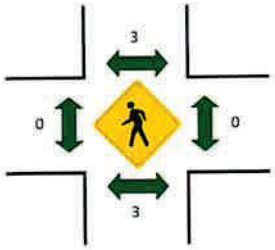
QC JOB #: 17392105
DATE: Tue, Jan 6 2026

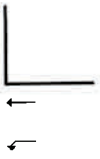
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

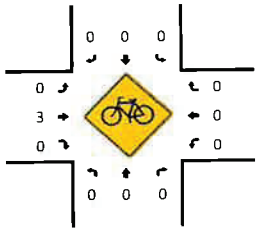


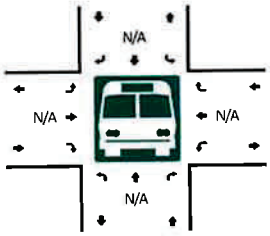
TRUE DATA TO IMPROVE MOBILITY

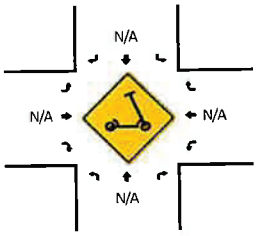












15-Min Count Period Beginning At	Darlington Dr (Northbound)				Darlington Dr (Southbound)				Plantation Gardens Pkwy (Eastbound)				Plantation Gardens Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	4	0	0	0	0	0	0	87	3	0	2	58	0	0	156	
4:15 PM	3	0	1	0	0	0	0	0	0	101	3	0	2	55	0	0	165	
4:30 PM	2	0	0	0	0	0	0	0	0	77	1	0	1	62	0	0	143	
4:45 PM	0	0	1	0	0	0	0	0	0	106	3	0	0	48	0	1	159	623
5:00 PM	1	0	3	0	0	0	0	0	0	103	3	0	1	87	0	0	198	665
5:15 PM	6	0	1	0	0	0	0	0	0	125	1	0	2	61	0	0	196	696
5:30 PM	0	0	0	0	0	0	0	0	0	118	3	0	3	47	0	1	172	725
5:45 PM	2	0	1	0	0	0	0	0	0	113	3	0	0	51	0	0	170	736

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	12	0	0	0	0	0	0	412	12	0	4	348	0	0	792
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	16	0		28
Buses																	
Pedestrians		8				4				0				0			12
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

Report generated on 1/13/2026 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

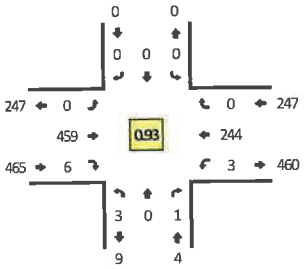
Method for determining peak hour: Total Entering Volume

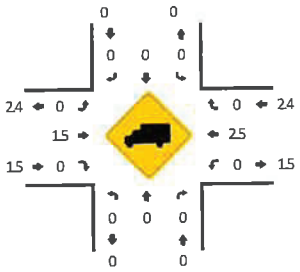
LOCATION: Chrasfield Chase -- Plantation Gardens Pkwy
CITY/STATE: Fort Myers, FL

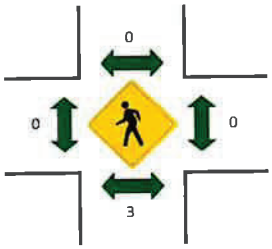
QC JOB #: 17392107
DATE: Tue, Jan 6 2026

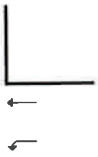
Peak-Hour: 5:00 PM – 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

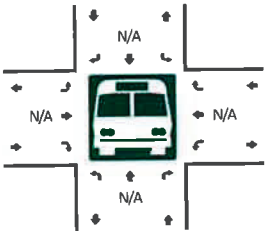
TRUE DATA TO IMPROVE MOBILITY

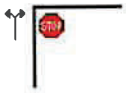


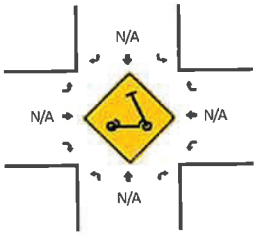












15-Min Count Period Beginning At	Chrasfield Chase (Northbound)				Chrasfield Chase (Southbound)				Plantation Gardens Pkwy (Eastbound)				Plantation Gardens Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	0	2	0	0	0	0	0	0	88	2	0	0	54	0	0	150	
4:15 PM	1	0	0	0	0	0	0	0	0	102	3	0	0	57	0	0	163	
4:30 PM	1	0	0	0	0	0	0	0	0	77	0	0	0	63	0	0	141	
4:45 PM	0	0	1	0	0	0	0	0	0	108	1	0	0	52	0	0	162	616
5:00 PM	1	0	0	0	0	0	0	0	0	105	2	0	0	84	0	0	192	658
5:15 PM	0	0	0	0	0	0	0	0	0	114	2	0	1	61	0	0	178	673
5:30 PM	1	0	1	0	0	0	0	0	0	127	1	0	2	51	0	0	183	715
5:45 PM	1	0	0	0	0	0	0	0	0	113	1	0	0	48	0	0	163	716

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	0	0	0	0	0	420	8	0	0	336	0	0	768
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	16	0		28
Buses																	
Pedestrians		8				0				0				0			8
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

Report generated on 1/13/2026 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

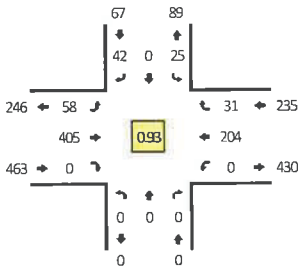
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

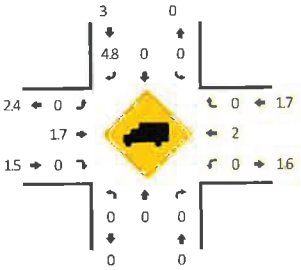
LOCATION: Kings Bridge Blvd -- Plantation Gardens Pkwy
CITY/STATE: Fort Myers, FL

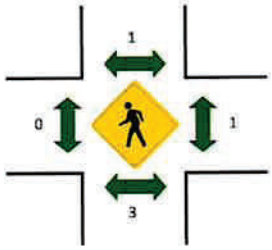
QC JOB #: 17392108
DATE: Tue, Jan 6 2026

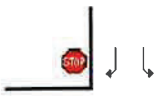
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

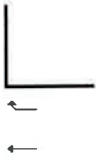


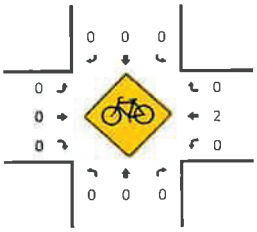
TRUE DATA TO IMPROVE MOBILITY

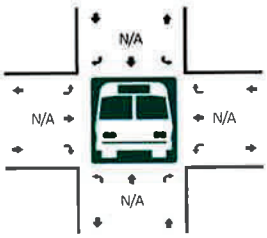


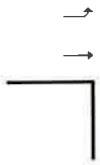


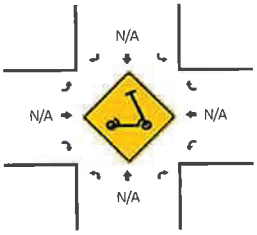












15-Min Count Period Beginning At	Kings Bridge Blvd (Northbound)				Kings Bridge Blvd (Southbound)				Plantation Gardens Pkwy (Eastbound)				Plantation Gardens Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	3	0	6	0	15	76	0	0	0	50	4	0	154	
4:15 PM	0	0	0	0	7	0	6	1	19	84	0	0	0	50	7	0	174	
4:30 PM	0	0	0	0	6	0	7	0	17	62	0	0	0	58	6	0	156	
4:45 PM	0	0	0	0	8	0	9	0	18	88	0	0	0	42	4	0	169	653
5:00 PM	0	0	0	0	4	0	13	0	13	95	0	0	0	69	11	0	205	704
5:15 PM	0	0	0	0	8	0	13	0	12	99	0	0	0	51	8	0	191	721
5:30 PM	0	0	0	0	6	0	9	0	16	114	0	0	0	44	6	0	195	760
5:45 PM	0	0	0	0	7	0	7	0	17	97	0	0	0	40	6	0	174	765

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	16	0	52	0	52	380	0	0	0	276	44	0	820
Heavy Trucks	0	0	0		0	0	8		0	12	0		0	8	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on **1/13/2026** 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

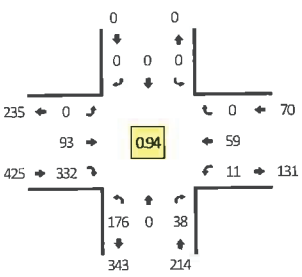
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

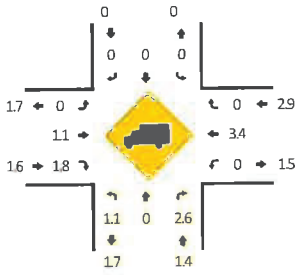
LOCATION: Commerce Lakes Dr -- Plantation Gardens Pkwy
CITY/STATE: Fort Myers, FL

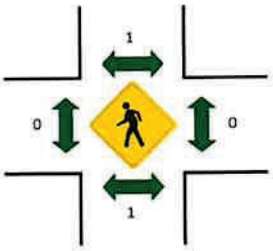
QC JOB #: 17392109
DATE: Tue, Jan 6 2026

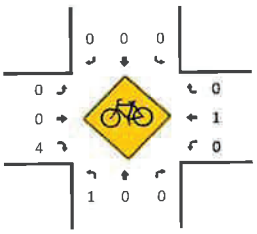
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

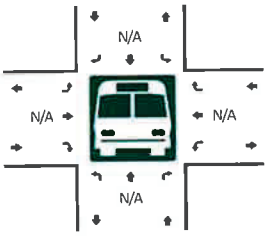


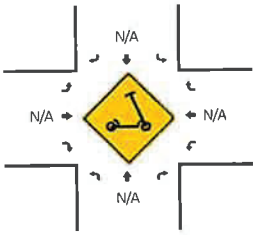
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Commerce Lakes Dr (Northbound)				Commerce Lakes Dr (Southbound)				Plantation Gardens Pkwy (Eastbound)				Plantation Gardens Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	52	0	3	0	0	0	0	0	0	19	61	0	2	6	0	0	143	
4:15 PM	42	0	3	0	0	0	0	0	0	18	72	0	0	14	0	0	149	
4:30 PM	45	0	3	0	0	0	0	0	0	18	53	0	5	16	0	0	140	
4:45 PM	36	0	9	0	0	0	0	0	0	22	71	0	2	11	0	0	151	583
5:00 PM	63	0	5	0	0	0	0	0	0	23	77	0	2	15	0	0	185	625
5:15 PM	43	0	17	0	0	0	0	0	0	20	86	0	4	18	0	0	188	664
5:30 PM	36	0	13	0	0	0	0	0	0	28	89	0	3	13	0	0	182	706
5:45 PM	34	0	3	0	0	0	0	0	0	22	80	0	2	13	0	0	154	709

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	172	0	68	0	0	0	0	0	0	80	344	0	16	72	0	0	752
Heavy Trucks	0	0	0		0	0	0		0	0	4		0	4	0		8
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	4	0	0		0	0	0		0	0	4		0	0	0		8
Scooters																	

Comments:

Report generated on 1/13/2026 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

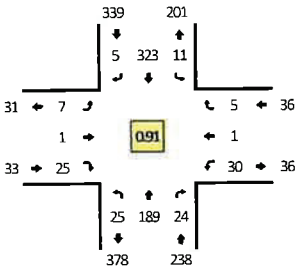
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

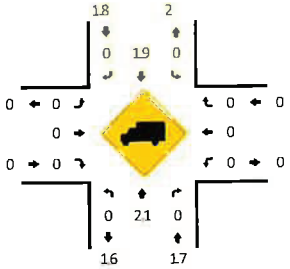
LOCATION: Commerce Lakes Dr -- Gladstone Way
CITY/STATE: Fort Myers, FL

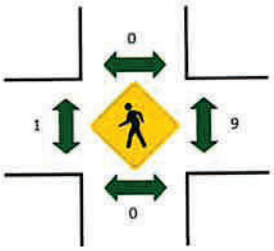
QC JOB #: 17392110
DATE: Tue, Jan 6 2026

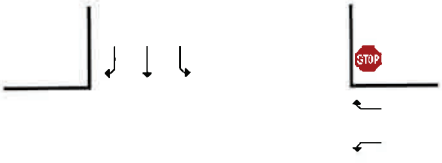
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

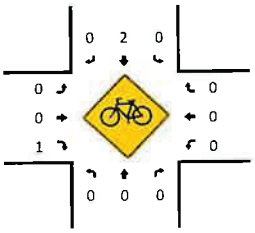


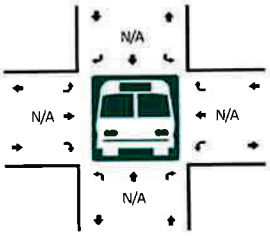
TRUE DATA TO IMPROVE MOBILITY

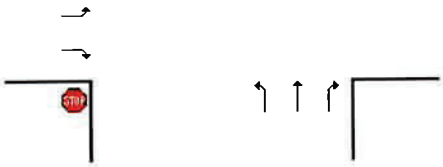


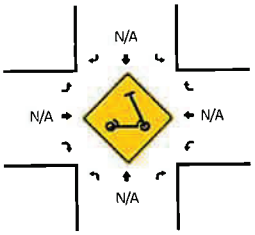












15-Min Count Period Beginning At	Commerce Lakes Dr (Northbound)				Commerce Lakes Dr (Southbound)				Gladstone Way (Eastbound)				Gladstone Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	51	3	0	3	51	3	0	0	0	4	0	12	0	2	0	138	
4:15 PM	6	46	4	0	3	71	1	0	1	0	4	0	4	0	2	0	142	
4:30 PM	1	46	9	0	7	46	1	1	0	0	8	0	6	0	0	0	125	
4:45 PM	6	40	6	0	2	72	2	0	2	0	8	0	4	1	2	0	145	550
5:00 PM	9	63	3	0	4	69	0	0	3	0	6	0	9	0	1	0	167	579
5:15 PM	5	45	10	0	1	97	1	0	1	0	6	0	9	0	2	0	177	614
5:30 PM	5	41	5	0	4	85	2	0	1	1	5	0	8	0	0	0	157	646
5:45 PM	4	33	7	0	3	80	2	0	1	0	5	0	2	0	1	0	138	639

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	180	40	0	4	388	4	0	4	0	24	0	36	0	8	0	708
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				4				12			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/13/2026 11:37 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

HCS INTERSECTION ANALYSIS SUMMARY SHEETS

TREELINE AVE @
KINGSBRIDGE BLVD/BOTANICA
LAKES BLVD

HCS Two-Way Stop-Control Report

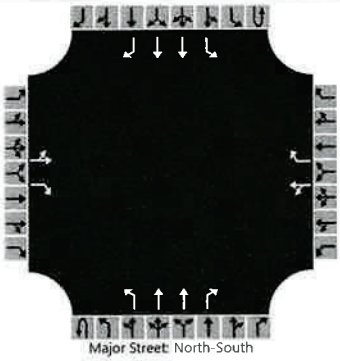
General Information

Analyst	YB
Agency/Co.	TR Transportation Consult
Date Performed	1/27/2026
Analysis Year	2026
Time Analyzed	PM Pk Hr
Intersection Orientation	North-South
Project Description	Arborwood DRI

Site Information

Intersection	Treeline Ave @ Kingsbridge Blvd/Botanica La...
Jurisdiction	Fort Myers
East/West Street	Kingsbridge Blvd/Botanica Lakes Blvd
North/South Street	Treeline Ave
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	1	2	1	0	1	2	1
Configuration		LT		R		LT		R		L	T	R		L	T	R
Volume (veh/h)		39	0	59		19	1	27	0	120	818	28	57	35	448	95
Percent Heavy Vehicles (%)		5	0	3		0	0	4	0	3			0	0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Left + Thru								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1			6.4	4.1		
Critical Headway (sec)		7.60	6.50	6.96		7.50	6.50	6.98		4.16			6.40	4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2			2.5	2.2		
Follow-Up Headway (sec)		3.55	4.00	3.33		3.50	4.00	3.34		2.23			2.50	2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41		61		21		28		125				96		
Capacity, c (veh/h)		190		766		160		571		995				489		
v/c Ratio		0.21		0.08		0.13		0.05		0.13				0.20		
95% Queue Length, Q_{95} (veh)		0.8		0.3		0.4		0.2		0.4				0.7		
95% Queue Length, Q_{95} (ft)		20.8		7.7		10.0		5.2		10.2				17.5		
Control Delay (s/veh)		29.0		10.1		30.8		11.6		9.1				14.1		
Level of Service (LOS)		D		B		D		B		A				B		
Approach Delay (s/veh)		17.6				19.8				1.1				2.0		
Approach LOS		C				C				A				A		

TREELINE AVE @
SILVER RIDGE BLVD

HCS Two-Way Stop-Control Report

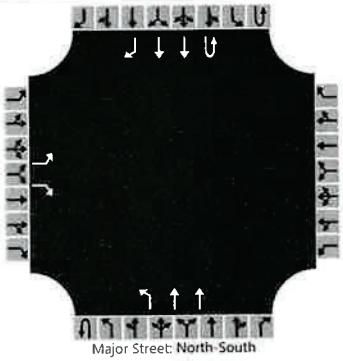
General Information

Analyst	YB
Agency/Co.	TR Transportation Consult
Date Performed	1/27/2026
Analysis Year	2026
Time Analyzed	PM Pk Hr
Intersection Orientation	North-South
Project Description	Arborwood DRI

Site Information

Intersection	Treeline Ave @ Silver Ridge Blvd
Jurisdiction	Fort Myers
East/West Street	Silver Ridge Blvd
North/South Street	Treeline Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	1	0	2	1
Configuration		L		R						L	T		U		T	R
Volume (veh/h)		31		46					7	110	915		0		485	49
Percent Heavy Vehicles (%)		3		2					1	1			0			
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9					6.4	4.1			6.4			
Critical Headway (sec)		6.86		6.94					6.42	4.12			6.40			
Base Follow-Up Headway (sec)		3.5		3.3					2.5	2.2			2.5			
Follow-Up Headway (sec)		3.53		3.32					2.51	2.21			2.50			

Delay, Queue Length, and Level of Service

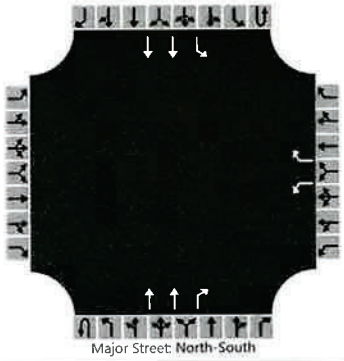
Flow Rate, v (veh/h)		33		49						124			0			
Capacity, c (veh/h)		320		741						973			351			
v/c Ratio		0.10		0.07						0.13			0.00			
95% Queue Length, Q_{95} (veh)		0.3		0.2						0.4			0.0			
95% Queue Length, Q_{95} (ft)		7.7		5.1						10.1			0.0			
Control Delay (s/veh)		17.5		10.2						9.2			15.3			
Level of Service (LOS)		C		B						A			C			
Approach Delay (s/veh)		13.1								1.0			0.0			
Approach LOS		B								A			A			

TREELINE AVE @
GRAND JARDIN DR

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	YB	Intersection	Treeline Ave @ Grand Jardin Dr
Agency/Co.	TR Transportation Consult	Jurisdiction	Fort Myers
Date Performed	1/27/2026	East/West Street	Grand Jardin Dr
Analysis Year	2026	North/South Street	Treeline Ave
Time Analyzed	PM Pk Hr	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Arborwood DRI		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	1	0	1	2	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						15		4			1170	40	1	8	413	
Percent Heavy Vehicles (%)						0		0					0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage						Left Only					1					

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9					6.4	4.1		
Critical Headway (sec)						6.80		6.90					6.40	4.10		
Base Follow-Up Headway (sec)						3.5		3.3					2.5	2.2		
Follow-Up Headway (sec)						3.50		3.30					2.50	2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15		4						9		
Capacity, c (veh/h)						210		447						494		
v/c Ratio						0.07		0.01						0.02		
95% Queue Length, Q_{95} (veh)						0.2		0.0						0.1		
95% Queue Length, Q_{95} (ft)						5.0		0.0						2.5		
Control Delay (s/veh)						23.5		13.1						12.4		
Level of Service (LOS)						C		B						B		
Approach Delay (s/veh)						21.3								0.3		
Approach LOS						C								A		

TREELINE AVE @ DARTINGTON DR

HCS Two-Way Stop-Control Report

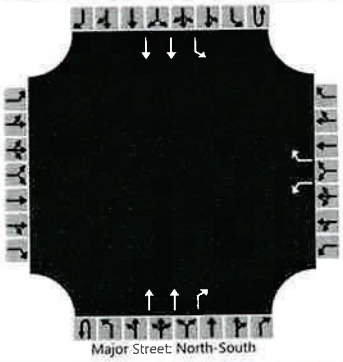
General Information

Analyst	YB
Agency/Co.	TR Transportation Consult
Date Performed	1/27/2026
Analysis Year	2026
Time Analyzed	PM Pk Hr
Intersection Orientation	North-South
Project Description	Arborwood DRI

Site Information

Intersection	Treeline Ave @ Dartington Dr
Jurisdiction	Fort Myers
East/West Street	Dartington Dr
North/South Street	Treeline Ave
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	1	0	1	2	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						48		5			1143	75	2	5	475	
Percent Heavy Vehicles (%)						2		0					0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9					6.4	4.1		
Critical Headway (sec)						6.84		6.90					6.40	4.10		
Base Follow-Up Headway (sec)						3.5		3.3					2.5	2.2		
Follow-Up Headway (sec)						3.52		3.30					2.50	2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						53		5						8		
Capacity, c (veh/h)						192		431						382		
v/c Ratio						0.27		0.01						0.02		
95% Queue Length, Q_{95} (veh)						1.1		0.0						0.1		
95% Queue Length, Q_{95} (ft)						27.9		0.0						2.5		
Control Delay (s/veh)						30.7		13.5						14.6		
Level of Service (LOS)						D		B						B		
Approach Delay (s/veh)						29.1							0.2			
Approach LOS						D							A			

PLANTATION GARDENS DR @ GRAND JARDIN DR

HCS Two-Way Stop-Control Report

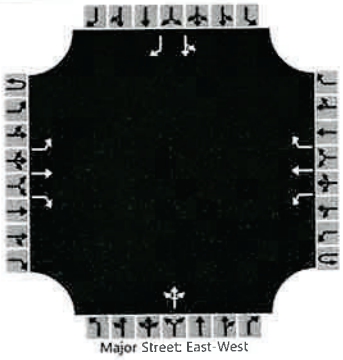
General Information

Analyst	YB
Agency/Co.	TR Transportation Consult
Date Performed	1/27/2026
Analysis Year	2026
Time Analyzed	PM Pk Hr
Intersection Orientation	East-West
Project Description	Arborwood DRI

Site Information

Intersection	Plantation Gardens Dr @ Grand Jardin Dr
Jurisdiction	Fort Myers
East/West Street	Plantation Gardens Dr
North/South Street	Grand Jardin Dr
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	1		0	1	0		0	1	1
Configuration		L	T	R		L	T	R			LTR			LT		R
Volume (veh/h)		20	467	23		11	245	1		7	1	5		0	2	5
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No								No			
Median Type | Storage	Left + Thru								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				12					14			2		5
Capacity, c (veh/h)		1311				1050					491			435		780
v/c Ratio		0.02				0.01					0.03			0.00		0.01
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.1			0.0		0.0
95% Queue Length, Q_{95} (ft)		2.5				0.0					2.5			0.0		0.0
Control Delay (s/veh)		7.8				8.5					12.6			13.3		9.6
Level of Service (LOS)		A				A					B			B		A
Approach Delay (s/veh)	0.3				0.4				12.6				10.7			
Approach LOS	A				A				B				B			

PLANTATION GARDENS DR @ DARTINGTON DR

HCS Two-Way Stop-Control Report

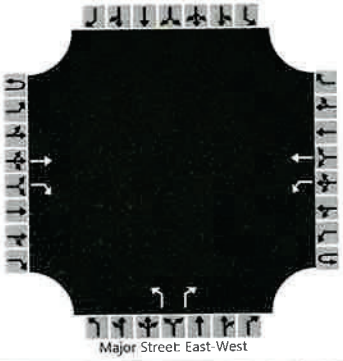
General Information

Analyst	YB
Agency/Co.	TR Transportation Consult
Date Performed	1/27/2026
Analysis Year	2026
Time Analyzed	PM Pk Hr
Intersection Orientation	East-West
Project Description	Arborwood DRI

Site Information

Intersection	Plantation Gardens Dr @ Dartington Dr
Jurisdiction	Fort Myers
East/West Street	Plantation Gardens Dr
North/South Street	Dartington Dr
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			459	10		7	246			9		5				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No								No						
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8				10		5				
Capacity, c (veh/h)						1071				540		580				
v/c Ratio						0.01				0.02		0.01				
95% Queue Length, Q_{95} (veh)						0.0				0.1		0.0				
95% Queue Length, Q_{95} (ft)						0.0				2.5		0.0				
Control Delay (s/veh)						8.4				11.8		11.3				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						0.2				11.6						
Approach LOS						A				B						

PLANTATION GARDENS DR @ CHRASFIELD CHASE

HCS Two-Way Stop-Control Report

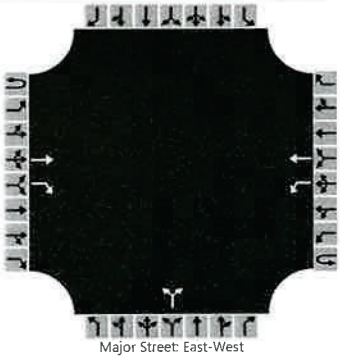
General Information

Analyst	YB
Agency/Co.	TR Transportation Consult
Date Performed	1/27/2026
Analysis Year	2026
Time Analyzed	PM Pk Hr
Intersection Orientation	East-West
Project Description	Arborwood DRI

Site Information

Intersection	Plantation Gardens Dr @ Chrasfield Chase
Jurisdiction	Fort Myers
East/West Street	Plantation Gardens Dr
North/South Street	Chrasfield Chase
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	T				LR					
Volume (veh/h)			459	6		3	244			3		1				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No													
Median Type | Storage			Left Only							2						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3					4					
Capacity, c (veh/h)						1075					552					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						8.4					11.6					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						0.1					11.6					
Approach LOS						A					B					

PLANTATION GARDENS DR @ KINGSBRIDGE BLVD

HCS Two-Way Stop-Control Report

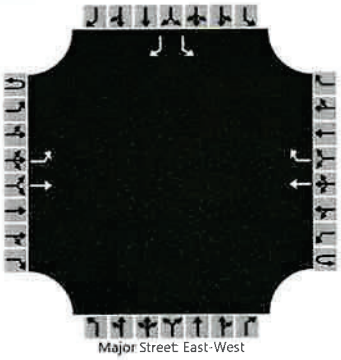
General Information

Analyst	YB
Agency/Co.	TR Transportation Consult
Date Performed	1/27/2026
Analysis Year	2026
Time Analyzed	PM Pk Hr
Intersection Orientation	East-West
Project Description	Arborwood DRI

Site Information

Intersection	Plantation Gardens Dr @ Kingsbridge Blvd
Jurisdiction	Fort Myers
East/West Street	Plantation Gardens Dr
North/South Street	Kingsbridge Blvd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)		58	405				204	31						25		42
Percent Heavy Vehicles (%)		0												0		5
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.25
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.35

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		62												27		45
Capacity, c (veh/h)		1324												500		813
v/c Ratio		0.05												0.05		0.06
95% Queue Length, Q_{95} (veh)		0.1												0.2		0.2
95% Queue Length, Q_{95} (ft)		2.5												5.0		5.2
Control Delay (s/veh)		7.9												12.6		9.7
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	1.0												10.8			
Approach LOS	A												B			

PLANTATION GARDENS DR @ COMMERCE LAKES DR

HCS Two-Way Stop-Control Report

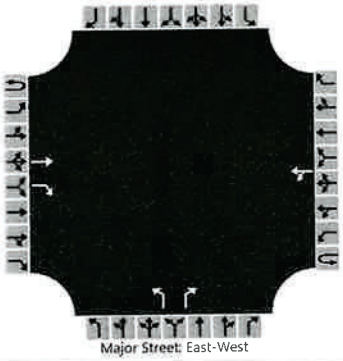
General Information

Analyst	YB
Agency/Co.	TR Transportation Consult
Date Performed	1/27/2026
Analysis Year	2026
Time Analyzed	PM Pk Hr
Intersection Orientation	East-West
Project Description	Arborwood DRI

Site Information

Intersection	Plantation Gardens Dr @ Commerce Lakes Dr
Jurisdiction	Fort Myers
East/West Street	Plantation Gardens Dr
North/South Street	Commerce Lakes Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		1	0	1		0	0	0
Configuration			T	R		LT				L		R				
Volume (veh/h)			93	332		11	59			176		38				
Percent Heavy Vehicles (%)						0				1		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No								No						
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.41		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.51		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12				187		40				
Capacity, c (veh/h)						1119				840		954				
v/c Ratio						0.01				0.22		0.04				
95% Queue Length, Q_{95} (veh)						0.0				0.9		0.1				
95% Queue Length, Q_{95} (ft)						0.0				22.7		2.6				
Control Delay (s/veh)						8.3	0.1			10.5		8.9				
Level of Service (LOS)						A	A			B		A				
Approach Delay (s/veh)						1.4				10.2						
Approach LOS						A				B						

COMMERCE LAKES DR @
GLADSTONE WAY/ARBOR TRACE DR

HCS Two-Way Stop-Control Report

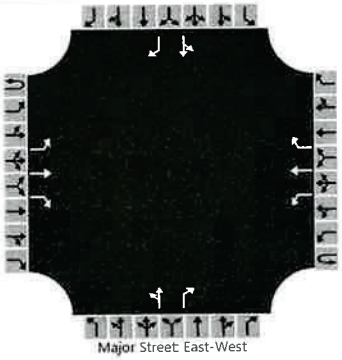
General Information

Analyst	YB
Agency/Co.	TR Transportation Consult
Date Performed	1/27/2026
Analysis Year	2026
Time Analyzed	PM Pk Hr
Intersection Orientation	East-West
Project Description	Arborwood DRI

Site Information

Intersection	Commerce Lakes Dr @ Gladstone Way/Arbo...
Jurisdiction	Fort Myers
East/West Street	Commerce Lakes Dr
North/South Street	Gladstone Way/Arbor Trace Dr
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	1		0	1	1		0	1	1
Configuration		L	T	R		L	T	R		LT		R		LT		R
Volume (veh/h)		11	323	5		25	189	24		7	1	25		30	1	5
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type | Storage	Left + Thru								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				27				9		27		34		5
Capacity, c (veh/h)		1345				1209				534		693		508		838
v/c Ratio		0.01				0.02				0.02		0.04		0.07		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.1		0.1		0.2		0.0
95% Queue Length, Q_{95} (ft)		0.0				2.5				2.5		2.5		5.0		0.0
Control Delay (s/veh)		7.7				8.0				11.9		10.4		12.6		9.3
Level of Service (LOS)		A				A				B		B		B		A
Approach Delay (s/veh)	0.2				0.8				10.8				12.1			
Approach LOS	A				A				B				B			

TR TRANSPORTATION CONSULTANTS, INC

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FORT MYERS, FL 33901-9356
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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC SIGNAL WARRANT ANALYSIS

FOR

TREELINE AVE @ PLANTATION GARDENS DR

City of Fort Myers, Florida

PROJECT NO. F2512.07

PREPARED BY:
TR Transportation Consultants, Inc.
Certificate of Authorization Number: 27003
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901-9356
(239) 278-3090

January 31, 2026

YURY BYKAU
LICENSE
No. 92345
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

Yury Bykau
Digitally signed by Yury Bykau
Date: 2026.01.31 14:52:36 -05'00'

TRANSPORTATION CONSULTANTS, INC

CONTENTS

TR TRANSPORTATION CONSULTANTS, INC

I. INTRODUCTION

The following report prepared by TR Transportation Consultants, Inc. evaluates the need for a traffic signal at the intersection of Treeline Avenue and Plantation Gardens Drive in the City of Fort Myers, Florida. The intersection is currently unsignalized T-intersection with Plantation Gardens Drive (minor street approach) operating under STOP control conditions. This report will analyze the intersection based on the traffic signal warrants defined in the ***Manual on Uniform Traffic Control Devices*** (MUTCD), 11th Edition.

II. INTERSECTION DESCRIPTION/EXISTING CONDITIONS

The nearest signalized intersection along Treeline Avenue is located at Daniels Parkway and is approximately 1.5 miles to the south of Plantation Gardens Drive. There are no signalized intersections along Plantation Gardens Drive.

Treeline Ave (Major Approach) is a four-lane divided arterial to the north and south of Plantation Gardens Drive. Treeline Avenue has a posted speed limit of 45 mph and is under the jurisdiction of the Lee County Department of Transportation.

Plantation Gardens Dr (Minor Approach) is a two-lane divided local roadway to the east of Treeline Avenue. Plantation Gardens Drive has a posted speed limit of 35 mph and is under the jurisdiction of the City of Fort Myers.

III. EXISTING TRAFFIC CONDITIONS

In order to determine the existing traffic conditions at the Treeline Avenue and Plantation Gardens Drive intersection, TR Transportation conducted a turning movement count on January 6, 2026 from 6:00 A.M. to 6:00 P.M. Attached to the Appendix are **Tables 1 – 3** that summarize the traffic data that was utilized for the analysis. Note, consistent with the previous signal warrant analysis prepared for Florida Department of Transportation

(FDOT) and Lee County, the right turns on the minor approach (Plantation Gardens Drive) were reduced based on the attached minor street right turn adjustment factors.

IV. TRAFFIC SIGNAL WARRANTS

TR Transportation has analyzed the existing peak season traffic conditions and compared them with warrants identifying if there is a need for traffic signal control. Following are the results of the signal warrant study.

There are a total of nine warrants contained in the ***Manual on Uniform Traffic Control Devices*** (MUTCD), 11th Edition, published by the Federal Highway Administration. The City of Fort Myers and Lee County abide by the warrants contained in this manual. Satisfaction of one or more warrants does not guarantee the installation of a signal, but it does provide governing agencies with a tool in order to prioritize the implementation of new signals. The warrants include:

- **Warrant #1 – Eight-Hour Vehicular Volume**
- **Warrant #2 – Four Hour Vehicular Volume**
- **Warrant #3 – Peak Hour**
- **Warrant #4 – Pedestrian Volume**
- **Warrant #5 – School Crossing**
- **Warrant #6 – Coordinated Signal System**
- **Warrant #7 – Crash Experience**
- **Warrant #8 – Roadway Network**
- **Warrant #9 – Intersection near a Grade Crossing**

The MUTCD states that *"A traffic control signal should not be installed unless one or more of the factors described in this section are met"*. The MUTCD also states that *"A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operations of the intersection"* in addition to stating that *"A traffic control signal should not be installed if it will seriously disrupt progressive traffic flow"*.

The following is a detailed report stating TR Transportation's determination as to whether or not the above mentioned warrants will be satisfied at the intersection of Treeline Avenue with Plantation Gardens Drive. Note, the major street at this intersection is considered to be Treeline Avenue based on the attached traffic counts.

Warrant #1 is the Eight-Hour Vehicular Volume warrant. This warrant is divided into two categories, the Minimum Vehicular Volume **(Condition "A")** and the Interruption of Continuous Traffic **(Condition "B")**. Condition "A" considers signalization at an intersection where there is a large volume of side street approach traffic. Condition "B" considers signalization at an intersection where the volume of traffic on the major street causes the traffic on the minor street to experience large delays. The MUTCD states that *"it is intended that Warrant 1 is treated as a single warrant."* Therefore, if either Condition "A" or Condition "B" is satisfied, then Warrant 1 will be satisfied.

For Condition "A", the criteria outlined in the MUTCD indicates a signal should be considered if "*For any 8 hours of an average day, the vehicles per hour given in both of the 100 percent columns of Condition A in **Table 4C-1** exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.*" This condition also states that if the speed limit on the major street is greater than 40 mph, then a 30% reduction in the required volumes may be utilized. Table 4C-1 indicates a column with the 70% values. The volumes indicated within Table 4C-1 can be seen within Chapter 4C of the MUTCD, 2009 Edition, attached to the Appendix of this report for reference.

The major street at this location is considered to be Treeline Ave. Since the posted speed limit on Treeline Ave is "greater than 40 mph", the 30% reduction in the tables is permitted. Based on the existing traffic volumes at the intersection, Warrant #1 – Condition "A" is satisfied at this location.

For the Condition "B", the criteria states a signal should be considered if "*For any 8 hours of an average day, the vehicles per hour given in both of the 100 percent columns*

of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection." This condition also states that if the speed limit on the major street is greater than 40 mph, then a 30% reduction can be applied. Again, due to the posted speed limit, the 30% reduction can be utilized. Based on the traffic data collected at the intersection, Warrant 1 - Condition "B" is satisfied at this location. Therefore, Warrant 1 (Eight-Hour Vehicular Volume) is satisfied.

Warrant #2 is the Four-Hour Vehicular Volume warrant. This warrant bases the need for a traffic control signal on a high volume of intersecting (or minor street approach) traffic. In order to meet the criteria for this warrant, **Figures 4C-1** and **4C-2** are utilized. If the plot of the major-street volume (both approaches) versus the minor-street volume (one approach) is above the curve located on Figure 4C-1 or 4C-2 for four hours of an average day, then the warrant is satisfied. In this case, since the speed limit on Treeline Ave (major street) is greater than 40 mph, Figure 4C-2 was utilized. Figure 4C-2 can be seen within Chapter 4C of the MUTCD, attached to the Appendix of this report for reference. Based on the plot of the highest four hours, Warrant #2 is satisfied.

Warrant #3 is the Peak Hour warrant. Based on MUTCD, this warrant *"shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of traffic over a short period of time."* Warrant #3 also requires a stopped time delay study which was not completed as part of this analysis. Therefore, this warrant is not detailed within this section and was not analyzed.

Warrant #4 is the Pedestrian Volume warrant. This warrant states that a signal would be warranted when the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. Based on the attached traffic counts there were no significant pedestrian volumes observed crossing the major street within the entire study period. Since there were no significant pedestrian volumes observed at this intersection, this warrant was not analyzed.

Warrant #5 is the School Crossing Warrant. There is no school crossing present at this intersection. Therefore, this warrant is not applicable at this location and was not analyzed.

Warrant #6 is the Coordinated Signal System warrant. This warrant is intended to improve the progressive movement of traffic along the major roadway. This warrant indicates signals should be considered if an engineering study finds that one of the following criteria is met:

A. *On a one-way street or a street that has traffic predominately in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.*
B. *On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.*

There is not a significant degree of platooning of vehicles observed at this location to justify the installation of a signal under this warrant.

Warrant #7 is the Crash Experience warrant. This warrant bases the need for a traffic control signal on the severity and frequency of crashes at the subject intersection. There was no accident data collected at this intersection. Therefore, this warrant was not analyzed as part of this analysis.

Warrant #8 relates to intersections that are part of a larger roadway network. This warrant does not apply to the intersection of Treeline Avenue and Plantation Gardens Drive. Therefore, this warrant is not detailed within this section and was not analyzed.

Warrant #9 relates to intersections near railroad grade crossings. This warrant does not apply to the intersection of Treeline Avenue and Plantation Gardens Drive. Therefore, this warrant is not detailed within this section and was not analyzed.

The following **Table 1** summarizes the warrants for signalization of the intersection Treeline Avenue and Plantation Gardens Drive based on the existing traffic conditions and criteria outlined in the ***Manual on Uniform Traffic Control Devices*** (MUTCD), 11th Edition.

Table 1
Signal Warrants Summary
Treeline Avenue and Plantation Gardens Drive

Warrant	Applicable?	Satisfied Based on Existing 2026 Conditions
Warrant 1A Eight-Hour Vehicular Volume	Yes	Yes
Warrant 1B Eight-Hour Vehicular Volume	Yes	Yes
Warrant 2 Four Hour Vehicular Volume	Yes	Yes
Warrant 3 Peak Hour	No (Not an unusual case)	N/A
Warrant 4 Pedestrian Volume	No (No significant pedestrian crossing volumes on major approach)	N/A
Warrant 5 School Crossing	No (No school crossing)	N/A
Warrant 6 Coordinated Signal System	No	N/A
Warrant 7 Crash Experience	Yes	N/A
Warrant 8 Roadway Network	No	N/A
Warrant 9 Intersection Near a Grade Crossing	No (Intersection is not near a Grade Crossing)	N/A

Based on Table 1 and criteria outlined in the MUTCD, a traffic signal is warranted at the intersection of Treeline Avenue and Plantation Gardens Drive based on MUTCD

Warrants No. 1 and No. 2. Applicable warrants are attached to the Appendix of this report for reference.

V. CONCLUSION

Based on the findings presented by this report, it can be concluded that a traffic signal is warranted at the intersection of Treeline Avenue and Plantation Gardens Drive in the City of Fort Myers, Florida. The Warrants as contained in the 11th Edition of the ***Manual on Uniform Traffic Control Devices*** (MUTCD) were evaluated based on 2026 weekday traffic conditions. The results of the signal warrant analysis indicate that Warrants 1A, 1B and 2 of the MUTCD will be satisfied.

APPENDIX

TRAFFIC COUNT SUMMARY
TREELINE AVE @ PLANTATION GARDENS DR

QUALITY COUNTS REPORT
=====================

Intersectioı	Treeline Avı Plantation Gardens Pkwy		
City/State:	Fort Myers FL		
QCJobNo:	17392111		
ClientID:			
Date:	1/6/2026		
Comments:			
Latitude/Lc	26.56862	-81.78253	
PHF	0.93		

Lane Configuration:

	SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7		
	T	T	L						STOP
EBLane7								R	WBLane1
EBLane6								L	WBLane2
EBLane5									WBLane3
EBLane4									WBLane4
	NBLane7	NBLane6	NBLane5	NBLane4	NBLane3	NBLane2	NBLane1		

PERCENT HEAVY VEHICLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
HEAVY VEH	0	8.1	11.5	3	2.2	0	0	0	0	1.3	0	3	8.7	2.3	0	2	5.3	1.9	5.4	0
BUSES																				

PEAK-HOUR VOLUMES - PEDESTRIANS

Leg/Crossw	South	North	West	East
	0	0	0	2

PEAK-HOUR VOLUMES - MICROMOBILITY

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
Bicycles	0	1	0	0	3	0	0	0	0	0	0	0
Scooters												

PEAK 15-MIN FLOWRATES

VehicleTyp	NBLeft	NBThru	NBRight	NBU-Turn	NBRTOR	SBLeft	SBThru	SBRight	SBU-Turn	SBRTOR	EBLeft	EBThru	EBRight	EBU-Turn	EBRTOR	WBLeft	WBThru	WBRight	WBU-Turn	WBRTOR	Total
All Vehicles	0	232	80	0	0	128	968	0	0	0	0	0	0	0	0	368	0	356	0	0	2132
Heavy Truc	0	16	12			8	24	0			0	0	0			8	0	4			72
Buses																					
Pedestrians		0					0					0					8				8
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

ALL-VEHICLE VOLUMES

Time Perioc	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
6:00 AM	0	29	7	0		18	126	0	0		0	0	0	0		41	0	8	0		229	
6:15 AM	0	19	2	0		17	151	0	0		0	0	0	0		60	0	14	0		263	
6:30 AM	0	21	5	0		24	209	0	0		0	0	0	0		58	0	22	0		339	
6:45 AM	0	29	6	0		24	178	0	0		0	0	0	0		82	0	36	0		355	1186
6AM-7AM	0	98	20	0	0	83	664	0	0	0	0	0	0	0	0	241	0	80	0			
7:00 AM	0	40	7	0		37	222	0	0		0	0	0	0		90	0	53	0		449	1406
7:15 AM	0	47	4	0		32	231	0	0		0	0	0	0		118	0	78	0		510	1653
7:30 AM	0	58	20	0		32	242	0	0		0	0	0	0		92	0	89	0		533	1847
7:45 AM	0	69	15	0		34	201	0	0		0	0	0	0		94	0	69	0		482	1974
7AM-8AM	0	214	46	0	0	135	896	0	0	0	0	0	0	0	0	394	0	289	0			
8:00 AM	0	60	13	0		34	198	0	0		0	0	0	0		88	0	60	0		453	1978
8:15 AM	0	70	21	0		64	176	0	0		0	0	0	0		85	0	60	0		476	1944
8:30 AM	0	60	13	0		46	181	0	0		0	0	0	0		60	0	52	0		412	1823
8:45 AM	0	53	12	0		28	142	0	0		0	0	0	0		40	0	37	0		312	1653
8AM-9AM	0	243	59	0	0	172	697	0	0	0	0	0	0	0	0	273	0	209	0			
9:00 AM	0	42	17	0		22	127	0	0		0	0	0	0		26	0	20	0		254	1454
9:15 AM	0	39	16	0		10	111	0	0		0	0	0	0		46	0	26	0		248	1226
9:30 AM	0	71	15	0		19	113	0	0		0	0	0	0		36	0	19	0		273	1087
9:45 AM	0	79	21	0		25	115	0	0		0	0	0	0		25	0	33	0		298	1073
9AM-10AM	0	231	69	0	0	76	466	0	0	0	0	0	0	0	0	133	0	98	0			
10:00 AM	0	66	23	0		22	115	0	0		0	0	0	0		32	0	26	0		284	1103

10:15 AM	0	85	23	0		22	112	0	0		0	0	0	0		35	0	18	0	295	1150
10:30 AM	0	81	22	0		21	115	0	0		0	0	0	0		43	0	31	0	313	1190
10:45 AM	0	69	23	0		21	111	0	1		0	0	0	0		32	0	25	0	282	1174
10AM-11AM	0	301	91	0	0	86	453	0	1	0	0	0	0	0	0	142	0	100	0		
11:00 AM	0	90	18	0		23	98	0	0		0	0	0	0		41	0	19	0	289	1179
11:15 AM	0	90	22	0		26	126	0	0		0	0	0	0		39	0	27	0	330	1214
11:30 AM	0	102	28	0		26	122	0	0		0	0	0	0		37	0	26	0	341	1242
11:45 AM	0	102	25	0		17	104	0	0		0	0	0	0		37	0	20	0	305	1265
11AM-12PM	0	384	93	0	0	92	450	0	0	0	0	0	0	0	0	154	0	92	0		
12:00 PM	0	89	35	0		25	115	0	0		0	0	0	0		35	0	22	0	321	1297
12:15 PM	0	111	32	0		19	98	0	0		0	0	0	0		32	0	31	0	323	1290
12:30 PM	0	98	38	0		28	109	0	0		0	0	0	0		33	0	25	0	331	1280
12:45 PM	0	100	32	0		31	95	0	0		0	0	0	0		35	0	40	0	333	1308
12PM-1PM	0	398	137	0	0	103	417	0	0	0	0	0	0	0	0	135	0	118	0		
1:00 PM	0	104	26	0		24	121	0	0		0	0	0	0		35	0	20	0	330	1317
1:15 PM	0	103	28	0		31	93	0	0		0	0	0	0		23	0	17	0	295	1289
1:30 PM	0	105	37	0		23	113	0	0		0	0	0	0		29	0	38	0	345	1303
1:45 PM	0	113	35	0		26	112	0	0		0	0	0	0		29	0	21	0	336	1306
1PM-2PM	0	425	126	0	0	104	439	0	0	0	0	0	0	0	0	116	0	96	0		
2:00 PM	0	129	38	0		27	96	0	0		0	0	0	0		26	0	30	0	346	1322
2:15 PM	0	129	34	0		46	101	0	0		0	0	0	0		21	0	35	0	366	1393
2:30 PM	0	151	34	0		26	94	0	0		0	0	0	0		41	0	33	0	379	1427
2:45 PM	0	145	27	0		35	91	0	0		0	0	0	0		30	0	25	0	353	1444
2PM-3PM	0	554	133	0	0	134	382	0	0	0	0	0	0	0	0	118	0	123	0		
3:00 PM	0	148	40	0		33	95	0	1		0	0	0	0		31	0	32	0	380	1478
3:15 PM	0	185	43	0		57	92	0	0		0	0	0	0		28	0	51	0	456	1568
3:30 PM	0	177	47	0		49	107	0	0		0	0	0	0		22	0	38	0	440	1629
3:45 PM	0	184	38	0		46	99	0	0		0	0	0	0		25	0	36	0	428	1704
3PM-4PM	0	694	168	0	0	185	393	0	1	0	0	0	0	0	0	106	0	157	0		
4:00 PM	0	175	53	0		48	98	0	0		0	0	0	0		20	0	37	0	431	1755
4:15 PM	0	206	65	0		47	86	0	0		0	0	0	0		22	0	41	0	467	1766
4:30 PM	0	218	59	0		29	85	0	0		0	0	0	0		29	0	44	0	464	1790
4:45 PM	0	193	70	0		50	80	0	0		0	0	0	0		24	0	27	0	444	1806
4PM-5PM	0	792	247	0	0	174	349	0	0	0	0	0	0	0	0	95	0	149	0		
5:00 PM	0	210	68	0		48	97	0	0		0	0	0	0		26	0	61	0	510	1885
5:15 PM	0	235	81	0		51	82	0	0		0	0	0	0		29	0	43	0	521	1939
5:30 PM	0	227	85	0		49	74	0	0		0	0	0	0		13	0	33	0	481	1956
5:45 PM	0	190	81	0		45	82	0	0		0	0	0	0		21	0	33	0	452	1964
5PM-6PM	0	862	315	0	0	193	335	0	0	0	0	0	0	0	0	89	0	170	0		
6:00 PM	0	185	55	0		35	75	0	0		0	0	0	0		17	0	23	0	390	1844
6:15 PM	0	148	48	0		39	66	0	0		0	0	0	0		29	0	34	0	364	1687
6:30 PM	0	126	42	0		22	69	0	0		0	0	0	0		19	0	36	0	314	1520
6:45 PM	0	104	35	0		19	50	0	0		0	0	0	0		12	0	20	0	240	1308
6PM-7PM	0	563	180	0	0	115	260	0	0	0	0	0	0	0	0	77	0	113	0		

MINOR STREET RIGHT TURN ADJUSTMENT FACTORS

Pagones Theorem

First, determine which lane configuration represents the leg that is being studied. Then, based on the movements for each hour, find the percent reduction for each hour with Pagones Theorem

Situation	Approach configuration	Condition	Reduction of right turns
1	Shared Left/Through/Right	$R > 0.7A$ $0.7A \geq R > 0.35A$ $R \leq 0.35A$	Reduce R by 60 percent Reduce R by 40 percent Reduce R by 20 percent
2	Exclusive Left, Shared Through/Right	$R > 3T$ $3T \geq R > T/3$ $R \leq T/3$	Reduce R by 60 percent Reduce R by 40 percent Reduce R by 20 percent
3	Any configuration with an exclusive right turn lane (usually > 600 feet long)		Reduce R by 75 percent in all cases
4	Shared Left/Through and Shared Through/Right	$R > (T + L)$ $L > (T + R)$ $L = T = R$ (+/- 10 vehicles) $L = T > 3R$ $R = T > 3L$ All other cases	Reduce R by 65 percent Use situation 2 Reduce R by 40 percent Reduce R by 20 percent Reduce R by 50 percent Reduce R by 30 percent
5	Exclusive Left, Exclusive Through and Shared Through/Right	$R > T$ $T \geq R > T/2$ $T/2 \geq R > T/4$ $R \leq T/4$	Reduce R by 75 percent Reduce R by 50 percent Reduce R by 30 percent Reduce R by 15 percent

Where: L = number of left turning vehicles in approach
T = number of through vehicles in approach
R = number of right turning vehicles in approach
$A = (L + T + R)$

NOTE: This is just one step of the Signal Warrant Analysis. Mainline configuration factors and volume modifications should also be considered per procedure.

TURNING MOVEMENT COUNT

SUMMARY

TABLES 1 – 3

SIGNAL WARRANT WORKSHEETS

Table 1
Distribution of Traffic Based on Existing 2026 Turning Movement Count

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
6:00 AM	0	98	20	83	664	0	0	0	0	241	0	80
7:00 AM	0	214	46	135	896	0	0	0	0	394	0	289
8:00 AM	0	243	59	172	697	0	0	0	0	273	0	209
9:00 AM	0	231	69	76	466	0	0	0	0	133	0	98
10:00 AM	0	301	91	86	453	0	0	0	0	142	0	100
11:00 AM	0	384	93	92	450	0	0	0	0	154	0	92
12:00 PM	0	398	137	103	417	0	0	0	0	135	0	118
1:00 PM	0	425	126	104	439	0	0	0	0	116	0	96
2:00 PM	0	554	133	134	382	0	0	0	0	118	0	123
3:00 PM	0	694	168	185	393	0	0	0	0	106	0	157
4:00 PM	0	792	247	174	349	0	0	0	0	95	0	149
5:00 PM	0	862	315	193	335	0	0	0	0	89	0	170

* Turning volumes were obtained from traffic count conducted by TR Transportation.

Table 2
Distribution of Traffic Based on Existing 2026 Turning Movement Count - Reduced WBR by 75% per Minor Street Right Turn Adjustment Factors

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR*
6:00 AM	0	98	20	83	664	0	0	0	0	241	0	20
7:00 AM	0	214	46	135	896	0	0	0	0	394	0	72
8:00 AM	0	243	59	172	697	0	0	0	0	273	0	52
9:00 AM	0	231	69	76	466	0	0	0	0	133	0	25
10:00 AM	0	301	91	86	453	0	0	0	0	142	0	25
11:00 AM	0	384	93	92	450	0	0	0	0	154	0	23
12:00 PM	0	398	137	103	417	0	0	0	0	135	0	30
1:00 PM	0	425	126	104	439	0	0	0	0	116	0	24
2:00 PM	0	554	133	134	382	0	0	0	0	118	0	31
3:00 PM	0	694	168	185	393	0	0	0	0	106	0	39
4:00 PM	0	792	247	174	349	0	0	0	0	95	0	37
5:00 PM	0	862	315	193	335	0	0	0	0	89	0	43

* Reduced WBR by 75% per Minor Street Right Turn Adjustment Factors.

Table 3
Major Approach Volumes (Treeline Ave) / Minor Approach Volumes (Plantation Gardens Dr)
Based on Existing 2026 Turning Movement Count

TIME	MAJOR VOL.*	MINOR VOL.**
6:00 AM	865	261
7:00 AM	1,291	466
8:00 AM	1,171	325
9:00 AM	842	158
10:00 AM	931	167
11:00 AM	1,019	177
12:00 PM	1,055	165
1:00 PM	1,094	140
2:00 PM	1,203	149
3:00 PM	1,440	145
4:00 PM	1,562	132
5:00 PM	1,705	132

* Major Approach Vol = Includes NBL + NBT + BBR + SBL + SBT + SBR
** Minor Approach Vol = Includes WBL + WBT + WBR
Note: The WBR approach was reduced by 75% Minor Street Right Turn Adjustment Factors

CHAPTER 4C

MUTCD, 11TH EDITION

CHAPTER 4C. TRAFFIC CONTROL SIGNAL NEEDS STUDIES

Section 4C.01 Studies and Factors for Justifying Traffic Control Signals

Standard:

01 **Except for a temporary traffic control signal (see Section 4D.11) installed in a temporary traffic control zone, before a traffic control signal is installed at a particular location, an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at that location.**

02 **The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:**

Warrant 1, Eight-Hour Vehicular Volume
Warrant 2, Four-Hour Vehicular Volume
Warrant 3, Peak Hour
Warrant 4, Pedestrian Volume
Warrant 5, School Crossing
Warrant 6, Coordinated Signal System
Warrant 7, Crash Experience
Warrant 8, Roadway Network
Warrant 9, Intersection Near a Grade Crossing

03 **The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.**

Support:

04 Sections 8D.08 and 8D.14 contain information regarding the use of traffic control signals instead of gates and/or flashing-light signals at grade crossings.

Guidance:

05 *When considering the installation of a traffic control signal, alternatives to traffic control signals, including those listed in Section 4B.03, should also be considered.*

06 *A traffic control signal should not be installed unless one or more of the factors described in this Chapter are met.*

07 *A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.*

08 *The study should consider the effects of the right-turning vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turning traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants listed in Paragraph 2 of this Section.*

09 *Engineering judgment should also be used in applying various traffic signal warrants to cases where major-street approaches consist of one lane plus one left-turn or right-turn lane. The site-specific traffic characteristics should dictate whether a major-street approach is considered as one lane or two lanes. For example, for a major-street approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left-turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The major-street approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turning vehicles.*

10 *Similar engineering judgment and rationale should be applied to a minor-street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turning traffic with traffic on the major street should be considered. Thus, right-turning traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The minor-street approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.*

11 *If a minor-street approach has one combined through/right-turn lane plus a left-turn lane, the approach should either be analyzed as a two-lane approach based on the sum of the traffic volumes using both lanes or as a one-lane approach based on only the traffic volume in the approach lane with the higher volume.*

12 *At a location that is under development or construction or at a location where it is not possible to obtain a traffic count that would represent future traffic conditions, hourly volumes should be estimated as part of an engineering study for comparison with traffic signal warrants. Except for locations where the engineering study uses the satisfaction of Warrant 8 to justify a signal, a traffic control signal installed under projected conditions should have an engineering study done within 1 year of putting the signal into steady (stop-and-go) operation to determine if the signal is justified. If not justified, the signal should be taken out of steady (stop-and-go) operation or removed.*

Option:

13 For signal warrant analysis, a location with a wide median may be analyzed as one intersection or as two intersections (see Section 2A.23) based on engineering judgment.

14 At an intersection with a high volume of left-turning traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher of the major-street left-turn volumes as the "minor-street" volume and the corresponding single direction of opposing traffic on the major street as the "major-street" volume.

15 For signal warrants requiring conditions to be present for a certain number of hours in order to be satisfied, any four consecutive 15-minute periods may be considered as 1 hour if the separate 1-hour periods used in the warrant analysis do not overlap each other and both the major-street volume and the minor-street volume are for the same specific 1-hour periods.

16 For signal warrant analysis, bicyclists may be counted as either vehicles or pedestrians.

Support:

17 When performing a signal warrant analysis, bicyclists riding in the street with other vehicular traffic are usually counted as vehicles and bicyclists who are clearly using pedestrian facilities are usually counted as pedestrians.

Option:

18 Engineering study data may include the following:

A. The number of vehicles entering the intersection in each hour from each approach during 12 hours of an average day. It is desirable that the hours selected contain the greatest percentage of the 24-hour traffic volume.
B. Vehicular volumes for each traffic movement from each approach, classified by vehicle type (heavy trucks, passenger cars and light trucks, public-transit vehicles, and, in some locations, bicycles), during each 15-minute period of the 2 hours in the morning and 2 hours in the afternoon during which the total traffic entering the intersection is the greatest.
C. Pedestrian volume counts on each crosswalk during the same periods as the vehicular counts in Item B and during the hours of highest pedestrian volume. Where young, elderly, and/or persons with physical or vision disabilities need special consideration, the pedestrians and their crossing times may be classified by general observation.
D. Information about nearby facilities and activity centers that serve the young, elderly, and/or persons with disabilities, including requests from persons with disabilities for accessible crossing improvements at the location under study. These persons might not be adequately reflected in the pedestrian volume count if the absence of a signal restrains their mobility.
E. The posted or statutory speed limit or the 85th-percentile speed on the uncontrolled approaches to the location.
F. A condition diagram showing details of the physical layout, including such features as intersection geometrics, channelization, grades, sight-distance restrictions, transit stops and routes, parking conditions, pavement markings, roadway lighting, driveways, nearby railroad crossings, distance to the nearest traffic control signals, utility poles and fixtures, and adjacent land use.
G. A collision diagram showing crash experience by type, location, direction of movement, severity, weather, time of day, date, and day of week for at least 1 year.

19 The following data, which are desirable for a more precise understanding of the operation of the intersection, may be obtained during the periods described in Item B of Paragraph 18 of this Section:

A. Vehicle-hours of stopped-time delay determined separately for each approach.
B. The number and distribution of acceptable gaps in vehicular traffic on the major street for entrance from the minor street.
C. The posted or statutory speed limit or the 85th-percentile speed on controlled approaches at a point near to the intersection but unaffected by the control.
D. Pedestrian delay time for at least two 30-minute peak pedestrian delay periods of an average weekday or like periods of a Saturday or Sunday.
E. Queue length on stop-controlled approaches.

Support:

20 The safe and efficient movement of all road users is the primary consideration in the engineering study to determine whether to install a traffic control signal or to install some other type of control or roadway configuration. Installation of a traffic control signal does not necessarily result in improved safety in every case. In some cases, the installation of a traffic control signal at an inappropriate location could adversely impact safety for one or more types of road users. The purpose of the engineering study is to evaluate all of the factors that are relevant to a specific location. The satisfaction of a warrant (or warrants) is one of the relevant factors in the

engineering study, but it is not intended to be the only factor or even the overriding consideration. Agencies can install a traffic control signal at a location where no warrants are met, but only after conducting an engineering study that documents the rationale for deciding that the installation of a traffic control signal is the best solution for improving the overall safety and/or operation at the location.

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:

01 The Minimum Vehicular Volume, Condition A (see Table 4C-1), is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

02 The Interruption of Continuous Traffic, Condition B (see Table 4C-1), is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Guidance:

04 *The need for a traffic control signal should be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:*

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection.

Standard:

05 **These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours that are selected for the Condition A analysis shall not be required to be the same 8 hours that are selected for the Condition B analysis.**

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on more critical minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on more critical minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Support:

06 On the minor street, the more critical volume is not required to be on the same approach during each of these 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

07 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

08 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.*

09 *The need for a traffic control signal should be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:*

A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection; and

B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection.

Standard:

10 **These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.**

Support:

11 On the minor street, the more critical volume is not required to be on the same approach during each of the 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

12 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.03 Warrant 2, Four-Hour Vehicular Volume

Support:

01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Guidance:

02 *The need for a traffic control signal should be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the more critical minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes.*

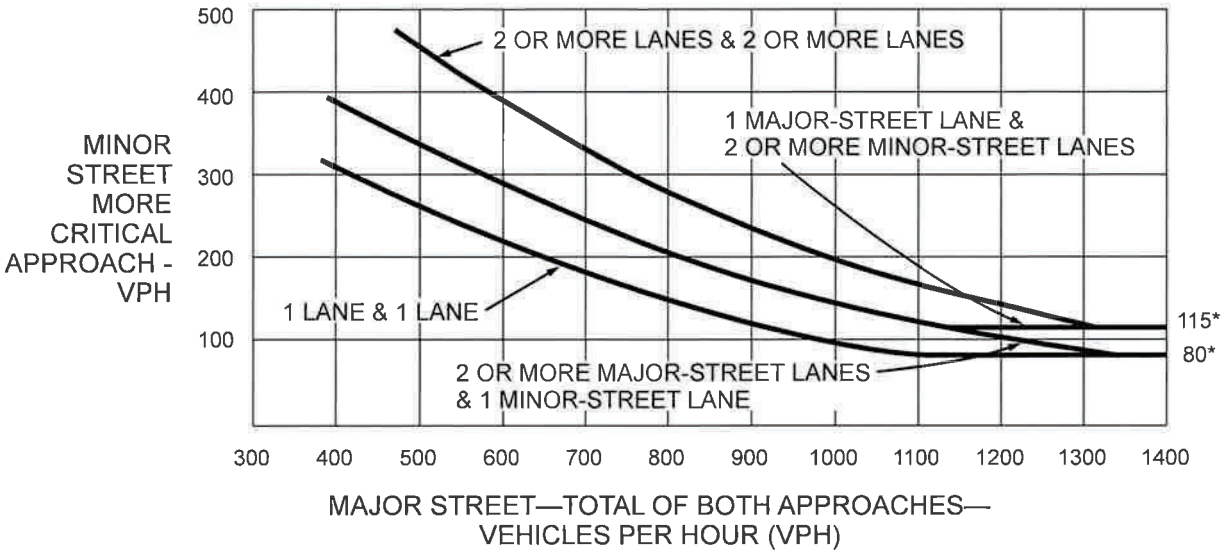
Support:

03 On the minor street, the more critical volume is not required to be on the same approach during each of these 4 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

04 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-2 may be used in place of Figure 4C-1.

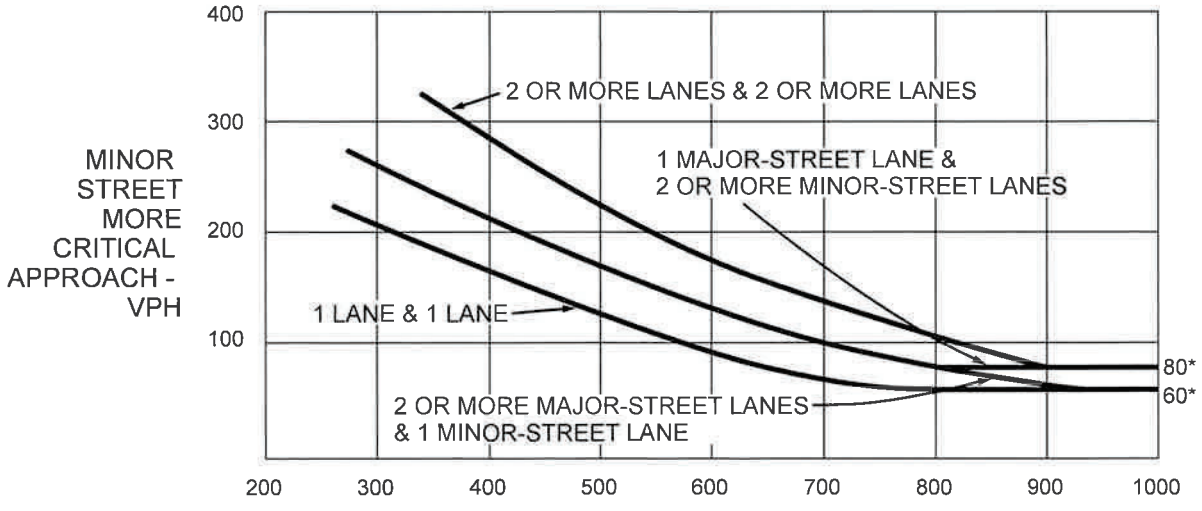
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Section 4C.04 Warrant 3, Peak Hour

Support:

01 The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Guidance:

02 *This signal warrant should be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.*

03 *The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories are met:*

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped-time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and

2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the more critical minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Option:

04 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to evaluate the criteria in Item B of Paragraph 3 in this Section.

05 If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal may be operated in the flashing mode during the hours that the volume criteria of this warrant are not met.

Guidance:

06 *If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal should be traffic-actuated.*

Section 4C.05 Warrant 4, Pedestrian Volume

Support:

01 The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Guidance:

02 *The need for a traffic control signal at an intersection or midblock crossing should be considered if an engineering study finds that one of the following criteria is met:*

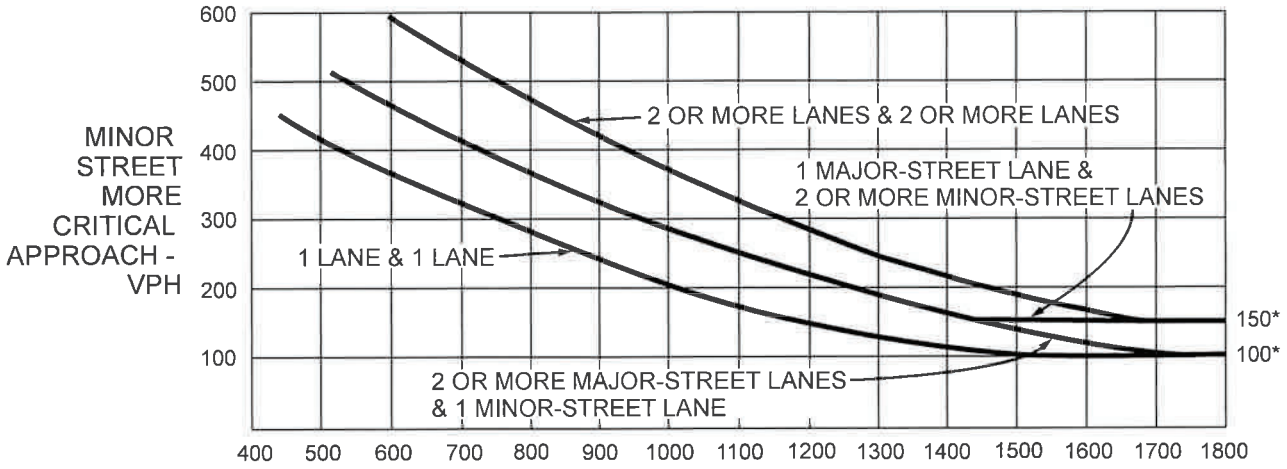
A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or

B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-6.

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 35 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-7 may be used in place of Figure 4C-5 to evaluate Item A in Paragraph 2 of this Section, and Figure 4C-8 may be used in place of Figure 4C-6 to evaluate Item B in Paragraph 2 of this Section.

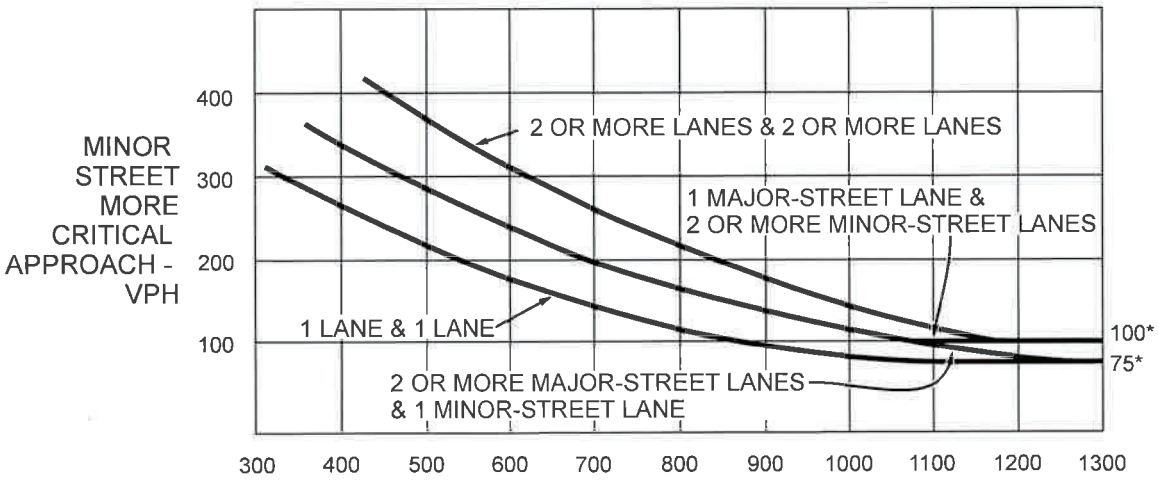
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

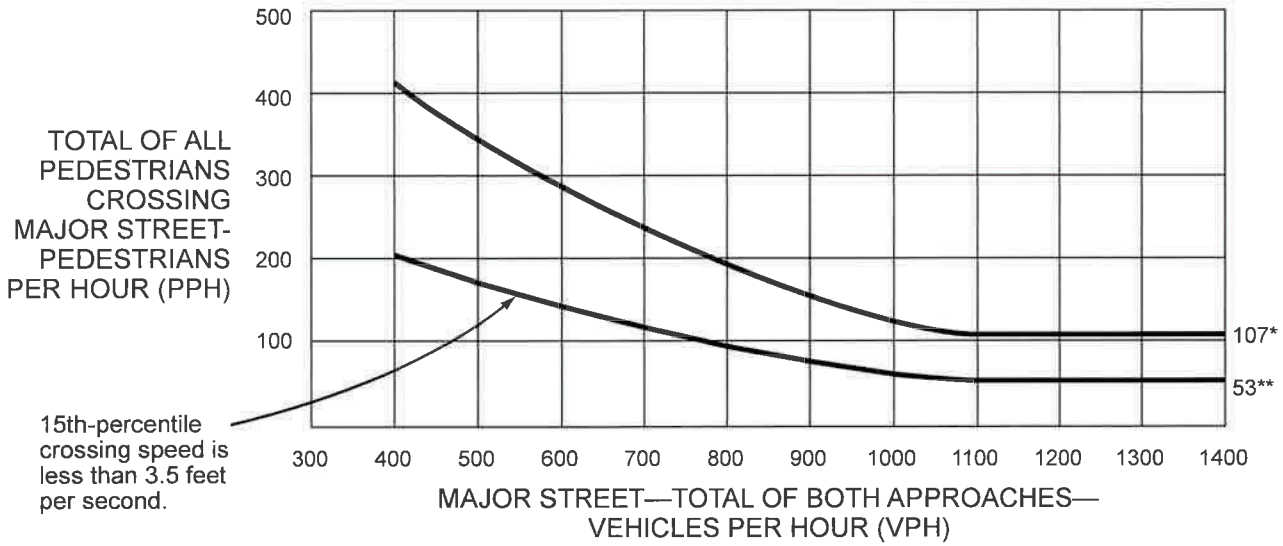
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

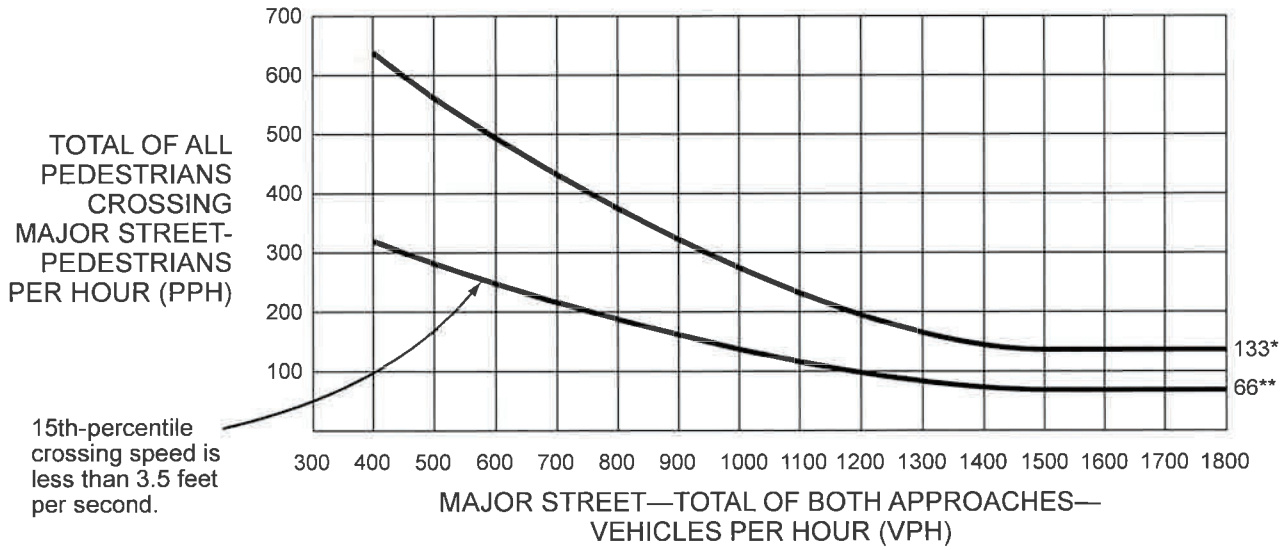
Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



* 107 pph applies as the lower threshold volume

** 53 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Figure 4C-6. Warrant 4, Pedestrian Peak Hour

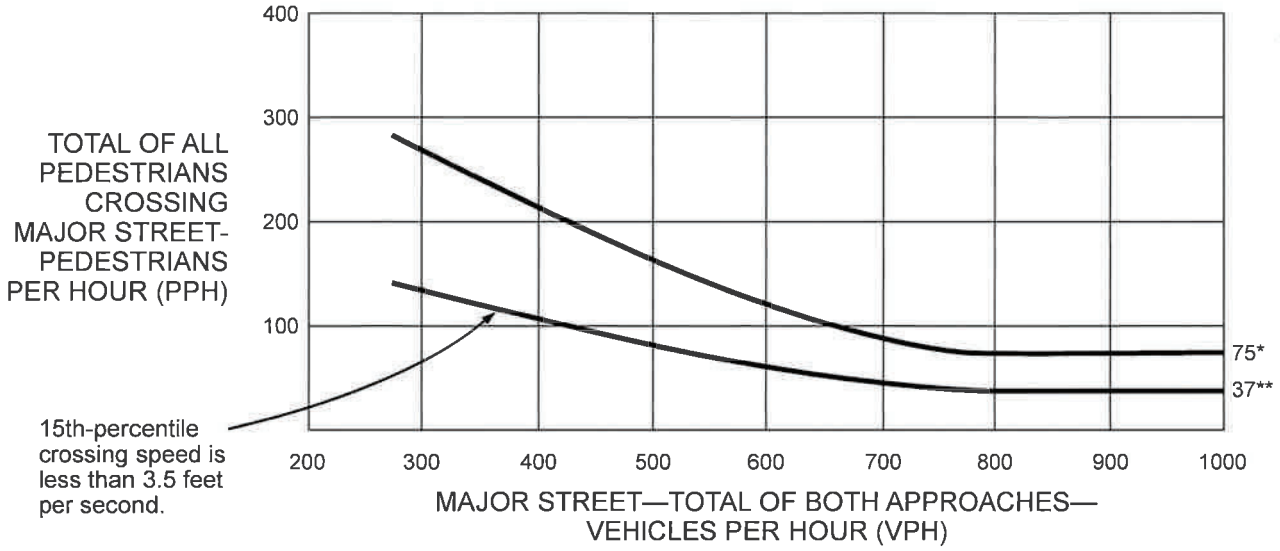


* 133 pph applies as the lower threshold volume

** 66 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

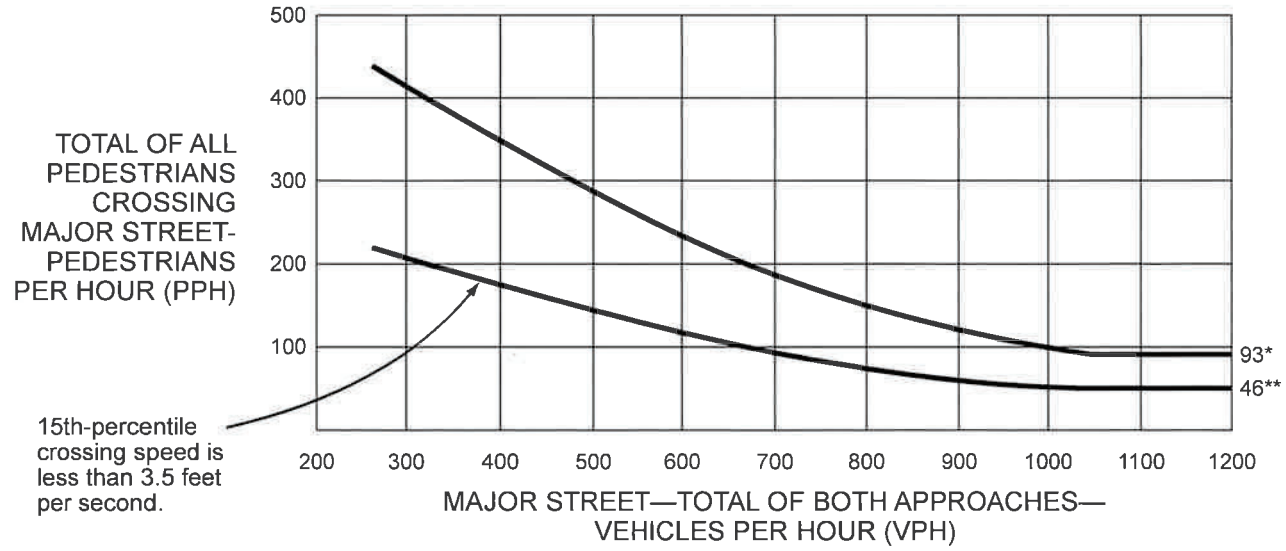


* 75 pph applies as the lower threshold volume

** 37 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



* 93 pph applies as the lower threshold volume

** 46 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

04 Where there is a divided street having a median of sufficient width for pedestrians to wait, the criteria in Items A and B of Paragraph 2 of this Section may be applied separately to each direction of vehicular traffic.

Guidance:

05 *The Pedestrian Volume signal warrant should not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.*

Standard:

06 **If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4I.**

Guidance:

07 *If this warrant is met and a traffic control signal is justified by an engineering study, then:*

A. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.

B. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.

C. Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.

Option:

08 The criterion for the pedestrian volume crossing the major street may be reduced as much as 50 percent if the 15th-percentile crossing speed of pedestrians is less than 3.5 feet per second (see Figures 4C-5 through 4C-8).

09 A traffic control signal may not be needed at the study location if adjacent coordinated traffic control signals consistently provide gaps of adequate length for pedestrians to cross the street.

Section 4C.06 Warrant 5, School Crossing

Support:

01 The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word "schoolchildren" includes elementary through high school students.

Guidance:

02 *The need for a traffic control signal should be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period and there are a minimum of 20 schoolchildren during the highest crossing hour.*

03 *Before a decision is made to install a traffic control signal, consideration should be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.*

04 *The School Crossing signal warrant should not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.*

Standard:

05 **If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4I.**

Guidance:

06 *If this warrant is met and a traffic control signal is justified by an engineering study, then:*

A. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.

B. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.

C. Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.

Section 4C.07 Warrant 6, Coordinated Signal System

Support:

01 Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Guidance:

02 *The need for a traffic control signal should be considered if an engineering study finds that one of the following criteria is met:*

- *A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.*
- *B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.*

03 *The Coordinated Signal System signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.*

Section 4C.08 Warrant 7, Crash Experience

Support:

01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Guidance:

02 *The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:*

- *A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and*
- *B. At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):*
  1. *The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities); or*
  2. *The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes; or*
  3. *The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities); or*
  4. *The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes; and*
- *C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).*

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Standard:

03 **These major-street and minor-street volumes shall be for the same 8 hours.**

Support:

04 On the minor street, the more critical volume is not required to be on the same approach during each of these 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000:

A. The traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.
B. Tables 4C-4 and 4C-5 may be used in place of Tables 4C-2 and 4C-3, respectively.

Table 4C-4. Minimum Number of Reported Crashes in a One-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	4	3	3	3
2 or more	1	10	9	6	6
2 or more	2 or more	10	9	6	6
1	2 or more	4	3	3	3

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-5. Minimum Number of Reported Crashes in a Three-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	16	13	9	9
2 or more	2 or more	16	13	9	9
1	2 or more	6	5	4	4

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Option:

06 Agencies may calibrate Highway Safety Manual (HSM) (AASHTO, 2010) safety performance functions (SPFs) to their own crash data or develop their own SPFs to produce agency specific average crash frequency values. When documented as part of the engineering study, these agency specific crash frequency values may be used instead of the values shown in Tables 4C-2 through 4C-5 when applying the Crash Experience signal warrant.

Support:

07 The values in Tables 4C-2 through 4C-5 for Minimum Number of Reported Crashes that correspond to the Crash Experience signal warrant were derived using the safety performance functions (SPFs) in the Highway Safety Manual (HSM) (AASHTO, 2010) for stop-controlled and signalized intersections with characteristics that are considered typical. The values in Tables 4C-2 through 4C-5 are representative of average crash frequency for the given intersection condition. The values correspond to the threshold at which the signalized intersection safety performance outperforms the stop-controlled intersection, for otherwise identical conditions and equivalent traffic.

Section 4C.09 Warrant 8, Roadway Network

Support:

01 Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

Guidance:

02 *The need for a traffic control signal should be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:*

- *A. The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or*
- *B. The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).*

03 *A major route as used in this signal warrant should have at least one of the following characteristics:*

- *A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow;*
- *B. It includes rural or suburban highways outside, entering, or traversing a city; or*
- *C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.*

Section 4C.10 Warrant 9, Intersection Near a Grade Crossing

Support:

01 The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity of a grade crossing on an approach controlled by a STOP or YIELD sign at a highway-highway intersection is the principal reason to consider installing a traffic control signal.

Guidance:

02 *This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that should be considered or tried are:*

- *A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or*
- *B. Reassigning the stop controls at the highway-highway intersection to make the approach across the track a non-stopping approach.*

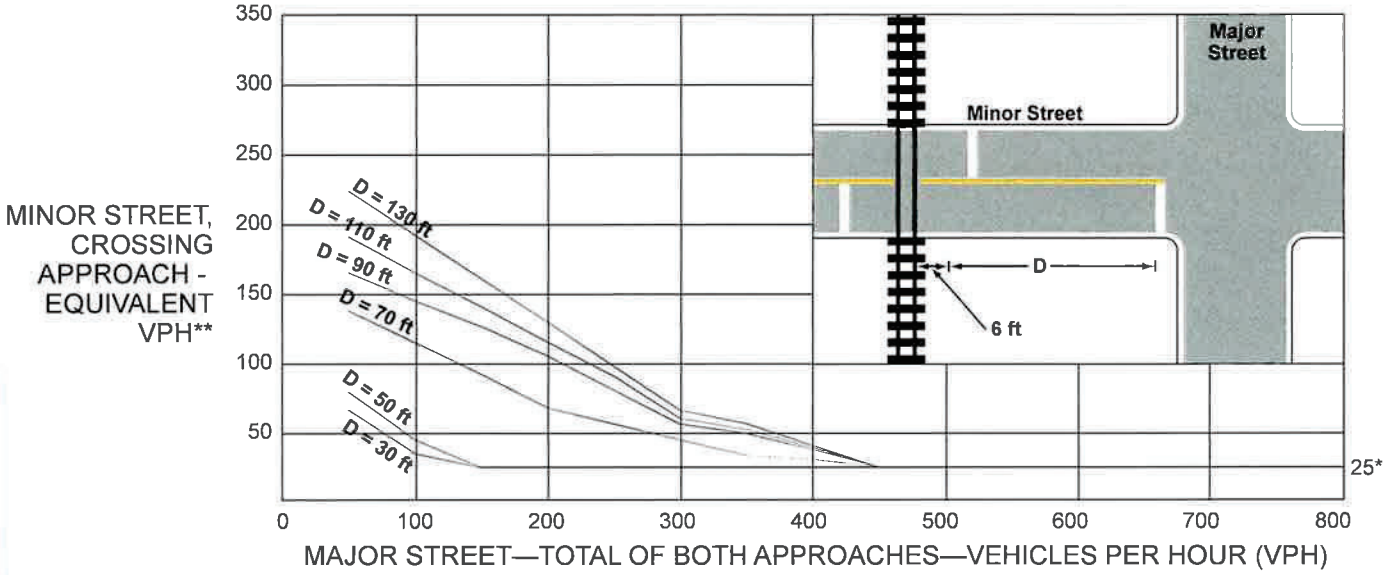
03 *The need for a traffic control signal should be considered if an engineering study finds that both of the following criteria are met:*

- *A. A grade crossing exists on an approach controlled by a STOP or YIELD sign at a highway-highway intersection and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and*
- *B. During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) of the highway-highway intersection and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1C.02.*

04 *The following considerations apply when plotting the traffic volume data on Figure 4C-9 or 4C-10:*

A. Figure 4C-9 should be used if there is only one lane approaching the highway-highway intersection at the track crossing location and Figure 4C-10 should be used if there are two or more lanes approaching the highway-highway intersection at the track crossing location.

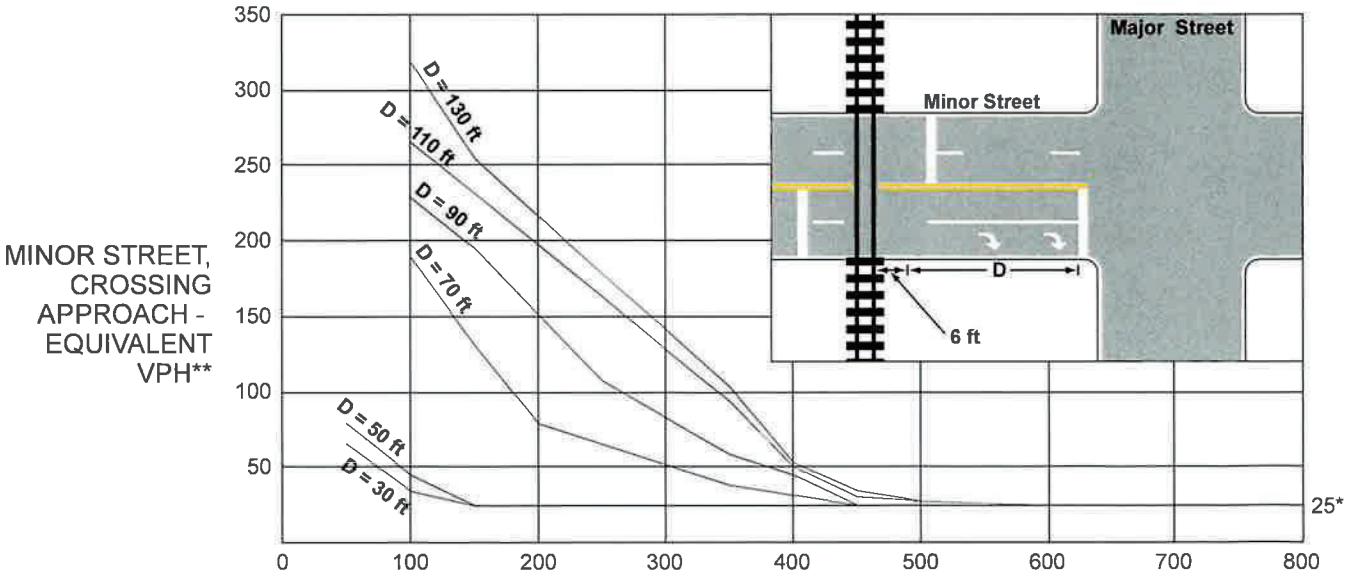
Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-6, 4C-7, and/or 4C-8, if appropriate

Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-6, 4C-7, and/or 4C-8, if appropriate

B. After determining the actual distance D, the curve for the distance D that is nearest to the actual distance D should be used. For example, if the actual distance D is 95 feet, the plotted point should be compared to the curve for D=90 feet.

C. If the rail traffic arrival times are unknown, the highest traffic volume hour of the day should be used.

Option:

05 The traffic volume on the minor-street approach to the highway-highway intersection may be multiplied by up to three adjustment factors as provided in Paragraphs 6 through 8 of this Section.

06 Because the curves are based on an average of four occurrences of rail traffic per day, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-6 for the appropriate number of occurrences of rail traffic per day.

07 Because the curves are based on typical vehicle occupancy, if at least 2% of the vehicles crossing the track are buses carrying at least 20 people, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-7 for the appropriate percentage of high-occupancy buses.

08 Because the curves are based on tractor-trailer trucks comprising 10% of the vehicles crossing the track, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-8 for the appropriate distance and percentage of tractor-trailer trucks.

Standard:

09 **If this warrant is met and a traffic control signal at the highway-highway intersection is justified by an engineering study, then:**

A. The traffic control signal shall have actuation on the minor street,

B. Preemption control shall be provided in accordance with Sections 4F.19 and 8D.09, and

C. The grade crossing shall have flashing-light signals (see Section 8D.02).

Guidance:

10 *If this warrant is met and a traffic control signal at the highway-highway intersection is justified by an engineering study, the grade crossing should have automatic gates (see Section 8D.03).*

Table 4C-6. Warrant 9, Adjustment Factor for Daily Frequency of Rail Traffic

Rail traffic per day	Adjustment factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-7. Warrant 9, Adjustment Factor for Percentage of High-Occupancy Buses

% of high-occupancy buses* on minor-street approach	Adjustment factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people.

Table 4C-8. Warrant 9, Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of tractor-trailer trucks on minor-street approach	Adjustment factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

SIGNAL WARRANT
SUMMARY SHEETS

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
November 2025

City: **Fort Myers**
County: **12 – Lee**
District: **One**

Engineer: **YB**
Date: **January 31, 2026**

Major Street: **Treeline Ave**
Minor Street: **Plantation Gardens Dr**

Major Street # Lanes: **2**
Minor Street # Lanes: **2**

Major Approach Speed: **45**
Minor Approach Speed: **35**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
6AM-7AM	865	261	
7AM-8AM	1291	466	
8AM-9AM	1171	325	
9AM-10AM	842	158	
10AM-11AM	931	167	
11AM-12PM	1019	177	
12PM-1PM	1055	165	
2PM-3PM	1203	149	

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
6AM-7AM	865	261
7AM-8AM	1291	466
8AM-9AM	1171	325
9AM-10AM	842	158
10AM-11AM	931	167
11AM-12PM	1019	177
12PM-1PM	1055	165
2PM-3PM	1203	149

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
6AM-7AM	865	261
7AM-8AM	1291	466
8AM-9AM	1171	325
11AM-12PM	1019	177

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
7AM-8AM	1291	466	

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

Form 750-020-01
TRAFFIC ENGINEERING
November 2025

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Fort Myers**
County: **12 – Lee**
District: **One**

Engineer: **YB**
Date: **January 31, 2026**

Major Street: **Treeline Ave** Lanes: **2** Major Approach Speed: **45**
Minor Street: **Plantation Gardens Dr** Lanes: **2** Minor Approach Speed: **35**

MUTCD Electronic Reference to Part 4: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

Volume Level Criteria

1. Is the posted speed limit or 85th-percentile speed of major street > 40 mph? ☑ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☐ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

*Warrant 1 is satisfied if Condition A **or** Condition B is "100%" satisfied for eight hours.* ☑ Yes ☐ No

*Warrant 1 is also satisfied if both Condition A **and** Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).* ☐ Yes ☑ No

*Warrant 1 is satisfied if Condition A **or** Condition B is "70%" satisfied for eight hours.* ☑ Yes ☐ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Applicable: ☑ Yes ☐ No
100% Satisfied: ☐ Yes ☑ No
80% Satisfied: ☐ Yes ☑ No
70% Satisfied: ☑ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	6AM-7AM	7AM-8AM	8AM-9AM	9AM-10AM	10AM-11AM	11AM-12PM	12PM-1PM	2PM-3PM
Major	865	1,291	1,171	842	931	1,019	1,055	1,203
Minor	261	466	325	158	167	177	165	149

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☑ Yes	☐ No
80% Satisfied:	☑ Yes	☐ No
70% Satisfied:	☑ Yes	☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

*Record 8 **highest** hours and the **corresponding major-street** and minor-street volumes in the Instructions Sheet.*

Eight Highest Hours								
Street	6AM-7AM	7AM-8AM	8AM-9AM	9AM-10AM	10AM-11AM	11AM-12PM	12PM-1PM	2PM-3PM
Major	865	1,291	1,171	842	931	1,019	1,055	1,203
Minor	261	466	325	158	167	177	165	149

Existing Volumes

Form 750-020-01
TRAFFIC ENGINEERING
November 2025

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Fort Myers**
County: **12 – Lee**
District: **One**

Engineer: **YB**
Date: **January 31, 2026**

Major Street: **Treeline Ave** Lanes: **2** Major Approach Speed: **45**
Minor Street: **Plantation Gardens Dr** Lanes: **2** Minor Approach Speed: **35**

MUTCD Electronic Reference to Part 4: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

Volume Level Criteria

1. Is the posted speed limit or 85th-percentile speed of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☐ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

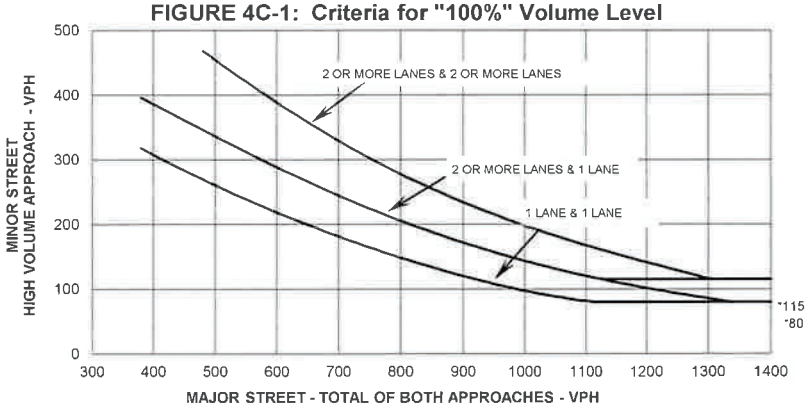
Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street

FIGURE 4C-1: Criteria for "100%" Volume Level



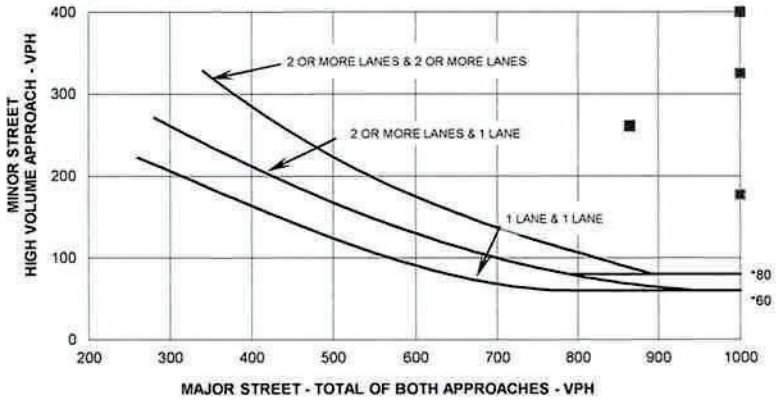
* Note: *115 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 80 mph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
6AM-7AM	865	261
7AM-8AM	1291	466
8AM-9AM	1171	325
11AM-12PM	1019	177

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



* Note: *80 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 60 ph. applies as the lower threshold volume threshold for a minor street approach with one lane.*

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District: **One**

Engineer: **YB**
Date: **January 31, 2026**

Major Street: **Treeline Ave** Lanes: **2** Major Approach Speed: **45**
Minor Street: **Plantation Gardens Dr** Lanes: **2** Minor Approach Speed: **35**

MUTCD Electronic Reference to Part 4: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

Volume Level Criteria

1. Is the posted speed limit or 85th-percentile speed of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☐ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☑ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☐ No

Unusual condition justifying use of warrant:
Industrial Complex

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

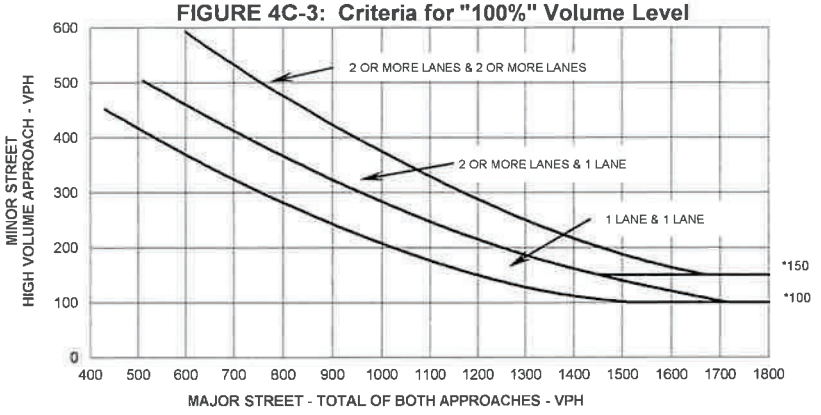
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?: ☐ Yes ☐ No		

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?: ☐ Yes ☐ No		

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?: ☐ Yes ☐ No		

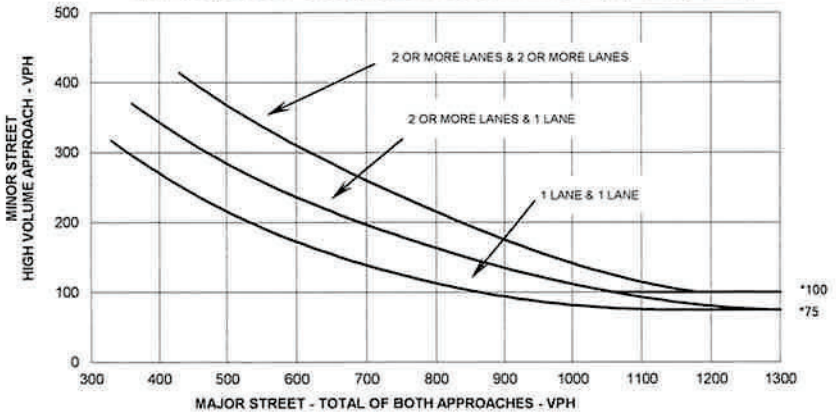
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

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TRAFFIC SIGNAL WARRANT SUMMARY

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County: **12 – Lee**
District: **One**

Engineer: **YB**
Date: **January 31, 2026**

Major Street: **Treeline Ave** Lanes: **2** Major Approach Speed: **45**
Minor Street: **Plantation Gardens Dr** Lanes: **2** Minor Approach Speed: **35**

MUTCD Electronic Reference to Part 4: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

Volume Level Criteria

1. Is the posted speed limit or 85th-percentile speed of major street > 35 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☐ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☑ 70% ☐ 100%

Option

*Pedestrian volume crossing the major street **may** be reduced as much as 50% if the 15th-percentile crossing speed of pedestrians is less than 3.5 ft/sec.* A walking speed study was conducted which reported a pedestrian speed less than 3.5 ft/sec for the 15th percentile. ☐ Yes ☐ No

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

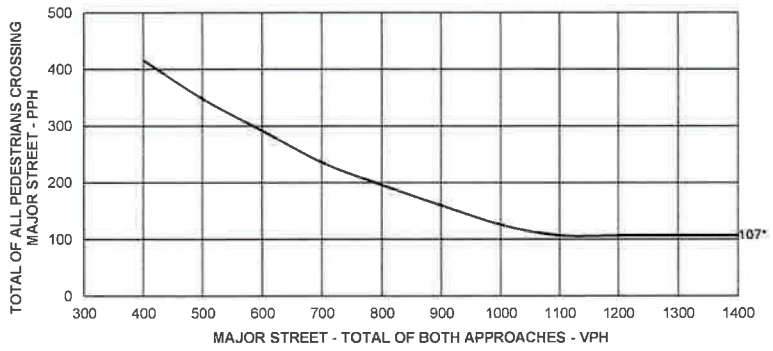
Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☐ No

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

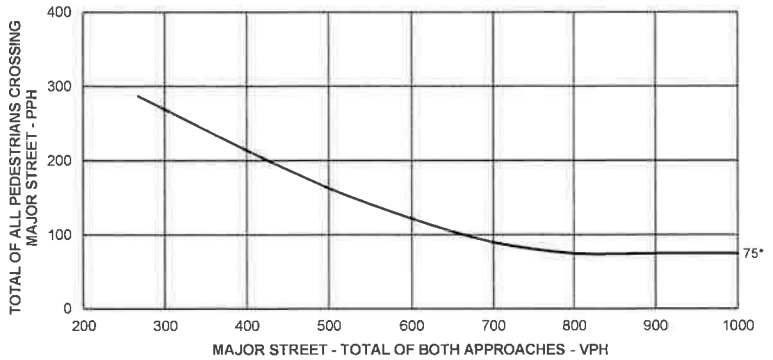


* Note: 107 pph applies as the lower threshold volume for 100% volume level

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



* Note: 75 pph applies as the lower threshold volume for 70% volume level

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☐ No

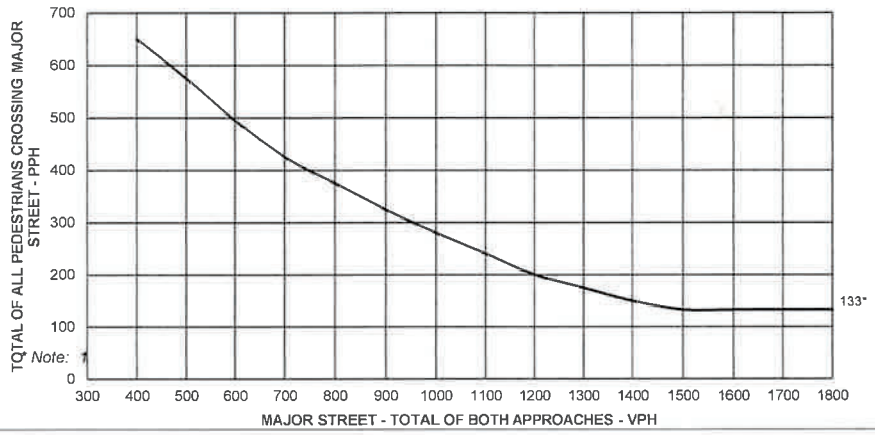
Satisfied: ☐ Yes ☐ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

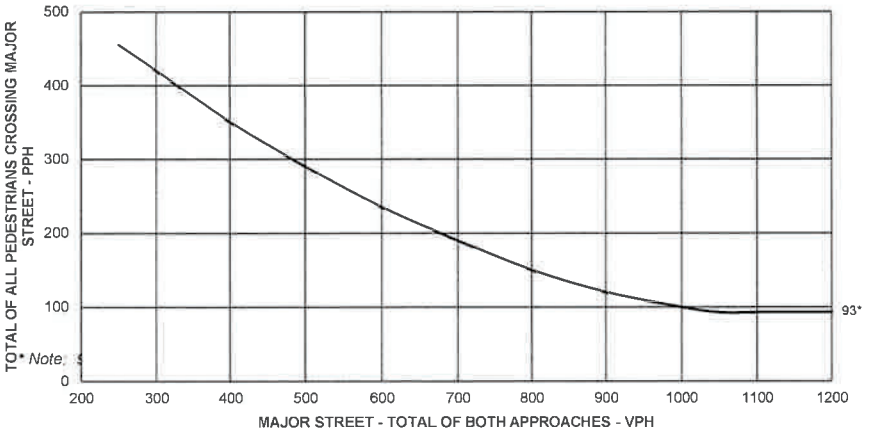
Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour



70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



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TRAFFIC SIGNAL WARRANT SUMMARY

City:	Fort Myers	Engineer:	YB
County:	12 – Lee	Date:	January 31, 2026
District:	One		

Major Street:	Treeline Ave	Lanes:	2	Major Approach Speed:	45
Minor Street:	Plantation Gardens Dr	Lanes:	2	Minor Approach Speed:	35

MUTCD Electronic Reference to Part 4: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☐ No

Criteria				Fulfilled? Yes	Fulfilled? No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.		Minutes:	Gaps:		
3. The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.					

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Fort Myers**
County: **12 – Lee**
District: **One**

Engineer: **YB**
Date: **January 31, 2026**

Major Street: **Treeline Ave** Lanes: **2** Major Approach Speed: **45**
Minor Street: **Plantation Gardens Dr** Lanes: **2** Minor Approach Speed: **35**

MUTCD Electronic Reference to Part 4: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft.).

Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☐ No

Criteria	Fulfilled?	
	Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		

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Date: **January 31, 2026**

Major Street: **Treeline Ave** Lanes: **2** Major Approach Speed: **45**
Minor Street: **Plantation Gardens D** Lanes: **2** Minor Approach Speed: **35**

MUTCD Electronic Reference to Part 4: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

Volume Level Criteria

1. Is the posted speed limit or 85th-percentile speed of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☐ No

WARRANT 7 - CRASH EXPERIENCE

*Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if **all three** of the criteria are fulfilled.*

Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☐ No

	Criteria			Fulfilled? Yes	Fulfilled? No
1.	Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency	Measure tried:			
2.	At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):	The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities)			
		The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes			
		The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities)			
		The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes			

WARRANT 7 - CRASH EXPERIENCE

	One of the following volume warrants is met:			Met?
	Warrant 1, Condition A (70% satisfied), or			No
	Warrant 1, Condition B (70% satisfied), or			Yes
3.	Pedestrian Volume satisfied at Warrant 4 volume requirements for any 4 hours of an average day.	**Hour**	**Major Street Volume**	**Ped Crossings Volume**
		7AM-8AM	0	0
		8AM-9AM	0	0
		11AM-12PM	0	0
		12PM-1PM	0	0

If the posted speed limit or the 85th-percentile speed on the major street exceeds 40 mph, OR if the intersection lies within the built-up area of an isolated community having a population of less than 10,000 then Tables 4C-4 and 4C-5 may be used.

☐ Check to see Tables 4C-4 and 4C-5.

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)*		Total of fatal-and-injury angle and pedestrian crashes*	
Major	**Minor**	**Major**	**Minor**	**Major**	**Minor**
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

*Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

	One-Year Period	
Year	**Major**	**Minor**
A		
B		

A: Total of angle and pedestrian crashes (all severities)*
B: Total of fatal-and-injury angle and pedestrian crashes*

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)*		Total of fatal-and-injury angle and pedestrian crashes*	
Major	**Minor**	**Major**	**Minor**	**Major**	**Minor**
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

*Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

	Three-Year Period	
Year	**Major**	**Minor**
A		
B		

A: Total of angle and pedestrian crashes (all severities)*
B: Total of fatal-and-injury angle and pedestrian crashes*

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Minor Street: **Plantation Gardens Dr** Lanes: **2** Minor Approach Speed: **35**

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WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☐ No

Criteria								Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.			Entering Volume:							
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.			Warrant:	1	2	3				
				Satisfied?:							
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)								← Hour			
								←Volume			

Characteristics of Major Routes		Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:				
	Minor Street:				
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:				
	Minor Street:				
3. Appears as a major route on an official plan.	Major Street:				
	Minor Street:				

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State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

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County: **12 – Lee**
District: **One**

Engineer: **YB**
Date: **January 31, 2026**

Major Street: **Treeline Ave** Lanes: **2** Major Approach Speed: **45**
Minor Street: **Plantation Gardens Dr** Lanes: **2** Minor Approach Speed: **35**

MUTCD Electronic Reference to Part 4: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

Approach Lane Criteria

1. How many approach lanes are there at the track crossing? ☐ 1 ☐ 2 or more

If there is 1 lane, use Figure 4C-9 and if there are 2 or more, use Figure 4C-10. ☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☐ No

Criteria	Fulfilled? Yes	Fulfilled? No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	☐	☐
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).	☐	☐

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs		Adjustment Factors from Tables
Occurrences of Rail traffic per day		#N/A
% of High Occupancy Buses on Approach Lane at Track Crossing		1.00
Enter D (feet)		
% of Tractor-Trailer Trucks on Approach Lane at Track Crossing		0.50

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

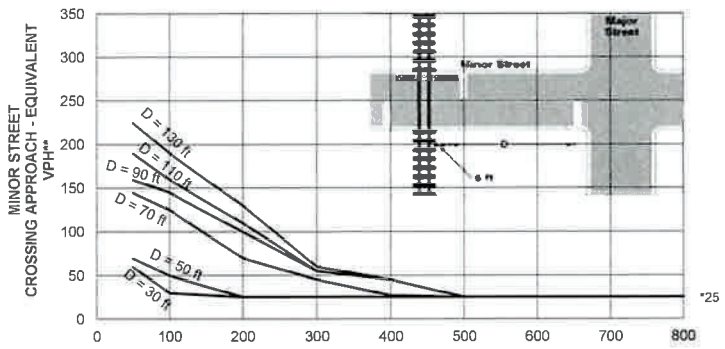
Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		
0		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		
0	0	#N/A
D (ft)	Major Vol.	Minor Vol.

FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



* *Note: 25 vph applies as the lower threshold volume*

* **Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate*

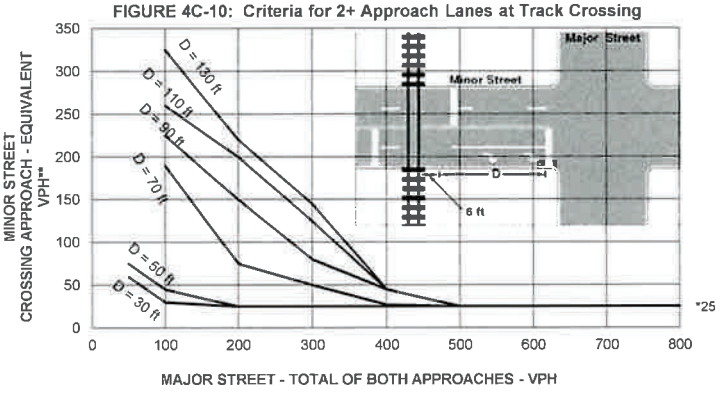
Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		
0		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		
0	0	#N/A
D (ft)	Major Vol.	Minor Vol.

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



* *Note: 25 vph applies as the lower threshold volume*

* **Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate*

February Update-02/04/2026

Lake Water Quality	December readings had two slightly out of range. Lake 18 Ortho-Phosphorus • Reasonable range: 0.005-0.020: Reading 0.318 Lake 31 Nitrites/Nitrates • Reasonable range: 0.005-0.100: Reading 0.405 January readings had two slightly out of range. Lake 32 Nitrites/Nitrates • Reasonable range: 0.005-0.100: Reading 0.405
Lake Doctor Monthly Summary	**December Update:** • A few lakes were treated for sparse grasses algae. • No floating algae visible and water quality looks great. • All other lakes were treated for invasive weeds/algae • Various lakes were treated for invasive aquatic vegetation • Comments by Lake Doctors: Lake levels in all lakes are dropping **January Update:** • Reported typical low water levels due to season, added beneficial bacteria to help suppress unwanted aquatic plants • Treated lakes for invasive vegetation/floating algae
Lake Bank Conditions	Evaluating 2026 Areas of concern for repairs
Preserves	None to Report
Resident Requests	None to report
Other Updates	None to report

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Arborwood Community Development District
Budget vs. Actual
October 2025 - January 2026

	Oct 25 - Jan 26	25/26 Budget	$ Over Budget	% of Budget
Revenue				
O & M Assessments	495,627.72	539,884.00	-44,256.28	91.8%
Debt Assessments (2018)	2,416,744.60	2,633,569.00	-216,824.40	91.77%
Debt Assessments (2014A-1)	471,330.65	513,421.00	-42,090.35	91.8%
Debt Assessments (2014A-2)	48,149.05	52,459.00	-4,309.95	91.78%
Debt Assess-Pd To Trustee-2018	-2,312,717.30	-2,528,226.00	215,508.70	91.48%
Debt Asses-Pd To Trustee-2014A1	-451,042.65	-492,885.00	41,842.35	91.51%
Debt Asses-Pd To Trustee-2014A2	-46,076.65	-50,360.00	4,283.35	91.5%
Assessment Fees	-11,715.00	-10,000.00	-1,715.00	117.15%
Assessment Discounts	-136,007.15	-149,573.00	13,565.85	90.93%
Carryover Balance	0.00	17,000.00	-17,000.00	0.0%
Total Income	474,293.27	525,289.00	-50,995.73	90.29%
Expense				
Payroll Tax Expense	214.20	880.00	-665.80	24.34%
Supervisor Fees	2,800.00	11,000.00	-8,200.00	25.46%
Engineering	2,503.00	50,000.00	-47,497.00	5.01%
Management Fees	14,028.00	42,084.00	-28,056.00	33.33%
Website Management	666.64	2,000.00	-1,333.36	33.33%
Legal Fees	2,383.11	19,000.00	-16,616.89	12.54%
Assessment/Tax Roll	0.00	5,000.00	-5,000.00	0.0%
Audit Fees	0.00	5,450.00	-5,450.00	0.0%
Arbitrage Rebate Fee	0.00	1,000.00	-1,000.00	0.0%
Amortization Schedule Fee	0.00	500.00	-500.00	0.0%
Insurance	6,998.00	13,000.00	-6,002.00	53.83%
Legal Advertisements	705.66	5,250.00	-4,544.34	13.44%
Miscellaneous	1,104.72	3,200.00	-2,095.28	34.52%
Postage and Delivery	71.54	1,125.00	-1,053.46	6.36%
Office Supplies	650.35	2,275.00	-1,624.65	28.59%
Dues, License & Subscriptions	175.00	175.00	0.00	100.0%

Arborwood Community Development District
Budget vs. Actual
October 2025 - January 2026

	Oct 25 - Jan 26	25/26 Budget	$ Over Budget	% of Budget
Trustee Fees	8,492.50	22,500.00	-14,007.50	37.74%
Continuing Disclosure Fee	0.00	3,000.00	-3,000.00	0.0%
Professional Fee & Permits	0.00	1,250.00	-1,250.00	0.0%
Treeline Preserve Maint-Exotics	0.00	0.00	0.00	0.0%
DRI / Traffic Monitoring	15,300.00	5,000.00	10,300.00	306.0%
Environmentl Consulting-Passarella	1,500.00	23,000.00	-21,500.00	6.52%
Panther Mitigation Mnt-Exotics	0.00	80,000.00	-80,000.00	0.0%
Field Inspector - Somerset Only	8,485.20	25,500.00	-17,014.80	33.28%
Lake Maintenance-Somerset Only	16,609.04	50,000.00	-33,390.96	33.22%
Preserve Maint - Somerset Only	0.00	37,000.00	-37,000.00	0.0%
Flowway Maintenance	0.00	10,600.00	-10,600.00	0.0%
Preserve Maint (Parcel C Only)	0.00	7,000.00	-7,000.00	0.0%
Lake Bank Erosion Mte(Somerset)	0.00	47,000.00	-47,000.00	0.0%
Strmwtr Drains Ins/MTE-Somerset	4,350.00	30,000.00	-25,650.00	14.5%
Strmwtr Drains Ins (Bridgetown)	6,720.00	6,500.00	220.00	103.39%
Lake Bank Inspection-Somerset	0.00	7,500.00	-7,500.00	0.0%
Lake Bank Inspection-Bridgetown	0.00	6,500.00	-6,500.00	0.0%
Capital Outlay - Small	0.00	1,000.00	-1,000.00	0.0%
Total Expenditures	93,756.96	525,289.00	-431,532.04	17.85%
Net Revenue	**380,536.31**	**0.00**	**380,536.31**	**100.0%**

Bridgetown Balance As Of 10/1/25	**$**	**12,640.62**
Somerset Balance As Of 10/1/25	**$**	**27,275.68**

Bridgetown Activity: 10/1/25 - 1/31/26	**$**	**6,280.00**
Somerset Activity: 10/1/25 - 1/31/26	**$**	**167,555.76**
Bridgetown Balance As Of 1/31/26	**$**	**18,920.62**
Somerset Balance As Of 1/31/26	**$**	**194,831.44**

Arborwood Community Development District
Budget vs. Actual
October 2025 - January 2026

	Oct 25 - Jan 26	25/26 Budget	$ Over Budget	% of Budget
Bank Balance As Of 1/31/26	$ 1,038,182.68			
Accounts Payable As Of 1/31/26	$ 127,723.01			
Other Assets As Of 1/31/26	$ -			
Total Fund Balance As Of 1/31/26	$ 910,459.67			
Series 2014A-1 Bond Balance As Of 1/31/26	$ 3,785,000.00			
Series 2014A-2 Bond Balance As Of 1/31/26	$ 420,000.00			
Series 2018A-1 Bond Balance As Of 1/31/26	$ 16,360,000.00			
Series 2018A-2 Bond Balance As Of 1/31/26	$ 5,670,000.00			
Total Bond Balance As Of 1/31/26	$ 26,235,000.00			