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PLANT WORLD
COMPREHENSIVE PLAN AMENDMENT APPLICATION

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1. Submittal review conference date _____ C.C. _____

2. Legal Department: Date _____ Atty _____

3. Planning: date _____ Plnr _____

COMPREHENSIVE PLAN AMENDMENT PETITION

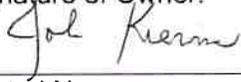
Date Received:		File No. CPA-202_ - _____	
Petitioner: Alico Incorporated - c/o Mitch Hutchcraft			
Address: 10070 Daniels Interstate Court, Suite 200 Fort Myers, FL 33913			
Telephone: 239-405-1694	Fax:	Email: mhutchcraft@alicoinc.com	
Agent for Petitioner: Dan Delisi			
Address: P.O. Box 8065 West Palm Beach, FL 33407 dan@delisi-inc.com			
Telephone: 239-913-7159	Fax:	Email: dan@delisi-inc.com	
Address/Location of Subject Property: W SR 80, LaBelle, Florida - located east of Ben Moore Drive and south of Walmart			
STRAP Number of Subject Property: 1 29 43 18 A00 0013.0000, 1 29 43 18 A00 0018.0000, and 2 29 43 18 A00_0020.0000			
Legal Description: See Attached Survey			
Total Property Acreage: 83.08	Total Acreage of Amendment Request: 83.08	Current Use of Property: Vacant/AG	
Existing Future Land Use Designation: Multi-Use (Hendry County) and Residential (LaBelle)			
Requested Future Land Use Designation: Outlying Mixed Use			
Existing Zoning Designation: A-2 (Hendry) and AG (LaBelle)			

The applicant is of the opinion that the proposed land use designation would be appropriate for the above referenced property and finds that the request is consistent with the following Comprehensive Plan policies (identify the Comprehensive Plan policies and include an explanation as to how the request is consistent with these policies):

Policies:

See Attached Narrative

Signature of Owner:



Printed Name

John Kieran, President and CEO, Alico Inc.

Date:

11/24/2025

Signature of Petitioner:



Printed Name

Mitch Hutchcraft (On behalf of Alico Inc.)

Date:

11/24/2025

Signature of Equitable Owner (if applicable)(attach add'l. sheet if necessary):

Printed Name

Date:

NOTE: IF THE PETITIONER WISHES TO BE REPRESENTED BY AN AGENT, THE POWER OF ATTORNEY ON THE FOLLOWING PAGE MUST BE PROPERLY EXECUTED. IF DRAWINGS PREPARED BY AN ARCHITECTURAL, ENGINEERING OR OTHER FIRM ARE SUBMITTED, THE FIRM MUST EXECUTE THE ATTACHED PERMISSION TO REPRODUCE.

**AFFIDAVIT OF OWNERSHIP, DELEGATION OF AUTHORITY TO REPRESENT,
LIMITED POWER OF ATTORNEY, AND AUTHORITY TO REPRODUCE**

I, John Kiernan, the undersigned do hereby swear, affirm and certify that I am the fee simple title holder/owner or authorized representative of the fee simple title holder/owner of the real property described in Exhibit "A" attached hereto and incorporated herein, "the owner".

Further, I do hereby swear, affirm and certify that all answers to the questions in this application and any sketches, data or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief.

Further, I, John Kiernan, as owner of the property herein, do hereby appoint Mitch Hutchcraft as my true and lawful attorney, for the limited purpose of executing this application and representing my interests with regard to this application in all: City of LaBelle staff meetings; correspondence; conversations; and, at all public meetings with regard thereto, as necessary to facilitate this application in my name, place and stead.

Further I, as owner of the real property described herein, do hereby grant the City of LaBelle permission to reproduce all or a portion of all plans, drawings, etc., submitted in connection with the foregoing petition.

Executed this 24th day of NOVEMBER, 2025.

John Kiernan Date: 11/24/25
Signature of owner or authorized agent

John Kiernan

Print or type name of person signing above

Alico Incorporated

Name of owner/agent entity if a corporation, L.L.C., partnership, or trust

President and CEO

Representative capacity of person signing Affidavit:

President of Vice President of Corporation

Managing Member of L.L.C.

General Partner

Trustee

STATE OF FLORIDA)
)

COUNTY OF LEE)

The foregoing instrument was acknowledged before me this 24th day of NOVEMBER, 2025, by JOHN K. KIERNAN who is personally known to me or who has produced as identification and who did not take an oath.

Kelly Wright
Notary Public

Kelly Wright
Print or type name

My Commission Expires: August 1, 2027



KELLY WRIGHT
Commission # HH 428469
Expires August 1, 2027

Signature _____
Title: _____
Date: _____

Prepared by and
after recording return to:
Timothy M. Hughes, Esq.



200 Central Avenue
Suite 1600
St. Petersburg, Florida 33701
Phone: (727) 820-3965

Total Consideration: \$2,410,000.00
Documentary Stamp Tax Paid: \$16870.00

Parcel I.D. Numbers:

1-29-43-18-A00-0013-0000

1-29-43-18-A00-0018-0000

2-29-43-18-A00-0020-0000

GENERAL WARRANTY DEED

THIS INDENTURE made as of the 4th day of March, 2024, by **LABELLE PLANT WORLD, INC.**, a Florida corporation, whose mailing address is 475 7th Avenue, LaBelle, FL 33935 ("**Grantor**") to **ALICO, INC.**, a Florida corporation, whose address is 10070 Daniels Interstate Court, Suite 200, Fort Myers, FL 33913 ("**Grantee**").

WITNESSETH, that Grantor, for and in consideration of the sum stated above and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, hereby grants, bargains, sells, conveys, remises, releases, and transfers unto Grantee and Grantee's heirs, successors and assigns forever all of that certain real property situated in Hendry County, Florida, to wit:

PARCEL 1: The Northeast 1/4 of the Southwest 1/4 of Section 18, Township 43 South, Range 29 East, Hendry County, Florida; LESS & EXCEPT Beginning at the Northwest corner of the Northeast 1/4 of the Southwest 1/4 run East 420 feet; thence South 833 feet; thence West 420 feet; thence North to the Point of Beginning; and

PARCEL 2: Northwest 1/4 of the Southeast 1/4 of Section 18, Township 43 South, Range 29 East, Hendry County, Florida; and

PARCEL 3: The East 1/2 of the East 1/2 of the Southwest 1/4 of the Southeast 1/4 of Section 18, Township 43 South, Range 29 East, Hendry County, Florida.

TOGETHER WITH all structures and improvements located thereon, and all rights, privileges, easements, tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining, including any and all oil, gas and mineral rights and land lying in any adjacent or adjoining street, road or avenue, and the use of all strips and rights-of-way, if any, abutting, adjacent, contiguous to or adjoining said land. (collectively, the "**Property**").

Said Property does not constitute nor is it contiguous with the homestead of any Grantor.

SUBJECT ONLY TO real estate taxes and assessments for the year 2024 and all subsequent years which are not yet due and payable, and any easements, covenants, restrictions and other documents recorded in the public records of Hendry County, Florida which affect the Property (collectively, the "**Permitted Exceptions**") provided, however, reference thereto shall not serve to reimpose same.

TO HAVE AND TO HOLD the same in fee simple forever.

AND GRANTOR COVENANT with Grantee subject that at the time of the delivery of this Deed, Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property; that Grantor fully warrants title to the Property and will defend the same against the lawful claims of all persons whomsoever; and that the Property is free of all encumbrances except for the Permitted Exceptions.

[Signature and acknowledgment on following page]

[General Warranty Deed Signature Page]

IN WITNESS WHEREOF, Grantor has caused this instrument to be signed on the day and year set forth below.

Witnessed by:

GRANTOR:

LABELLE PLANT WORLD, INC.,
a Florida corporation

Sign: Emily McCormick
Print: Emily McCormick

By: Thomas A. Smith President,
Thomas A. Smith, President LaBelle Plant
World, Inc.

Address: 8047 Rolling Circle
LaBelle, FL 33935

Sign: Melodie Pleiman
Print: Melodie Pleiman

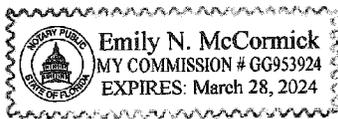
Address: 3055 Pioneer 12th St
Clewiston, FL 33440

STATE OF Florida

COUNTY OF Hendry

The foregoing instrument was acknowledged before me by means of (check one) physical presence or online notarization, this 26 day of February, 2024, by **Thomas A. Smith**, President of **LaBelle Plant World, Inc.**, a Florida corporation, on behalf of the corporation, who (check one) is personally known to me or produced Driver's license as identification.

[Notary Seal]



Emily McCormick
Notary Public

Print Name: Emily McCormick

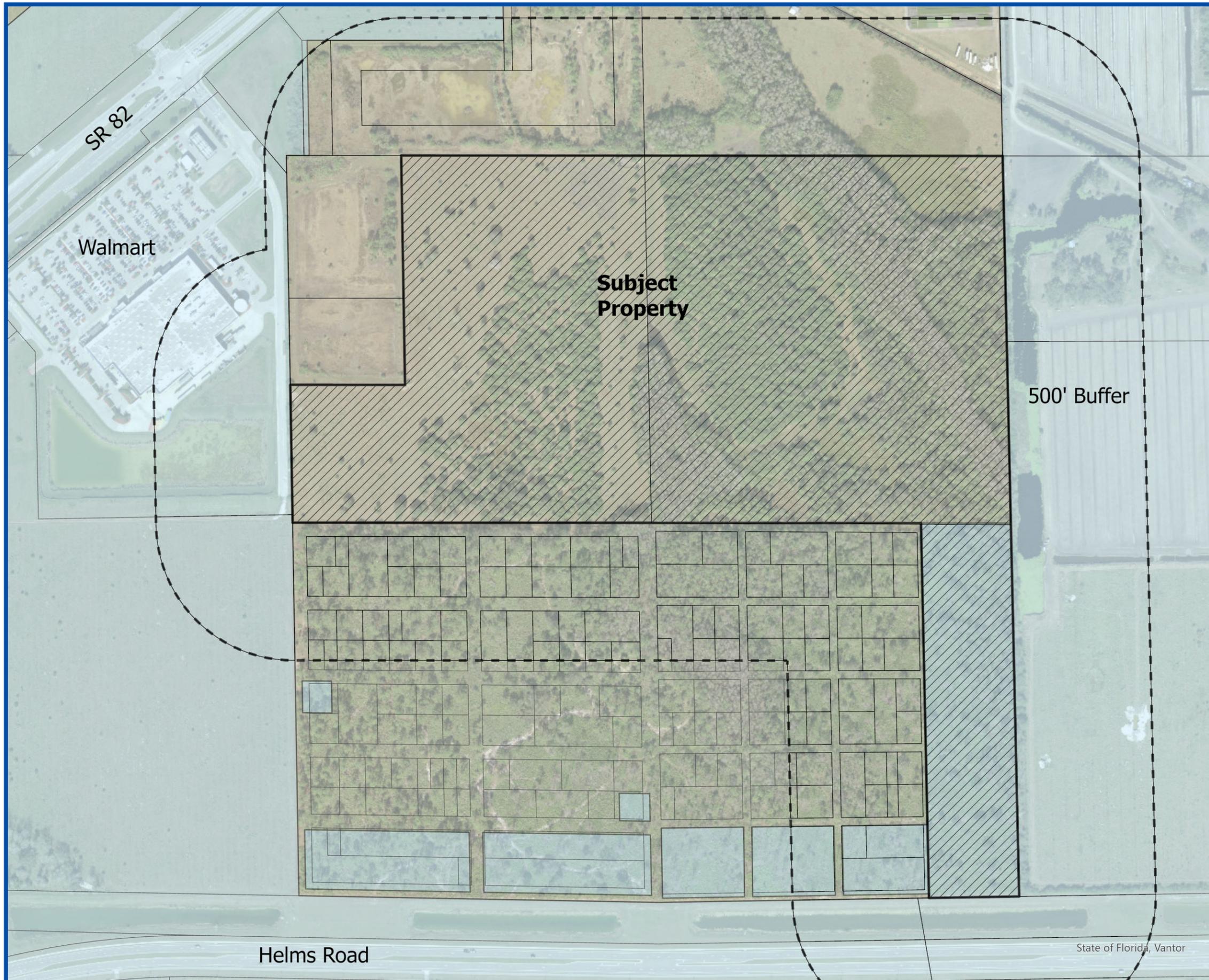
My Commission Expires: 3/28/24

EXHIBIT A Location Map

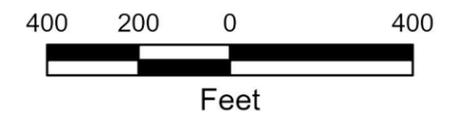
Alico Plant World Property
Hendry County, Florida

Legend

-  Plant World Boundary
-  500' Buffer
-  Hendry_County_Parcels
-  Ownership within 500 buffer
- City Limits
 -  LaBelle City Limits



500' Buffer



1 inch equals 400 feet

Helms Road

State of Florida, Vantor

ALICO
incorporated



EXHIBIT B Future Land Use/Zoning

Alico Plant World Property
Hendry County, Florida

Legend

City Limits

-  LaBelle City Limits
-  Plant World Boundary
-  500' Buffer
-  Employment Village (LaBelle)
-  Residential (LaBelle)
-  South LaBelle Civic (LaBelle)

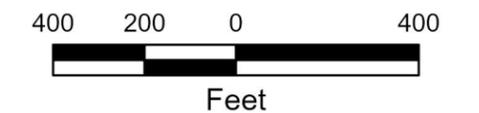
Hendry County FLUM

-  Commercial
-  Multi-Use
-  <all other values>

Owner: Alico Inc.
C/O: Mitch Hutchcraft
Email: mhutchcraft@alicoinc.com
Cell: 239-405-1694

Address: 10070 Daniels Interstate Court
Ste. 200
Fort Myers, FL 33913

Agent: Dan Delisi
Delisi & Associates



1 inch equals 400 feet

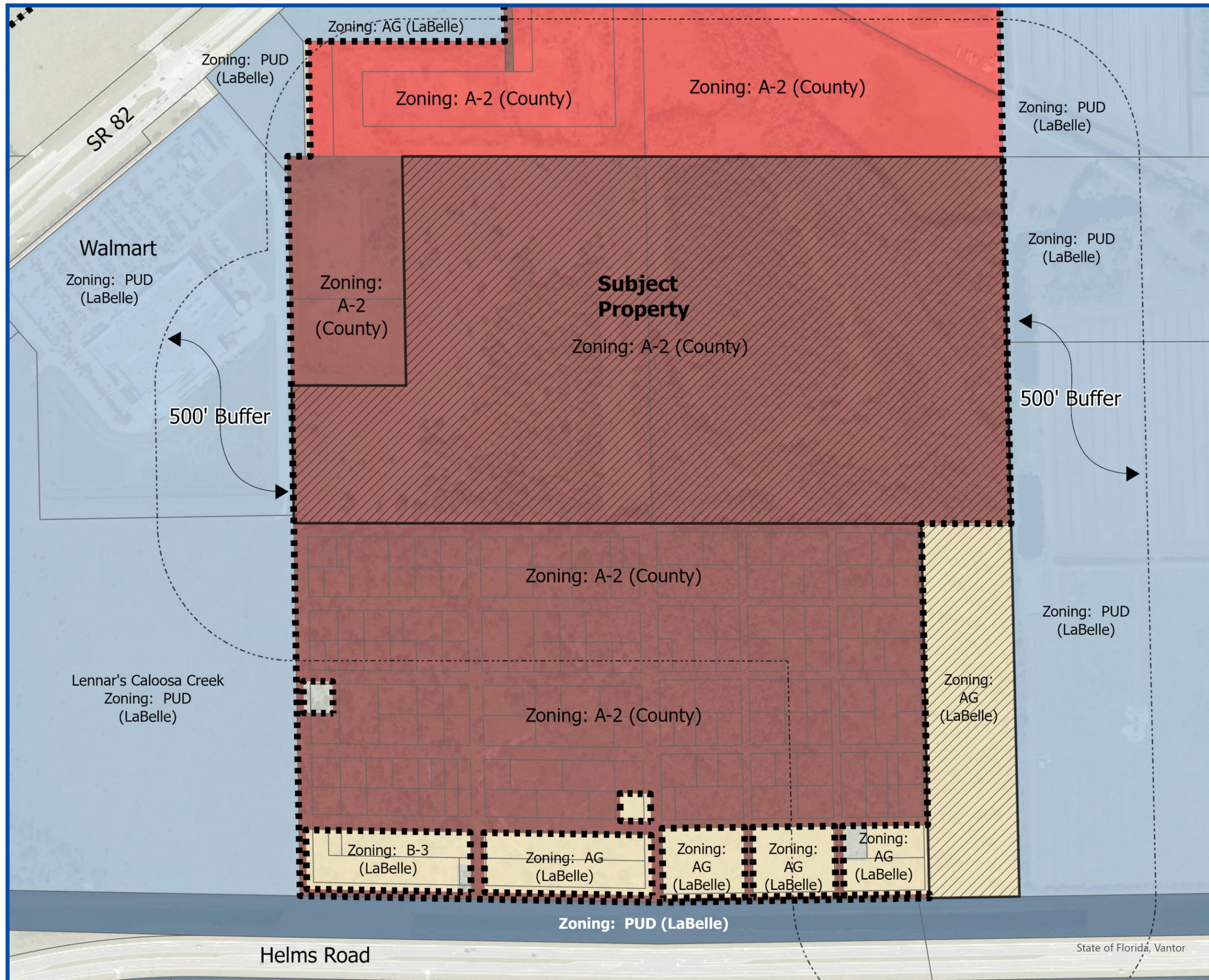


EXHIBIT C Future Land Use/Zoning PROPOSED

Alico Plant World Property
Hendry County, Florida

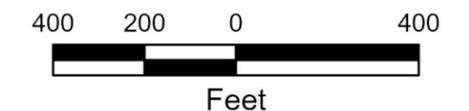
Legend

-  Plant World Boundary
-  500' Buffer
-  Employment Village (LaBelle)
-  Residential (LaBelle)
-  South LaBelle Civic (LaBelle)
-  <all other values>
-  Outlying Mixed-Use (Proposed)
-  Commercial (County)
-  Multi-Use (County)

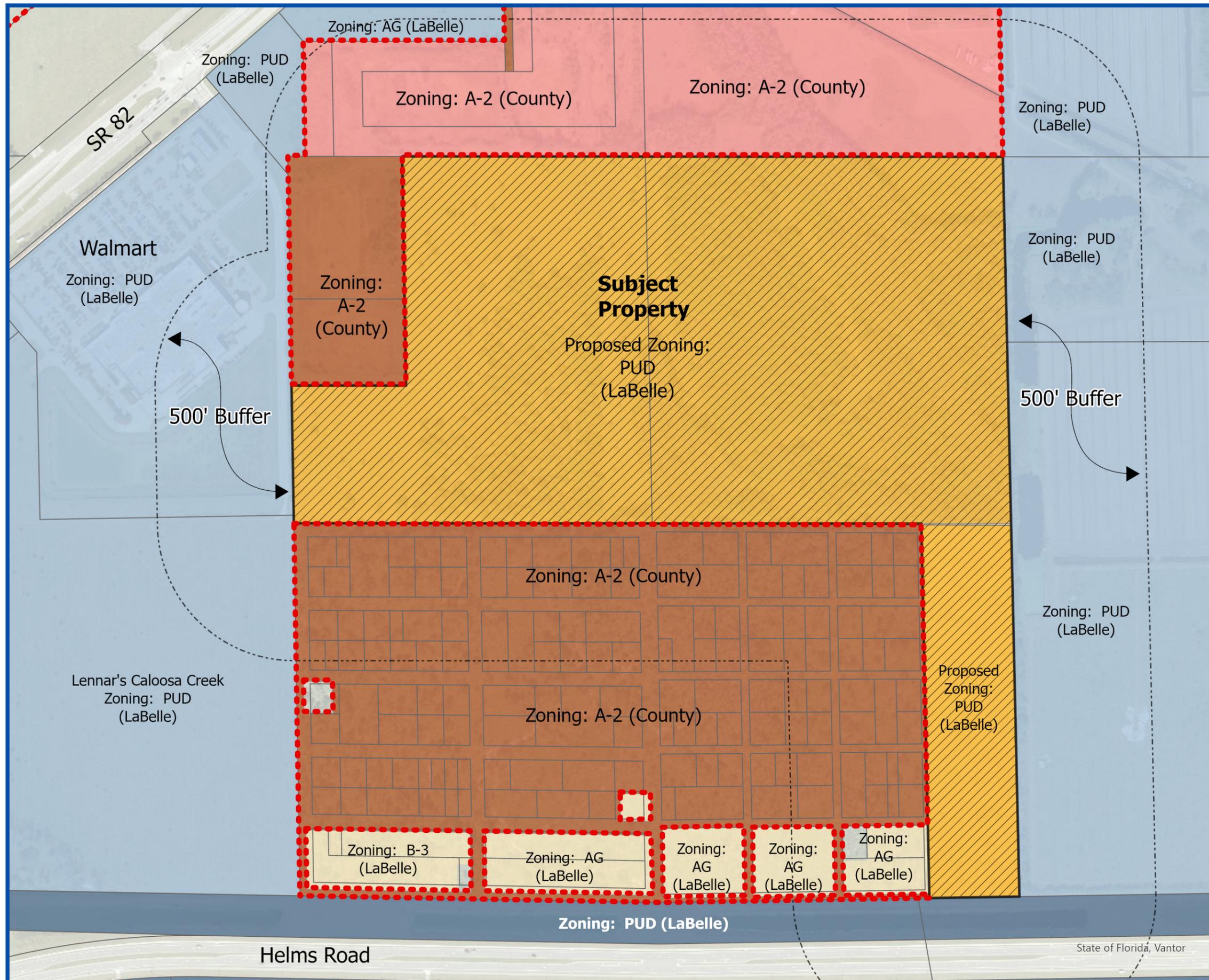
Owner: Alico Inc.
C/O: Mitch Hutchcraft
Email: mhutchcraft@alicoinc.com
Cell: 239-405-1694

Address: 10070 Daniels Interstate Court
Ste. 200
Fort Myers, FL 33913

Agent: Dan Delisi
Delisi & Associates



1 inch equals 400 feet





PLANT WORLD
COMPREHENSIVE PLAN AMENDMENT
REQUEST STATEMENT AND COMPREHENSIVE PLAN COMPLIANCE

The Plant World property is approximately 84 acres located on the west side of the City of LaBelle between State Road 80 and Helms Road (see attached aerial map). Approximately 10 +/- acres of the subject property is in the City of LaBelle and the remaining 74 +/- acres is in unincorporated Hendry County. This application is being filed concurrent with an annexation application for the 74 acres in the Unincorporated area.

The subject property is currently zoned as Agriculture but is in both the Residential and Multi-Use future land use categories in the LaBelle and Hendry County Comprehensive Plans respectively. The property is surrounded by commercial, residential and agricultural uses and is in an area that can be categorized as transitioning to urban, with urban services available.

Surrounding Uses and Compatibility

The proposed future land use category will allow for future development of a residential community, which will require a PUD rezoning at a later date. The residential use is consistent with surrounding uses including the platted residential area to the south of the subject property and the newly developed Pulte community to the southwest. To the west is the Wal-Mart store. To the north and east are lands that remain in agricultural use but within land use categories that will allow for future residential development. The proposed use of the subject property will be compatible with surrounding properties and add significant additional tax base to the City of LaBelle.

Level of Service Analysis

As stated above, the subject property is already designated for urban levels of development in both the LaBelle and Hendry County comprehensive plans. Both the County and City future land use designations show the respective portions of the property having land use categories with similar densities and intensities as the proposed City land use category.

The Current future land use categories would allow the following:

	Area	FLU	Density/Intensity	Total Units/ Commercial
Incorporated area	10.18 acres	Residential	3 du/acre	30.5 units
Unincorporated area	74.4 acres	Multi-Use	4 du/acre FAR 0.5	297.6 units
Total				328 units

The proposed City of LaBelle future land use, Outlying Mixed Use, allows for the same level of commercial development, an FAR of 0.5. However, at this location, neither fronting State Road 80 or Helms Road, it is not reasonable to expect that any level of commercial will be constructed. There is a large commercial center directly across Ben Moore Road, but this use fronts directly on State Road 80. Given the access constraints residential is the only realistic user for the subject property.

The proposed Outlying Mixed Use future land use category allows residential development at a maximum density of 6 units per acre. Therefore the 84.6 +/- acre property could develop at a maximum density of 507 units under the proposed future land use category. The represents a potential **increase of 179 residential units** over the current future land use categories. According to the latest census data, Hendry County averages approximately 2.5 residents per unit, representing a potential maximum increase in population of 447 people as a result of the proposed amendment.

While this Level of Service analysis evaluates the maximum density permissible under the Outlying Mixed Use future land use category, it is anticipated that the density proposed under the future PUD will be comparable to the density currently contemplated by the existing land use designations.

Schools

The following is an overview of the impact of the increase in density to the Hendry County School District. The student generation rates are based on the Hendry County Impact Fee study.

School Type	Generation Rate	# of Additional Units	Total Additional Students Generated
Elementary	0.231	179	41.3
Middle	0.096	179	17.2
High	0.154	179	27.6
Total	0.482		86

It is important to note that these generation rates represent a point in time from two years ago. As the education environment and housing market continues to evolve, current trends show a decreasing public-school enrollment statewide, despite increases in home ownership. Over time, as Hendry County continues to develop, a decrease in the rates of student generation can be expected, consistent with neighboring urban counties.

Solid Waste Facilities 3.5 pounds per capita per day

The Increased demand for Solid Waste service would therefore be approximately 1,566 pounds per day. Currently, Hendy County has a joint agreement with Lee County for the operation of a Land Fill on Church Road. The landfill has sufficient capacity to meet the City and County’s needs as well as the increased units that may result from the proposed amendment.

Recreation

The City’s level of Service Standards for recreation are as follows. The total impact is calculated based on the potential increase of 447 people to the population of the City:

Park Type	LOS	Impact
Pocket Parks/Tot Lots	0.5 ac/1,000	0.22 acres
Neighborhood Parks	1-2 ac/1,000	0.9 acres
Community Parks	5-8 ac/1,000	3.58 acres
City Parks	5-10 ac/1,000	4.47 acres
Total		9.17

These totals are all based on the maximum park size. The total additional recreational area is at maximum 9.17 acres, which will be accommodated either on site or through City and County parks in the area. In accordance with LaBelle Plan Policy 6.7.2, any

future residential development will be required to set aside recreational areas to offset a certain level of the needs of the residents. The Outlying Mixed Use Future Land Use category requires zoning as a PUD. These areas on site will be identified through the PUD process.

Policy 6.7.2

All residential developments will be required to set aside areas for recreation and open space, based upon the Level of Service standards developed within this plan and open space requirements of the Land Development Code.

Comprehensive Plan Compliance

The proposed comprehensive plan amendment is consistent with the City of LaBelle Comprehensive Plan's Goals, Objectives and Policies. A description of how the plan amendment complies with the Comprehensive Plan is detailed below.

Policy 1.1.1

The City will establish compatibility as one of the criteria in the review of development proposals.

As described above, given the location of the subject property, compatibility is not a concern for surrounding properties.

Policy 1.1.4

The City will assure that services and facilities are provided at the adopted level of service concurrent with existing and future demand.

The attached Transportation Impact Statement demonstrates that adequate road capacity exists to meet the needs of the proposed development. In addition, water and sewer capacity is available to the subject property. As noted above, park area and recreational uses will be required on site to off-set recreational needs of the community. Fire and EMS service the surrounding uses and are available to the subject property.

Policy 1.1.6

The City will require the availability of water and sewer and other facilities and services for which there are level of service standards.

The City has extended water and sewer lines along State Road 80 to the County line. The City maintains adequate service for the current demand and is in the process of expanding capacity to accommodate new growth. The Subject property will be required to connect to the City's central water and sewer lines when development occurs.

Objective 1.2 Balanced Urban Growth

Facilitate a compact urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services by concentrating more intensive growth in mixed-use land use designations.

The proposed plan amendment is for a residential use immediately adjacent to commercial development, creating a mixed use environment. Direct connection between the uses will exist across Ben Moore Road, currently a private roadway that will transition to City maintenance as a local road through a separate agreement between the City of LaBelle and Walmart Stores East, LP.

The subject property has development served by urban services to the north, south, west and east. The development of the subject property will make more efficient use of urban infrastructure.

Policy 1.2.1

The City will promote varied and balanced growth to enhance the community both fiscally and physically, providing for housing and employment needs.

Development of the subject property will add to the balanced growth goals of the City through locating a new residential neighborhood directly adjacent to a major commercial center. Development of the subject property represents an opportunity for the City to meet its housing needs.

Policy 1.3.2 Outlying Mixed Use Land Use Category

The Outlying Mixed Use Category is established to provide for integrated planned developments where a mixture of land uses are permitted and encouraged. The most appropriate land uses for this area will continue to be residential with neighborhood and general commercial uses permitted at locations that meet the sub-category standards as described herein. No more than 30% of the total area of the Category will be used for single use commercial development, and no more than 70% will be used for single use residential development.

Regional Center: Parcels Greater Than or Equal to 16 Acres

The Regional Center sub-category provides proper location for larger, more intense development that will service the City of LaBelle as well as surrounding areas, including portions of Hendry, Glades, Collier and Lee Counties. The Regional Center sub-category focuses intense development at significant intersections within the City. It is designed to encourage commercial nodes of development in locations where the associated traffic and activity of these types of development will be separated from the low density, residential areas of the City. This designation allows for a full range of development, including residential, commercial, retail, personal services, offices, hotels/motels, light industrial, institutional, public/semipublic and recreation and parks and provides for a maximum Floor Area Ratio (FAR) of 0.5. A maximum residential density of 6 units per acre is

permitted. The mixed use concept and connectivity within and with adjacent developments is especially emphasized in this sub-category, to ensure efficient use of infrastructure and to encourage community-wide linkages. Non-residential uses will be concentrated at the center or along major street frontages, and will be located at an arterial/collector or arterial/arterial intersection. Vehicular and pedestrian interconnections between properties and/or developments in this category is expected.

Planned Unit Development (PUD) Application – Required

The proposed amendment is to the Outlying Mixed Use future land use category. In accordance with this category, the property is located along Ben Moore Road directly adjacent to the Wal-Mart, an intense commercial development that will serve as an amenity to the residential neighborhood. Ben Moore Road acts as a minor collector road between State Road 80 for the properties surrounding the Walmart store. Because the subject property is significantly greater than 16 acres it will likely be development as one or several Regional Centers. The density for a Regional Center is 6 units per acre.

Objective 1.6 Compatibility and Neighborhood Protection

The City of LaBelle’s future land use map is comprised of a range of densities, all of which can be accommodated in the appropriate areas when the following policies and standards are met. All new development and redevelopment must be compatible with existing and planned surrounding development in order to protect the City’s established residential neighborhoods and ensure a high quality of life for its residents. For the purposes of this objective, compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

As described above, the subject property is surrounded by commercial, residential and agricultural uses. The area surrounding the subject property is transitioning from rural to urban in character. Development of the property for residential uses is consistent and complimentary to surrounding uses and will not create a compatibility concern.

Further, Alico and Walmart have discussed certain design features that will be established during the PUD approval process that will ensure that the proposed project is compatible with, and complimentary to the existing Walmart store.

Policy 2.5.3

The City shall, as part of its Land Development Code, encourage interconnectivity of adjacent development in order to minimize access points to major roadways, particularly SR 80 and SR 29.

The subject property is interconnected to the commercial and residential uses to the west and south via Ben Moore Road. The road infrastructure in the area provides for a high degree of connectivity between the land uses south of State Road 80 and north of Helm Road.

Because of the interconnectivity provided by Ben Moore Drive, and consistent with Policy 2.5.3, the City of LaBelle should pursue control and maintenance for Ben Moore Road. This authority will be considered in a separate agreement between the City of LaBelle and Walmart Stores East, LP.

Objective 4.3 Potable Water Supply

Provide potable water supplies for the residents of LaBelle.

The proposed development will connect to utility lines along the State Road 80 corridor.

Policy 4.3.4

The City will provide adequate water supply facilities for the future population and associated growth of LaBelle.

The proposed development will connect to the existing water line along State Road 80.

Policy 4.5.4

The City will require redevelopment and new developments to have adequate stormwater drainage systems.

Any proposed development will need to obtain a permit from the South Florida Water Management District, which will ensure that adequate stormwater systems are in place to accommodate development of the property.

Conclusion

The proposed approximately 84.6-acre development is located along Ben Moore Road, between two major roadway corridors in LaBelle/Hendry County, State Road 80 and Helms Road. The subject property presents an opportunity for the development of a residential neighborhood that is a positive addition to the City of LaBelle. As the application demonstrates, the proposed development will not have an undue burden on public infrastructure and will not create incompatibility with surrounding uses. The analysis also demonstrates that the proposed amendment is consistent with the City of LaBelle Comprehensive Plan. For these reasons, the proposed amendment should be adopted.

PLANT WORLD

84.58 ACRE FLUA

City of LaBelle, FL

FUTURE LAND USE AMENDMENT APPLICATION TRAFFIC STATEMENT

PREPARED FOR:

Alicio Incorporated
10070 Daniels Interstate Court
Suite 200
Fort Myers, Florida 33913

JOB NO. 25-181

DATE: 12/10/2025

Anna Lai, Professional Engineer, State of Florida, License No. 78138

This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 12/10/25.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



Digitally signed by
Anna Lai
Date: 2025.12.10
17:18:41-05'00'

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- 2.0 TRAFFIC GENERATION

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- 3.0 RADIUS OF DEVELOPMENT INFLUENCE
- 4.0 PROGRAMMED IMPROVEMENTS
- 5.0 TRAFFIC ASSIGNMENT/DISTRIBUTION
- 6.0 LONG TERM (2045) ANALYSIS

PAGE 7

- 7.0 SHORT TERM (2030) ANALYSIS
- 8.0 CONCLUSION

APPENDICES

APPENDIX A

ITE TRIP GENERATION RATES

APPENDIX B

HENDRY COUNTY 2030 LRTP ROADWAY IMPROVEMENTS

APPENDIX C

YEAR 2045 ANALYSIS

APPENDIX D

D1RPM V2.1 2045 VOLUMES

APPENDIX E

YEAR 2030 ANALYSIS

APPENDIX F

2024 VOLUMES

1.0 SITE DATA

The subject parcel is located east of Ben Moore Drive in the City of LaBelle, Florida and contains approximately 84.58 acres. The parcel numbers for the subject parcel are as follows:

1-29-43-18-A00-0013.0000

1-29-43-18-A00-0018.0000

2-29-43-18-A00-0020.0000

The property is currently designated as Multi-Use on the Hendry County Comprehensive Plan. The property owner is requesting a change in the 84.58 acre parcel's designation to Outlying Mixed Use on the Hendry County Comprehensive Plan. The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 84.58 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing Multi-Use future land use designation and the proposed Outlying Mixed Use future land use designation:

Multi-Use

The most intensive land use for the existing Multi-Use land use designation is "Multifamily Housing". Based on the site area consisting of 84.58 acres, with 33.68 acres and 40.72 acres at 4 dwelling units/acre and 10.18 acres at 3 dwelling units/acre, the maximum allowable under the existing Multi-Use land use designation is 328 dwelling units as follows:

$$33.68 \text{ acres} \times \frac{4 \text{ dwelling units}}{\text{acre}} = 134.72 \text{ dwelling units}$$

$$40.72 \text{ acres} \times \frac{4 \text{ dwelling units}}{\text{acre}} = 162.88 \text{ dwelling units}$$

$$10.18 \text{ acres} \times \frac{3 \text{ dwelling units}}{\text{acre}} = 30.54 \text{ dwelling units}$$

328 dwelling units total

2.0 TRAFFIC GENERATION (CONTINUED)

Multifamily Housing (328 Dwelling Units)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing Multi-Use land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 12th Edition (in Appendix A). Based on the current acreage and the accepted traffic generation rates for multifamily housing, the maximum traffic generation for the property under the existing Multi-Use land use designation may be summarized as follows:

Existing Future Land Use – Maximum Potential

Daily Traffic Generation	=	2,037 tpd
AM Peak Hour Traffic Generation (In/Out)	=	134 pht (32 In/102 Out)
PM Peak Hour Traffic Generation (In/Out)	=	171 pht (106 In/65 Out)

Outlying Mixed Use

The most intensive land use under the proposed Outlying Mixed Use land use designation is “Multifamily Housing”. Based on site area consisting of 84.58 acres at 6 dwelling units/acre, the maximum allowable under the proposed Outlying Mixed Use land use designation is 507 dwelling units as follows:

$$84.58 \text{ acres} \times \frac{6 \text{ dwelling units}}{\text{acre}} = 507 \text{ dwelling units}$$

Multifamily Housing (507 Dwelling Units)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed Outlying Mixed Use land use designation. The proposed traffic generation for the property under the proposed Outlying Mixed Use land use designation may be summarized as follows:

Proposed Future Land Use – Maximum Potential

Daily Traffic Generation	=	3,148 tpd
AM Peak Hour Traffic Generation (In/Out)	=	208 pht (50 In/158 Out)
PM Peak Hour Traffic Generation (In/Out)	=	264 pht (164 In/100 Out)

The change in traffic generation due to the requested change in the parcels’ land use designations may be calculated as follows (as shown in Table 3):

Net Trip Difference

Daily Traffic Generation	=	1,111 tpd INCREASE
AM Peak Hour Traffic Generation (In/Out)	=	74 pht INCREASE
PM Peak Hour Traffic Generation (In/Out)	=	93 pht INCREASE

3.0 RADIUS OF DEVELOPMENT INFLUENCE

The study area included major roadways within one (1) mile of the site.

4.0 PROGRAMMED IMPROVEMENTS

The Hendry County Long Range Transportation Plan Update identifies the following 2030 improvements within the area (in Appendix B):

- SR 80 between Martin Luther King Boulevard and Fort Denaud Road is to be widened from 4 lanes divided to 6 lanes divided.
- SR 80 between Fort Denaud Road and Helms Road is to be widened from 4 lanes divided to 6 lanes divided.

5.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

Figure 1 shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with the proposed land uses under the proposed Outlying Mixed Use land use designation.

6.0 LONG TERM (2045) ANALYSIS

The Long Term (2045) Traffic Analysis is based on the D1RPM 2.1 model that includes other major development sites. The daily volumes from the model are included in Appendix D. The roadway service capacity volumes were based on the 2023 FDOT Multimodal Quality/Level of Service Handbook.

A model output correction factor (MOCF) was applied to the daily traffic volumes from the D1RPM 2.1 model. A peak to daily ratio (K Factor) of 0.095 and a directional factor (D) of 0.55 were utilized to convert the bidirectional daily model volumes to peak hour peak direction volumes. The background traffic volumes from the 2045 model are provided in Table 5 (in Appendix C). Table 5 also compares the background peak hour volumes to the roadway service capacity thresholds based on the planned 2045 roadway network. As shown in Table 5, the SR 80 study segments are expected to operate at the Level of Service threshold requirements, based on background traffic volumes.

The roadway network utilized in the total traffic analysis is the same as what was utilized for the background traffic analysis. The trip distribution for the proposed project was based on existing and future traffic patterns along with engineering judgement.

The project trips associated with the proposed development were added to the 2045 background traffic volumes. The 2045 total traffic volumes are documented in Table 5. Table 5 also compares the total traffic peak hour volumes to the roadway service capacity thresholds based on the planned 2045 roadway network. As shown in Table 5, the SR 80 study segments are expected to operate at the Level of Service threshold requirements.

7.0 SHORT TERM (2030) ANALYSIS

A short term (2030) traffic analysis was performed as part of this study. This analysis includes all roadways anticipated to be completed within the next five years within the 1-mile study area.

The existing traffic counts were taken from the FDOT Florida Traffic Online (in Appendix F). The background growth rate of 5.5% per year was determined based on historical FDOT volumes on the study roadways, as summarized in Table 4.

Table 6 (in Appendix E) shows the background traffic analysis and that all roadways will operate at an acceptable Level of Service, based on background traffic volumes.

Table 7 (in Appendix E) compares the total traffic peak hour volumes to the roadway service capacity thresholds for the short term (2030) traffic analysis. As shown in Table 7, all roadways meet the Level of Service threshold requirements.

8.0 CONCLUSION

The proposed future land use plan designation modification from Multi-Use to Outlying Mixed Use will result in an increase of 1,111 daily trips, 74 AM peak hour trips, and 93 PM peak hour trips. The 2045 long term and 2030 short term traffic analyses indicate the study roadway segments are expected to meet the Level of Service threshold requirements. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Hendry County Comprehensive Plan, Transportation Element.

1.0 SITE DATA

The subject parcel is located east of Ben Moore Drive in the City of LaBelle, Florida and contains approximately 84.58 acres. The parcel numbers for the subject parcel are as follows:

1-29-43-18-A00-0013.0000

1-29-43-18-A00-0018.0000

2-29-43-18-A00-0020.0000

The property is currently designated as Multi-Use on the Hendry County Comprehensive Plan. The property owner is requesting a change in the 84.58 acre parcel's designation to Outlying Mixed Use on the Hendry County Comprehensive Plan. The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 84.58 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing Multi-Use future land use designation and the proposed Outlying Mixed Use future land use designation:

Multi-Use

The most intensive land use for the existing Multi-Use land use designation is "Multifamily Housing". Based on the site area consisting of 84.58 acres, with 33.68 acres and 40.72 acres at 4 dwelling units/acre and 10.18 acres at 3 dwelling units/acre, the maximum allowable under the existing Multi-Use land use designation is 328 dwelling units as follows:

$$33.68 \text{ acres} \times \frac{4 \text{ dwelling units}}{\text{acre}} = 134.72 \text{ dwelling units}$$

$$40.72 \text{ acres} \times \frac{4 \text{ dwelling units}}{\text{acre}} = 162.88 \text{ dwelling units}$$

$$10.18 \text{ acres} \times \frac{3 \text{ dwelling units}}{\text{acre}} = 30.54 \text{ dwelling units}$$

328 dwelling units total

**TABLE 1
EXISTING MULTI-USE FUTURE LAND USE DESIGNATION - 328 DWELLING UNITS**

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
					In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total			
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	328	Dwelling Units	6.21						2,037			0			2,037	0%	0			2,037
Grand Totals:											2,037	0.0%	0			2,037	0%	0			2,037

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	328	Dwelling Units	0.41	0.24	0.76	32	102	134	0.0%	0	0	0	32	102	134	0%	0	32	102	134	
Grand Totals:											0.0%	0	0	0	32	102	134	0%	0	32	102	134

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	328	Dwelling Units	0.52	0.62	0.38	106	65	171	0.0%	0	0	0	106	65	171	0%	0	106	65	171	
Grand Totals:											0.0%	0	0	0	106	65	171	0%	0	106	65	171

Notes:

Based on the ITE Trip Generation Manual (12th edition).

**TABLE 2
PROPOSED OUTLYING MIXED USE FUTURE LAND USE DESIGNATION - 507 DWELLING UNITS**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips	
				In	Out		%	Total			%	Trips		
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	507	Dwelling Units	6.21			3,148	0.0%	0		3,148	0%	0	3,148
Grand Totals:							3,148	0.0%	0		3,148	0%	0	3,148

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	507	Dwelling Units	0.41	0.24	0.76	50	158	208	0.0%	0	0	0	50	158	208	0%	0	50	158	208
Grand Totals:							50	158	208	0.0%	0	0	0	50	158	208	0%	0	50	158	208

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	507	Dwelling Units	0.52	0.62	0.38	164	100	264	0.0%	0	0	0	164	100	264	0%	0	164	100	264
Grand Totals:							164	100	264	0.0%	0	0	0	164	100	264	0%	0	164	100	264

Notes:

Based on the ITE Trip Generation Manual (12th edition).

TABLE 3
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING FUTURE LAND USE DESIGNATION =	2,037	134	32	102	171	106	65
PROPOSED FUTURE LAND USE DESIGNATION =	3,148	208	50	158	264	164	100
INCREASE =	1,111	74	18	56	93	58	35

TABLE 4
AREA WIDE GROWTH RATE CALCULATION

ROADWAY	FROM	TO	2019 PEAK SEASON DAILY TRAFFIC	2024 PEAK SEASON DAILY TRAFFIC	IND. (%)
SR 80 ¹	CAPTAIN HENDRY DRIVE	FT DENAUD ROAD/COWBOY WAY	14,400	18,600	5.25%
SR 80 ¹	FT DENAUD ROAD/COWBOY WAY	HELMS ROAD	17,400	23,000	5.74%
$\Sigma =$			31,800	41,600	5.52%

AREA WIDE GROWTH RATE = 5.52%

Notes:

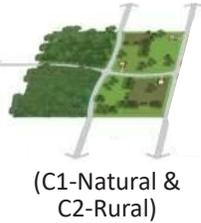
1. Daily traffic volumes based on FDOT Traffic Online counts. 2019 peak season daily traffic volumes were used instead of 2020 or 2021 volumes.



Figure 1 - Trip Distribution
Project # 25-181

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

- 2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
- Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
- Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968



APPENDIX A

ITE TRIP GENERATION RATES

Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

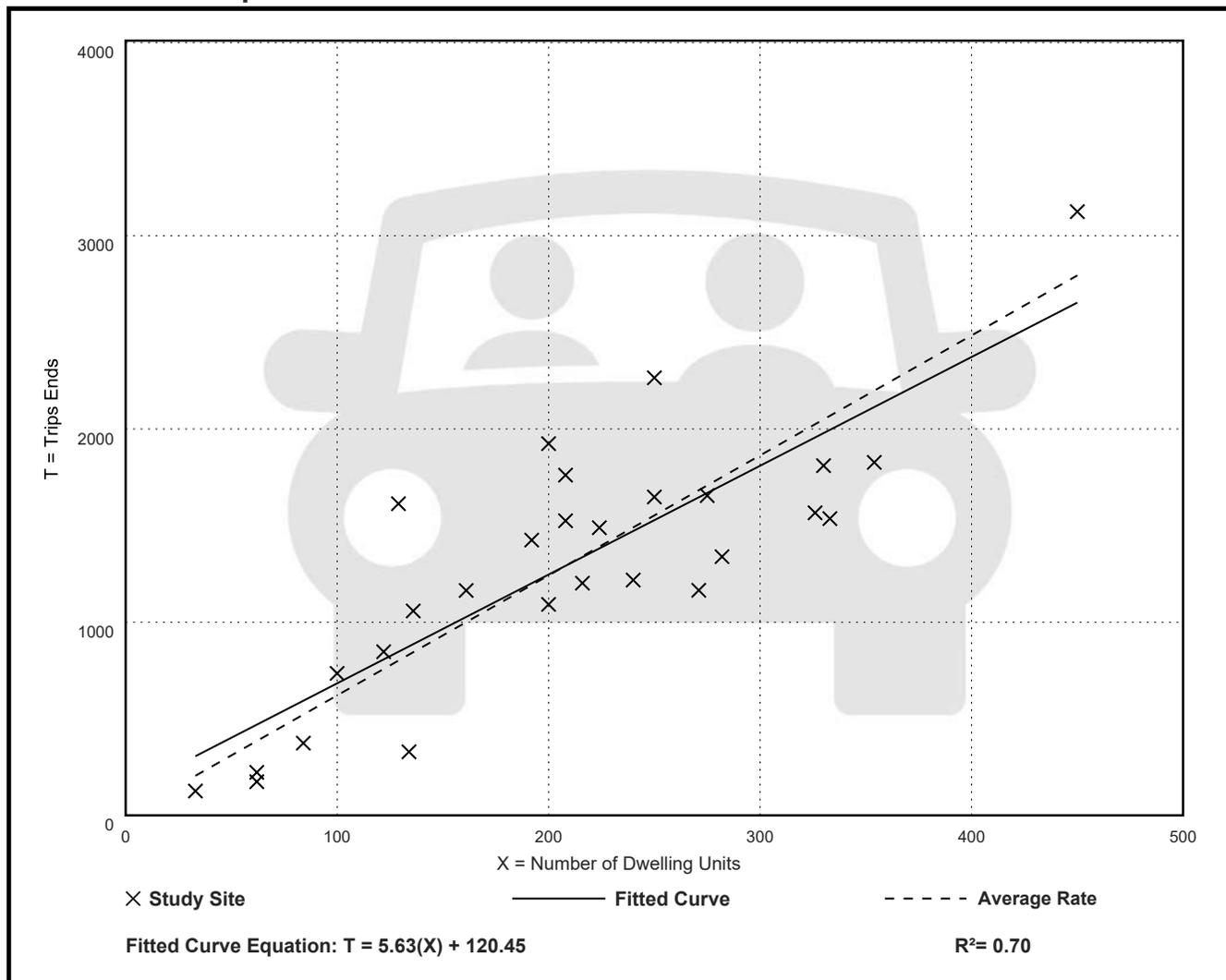
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

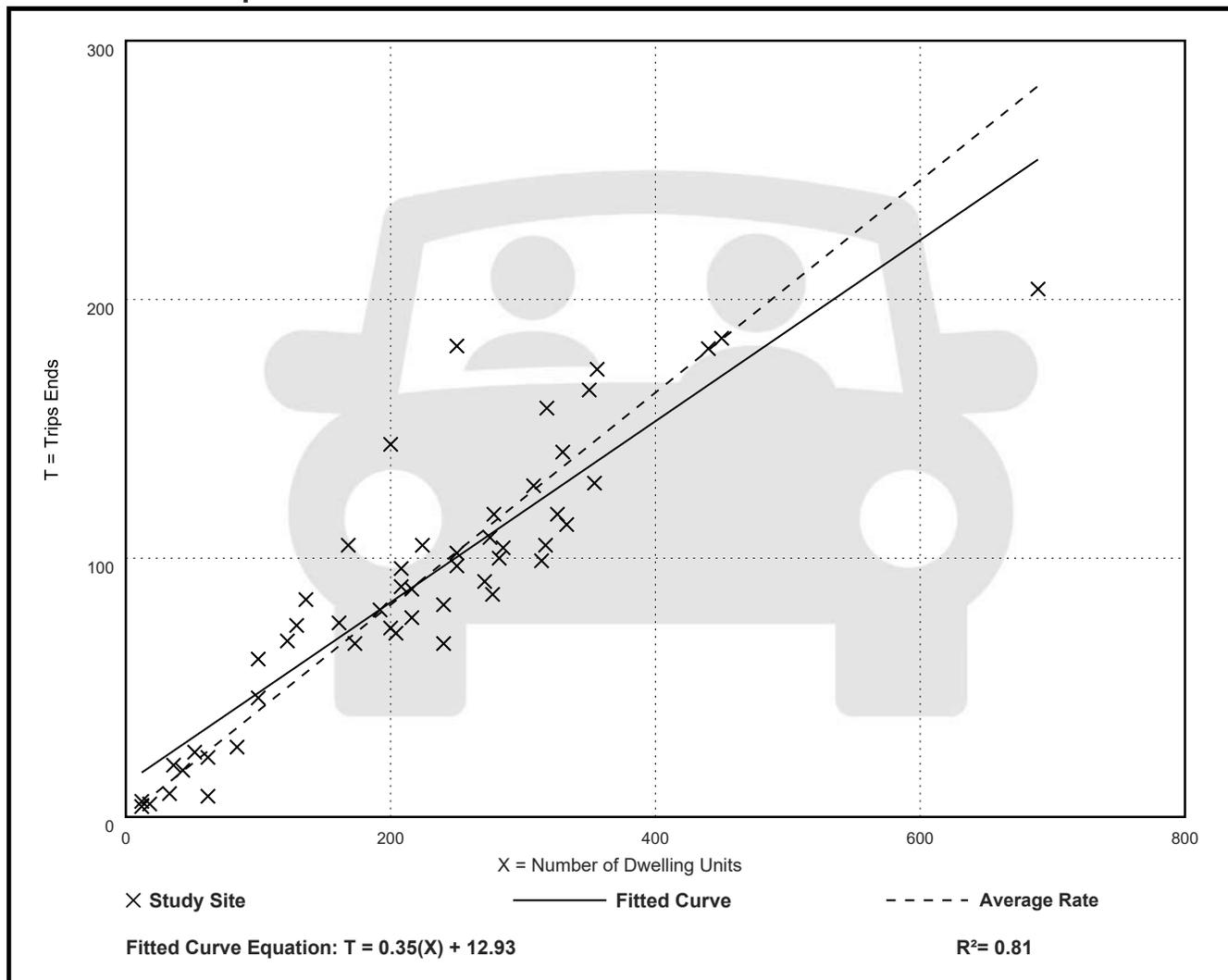
Avg. Num. of Dwelling Units: 219

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 61

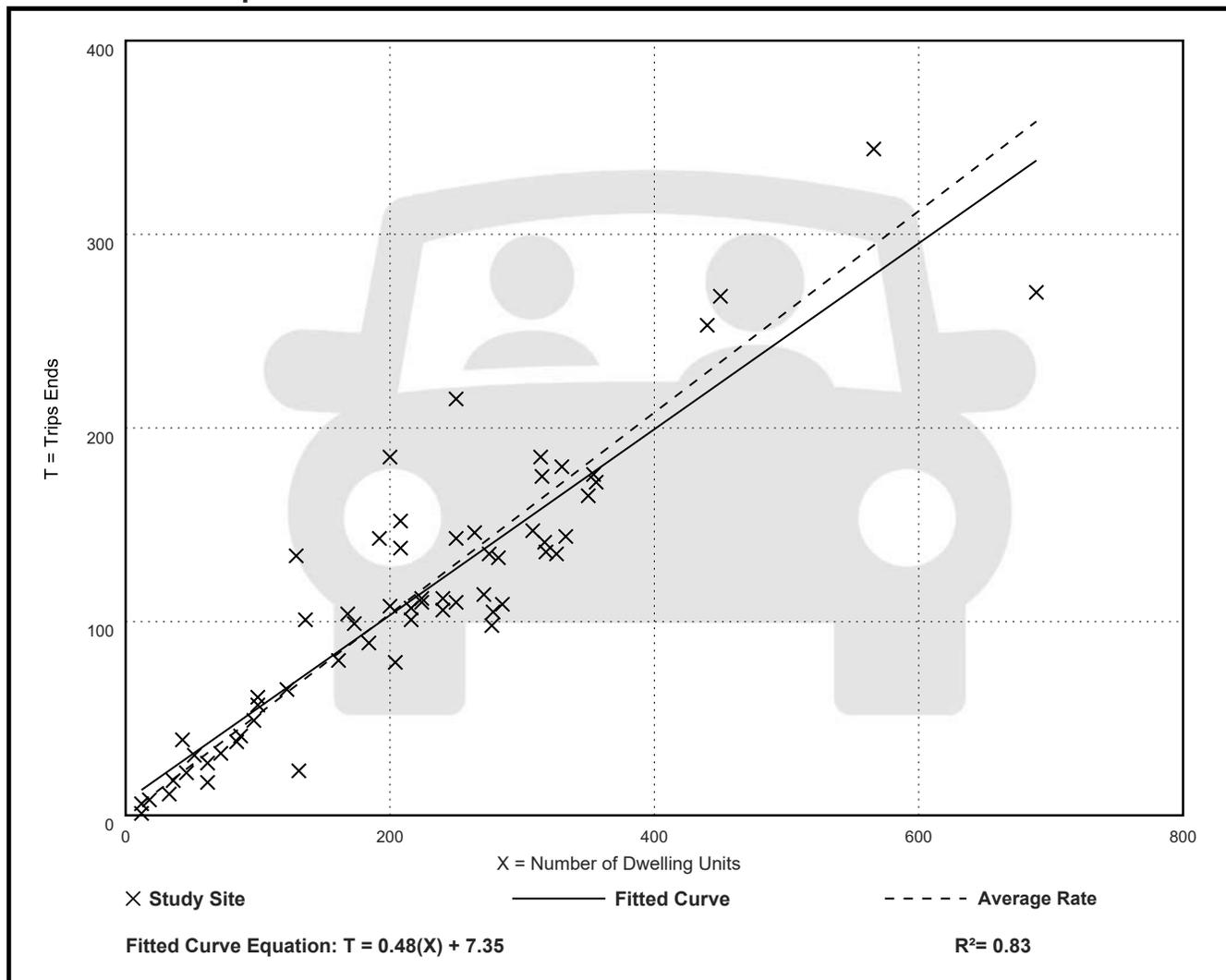
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation





APPENDIX B

HENDRY COUNTY 2030 LRTP ROADWAY IMPROVEMENTS

Hendry County
 Long Range Transportation Plan (LRTP) Update
 2030 Needs

Roadway Segment	From	To	Improvement	R/U	\$/mile	Length (miles)	Constr. Cost (a)	Area	Ave. Indirect Cost (a)	R/W Cost	Needs Plan Total Cost	Fin.Feasible
10%												
State Roads												
SR 29	Glades County Line	Caloosahatchee River	Widen from 2L to 4LD	U	\$5,750,000	0.93	\$5,347,500	7	\$534,750	\$598,087	\$6,480,337	
SR 29 (Bridge)	over	Caloosahatchee River	Widen from 2L to 4LD	U	(b)	0.10	\$32,000,000	7	\$3,200,000	\$64,310	\$35,264,310	\$35,264,310
Bridge St./SR 29	Caloosahatchee River	SR 80	Widen from 2L to 4LD	U	\$5,750,000	0.47	\$2,702,500	7	\$270,250	\$302,259	\$3,275,009	\$3,275,009
SR 29	Cowboy Way	Helms Rd.	Widen from 2L to 4LD	U	\$5,750,000	1.00	\$5,750,000	4	\$575,000	\$74,448	\$6,399,448	
SR 29	Helms Rd.	Sears Rd.	Widen from 2L to 4LD	R	\$3,350,000	5.93	\$19,865,500	4	\$1,986,550	\$441,477	\$22,293,527	
SR 29	Sears Rd.	Keri Rd.	Widen from 2L to 4LD	R	\$3,350,000	3.45	\$11,557,500	4	\$1,155,750	\$256,846	\$12,970,096	
SR 29	Keri Rd.	Church Rd.	Widen from 2L to 4LD	R	\$3,350,000	2.60	\$8,710,000	4	\$871,000	\$193,565	\$9,774,565	
SR 29	Church Rd.	Collier Co. Line	Widen from 2L to 4LD	R	\$3,350,000	3.03	\$10,150,500	4	\$1,015,050	\$225,577	\$11,391,127	
SR 80	Lee County Line	Fort Denaud Rd.	Widen from 4LD to 6LD	R	\$3,350,000	2.98	\$9,983,000	2	\$998,300	\$193,533	\$11,174,833	
SR 80	Fort Denaud Rd.	Murray Rd.	Widen from 4LD to 6LD	R	\$3,350,000	1.45	\$4,857,500	2	\$485,750	\$94,169	\$5,437,419	
SR 80	Murray Rd.	Helms Road Ext.	Widen from 4LD to 6LD	R	\$3,350,000	1.52	\$5,092,000	2	\$509,200	\$98,715	\$5,699,915	
SR 80	Helms Road Ext.	Fort Denaud Rd.	Widen from 4LD to 6LD	R	\$3,350,000	1.48	\$4,958,000	2	\$495,800	\$96,117	\$5,549,917	
SR 80	Fort Denaud Rd.	MLK Blvd.	Widen from 4LD to 6LD	U	\$5,750,000	1.13	\$6,497,500	6	\$649,750	\$626,472	\$7,773,722	
SR 80	MLK Blvd.	Hardee St.	Widen from 4LD to 6LD	U	\$5,750,000	0.31	\$1,782,500	6	\$178,250	\$171,864	\$2,132,614	
SR 80	Hardee St.	Main St.	Widen from 4LD to 6LD	U	\$5,750,000	0.46	\$2,645,000	6	\$264,500	\$255,024	\$3,164,524	
SR 80	Main St.	Bridge St.	Widen from 4LD to 6LD	U	\$5,750,000	0.06	\$345,000	6	\$34,500	\$33,264	\$412,764	
SR 80	Bridge St.	Lee St.	Widen from 4LD to 6LD	U	\$5,750,000	0.08	\$460,000	6	\$46,000	\$44,352	\$550,352	
SR 80	Lee	Ft. Thompson	Widen from 4LD to 6LD	U	\$5,750,000	0.71	\$4,082,500	6	\$408,250	\$393,624	\$4,884,374	
SR 80	Ft. Thompson	Clark St.	Widen from 2L to 4LD	U	\$5,750,000	0.07	\$402,500	6	\$40,250	\$38,808	\$0 (e)>	\$0
SR 80	Clark St.	Collingswood Pkwy	Widen from 2L to 4LD	U	\$5,750,000	0.86	\$4,945,000	6	\$494,500	\$476,784	\$0 (e)>	\$0
SR 80	Collingswood Pkwy	Birchwood Pkwy.	Widen from 2L to 4LD	U	\$5,750,000	1.20	\$6,900,000	6	\$690,000	\$665,280	\$0 (e)>	\$0
SR 80	Birchwood Pkwy.	Wellington Pkwy.	Widen from 2L to 4LD	R	\$3,350,000	6.46	\$21,641,000	2	\$2,164,100	\$419,538	\$0 (f)>	\$0
SR 80	Wellington Pkwy.	Lexington Pkwy.	Widen from 2L to 4LD	R	\$3,350,000	1.54	\$5,159,000	2	\$515,900	\$100,014	\$0 (f)>	\$0
SR 80	Lexington Pkwy.	Hendry Isles Blvd.	Widen from 2L to 4LD	R	\$3,350,000	3.06	\$10,251,000	2	\$1,025,100	\$198,729	\$0 (f)>	\$0
SR 80	Hendry Isles Blvd.	CR 833	Widen from 2L to 4LD	R	\$3,350,000	5.62	\$18,827,000	2	\$1,882,700	\$364,985	\$0 (f)>	\$0
SR 80	CR 833	US 27	Widen from 2L to 6LD	R	\$6,700,000	3.00	\$20,100,000	2	\$2,010,000	\$194,832	\$0 (f)>	\$0
US 27/SR 80	SR 80	Flaghole Rd.	Widen from 4LD to 6LD	U	\$3,350,000	0.99	\$3,316,500	2	\$331,650	\$64,295	\$3,712,445	
US 27/SR 80	Flaghole Rd.	CR 720	Widen from 4LD to 6LD	U	\$3,350,000	5.23	\$17,520,500	2	\$1,752,050	\$339,657	\$19,612,207	
US 27/SR 80	CR 720	Lewis Blvd	Widen from 4LD to 6LD	U	\$5,750,000	1.11	\$6,382,500	6	\$638,250	\$615,384	\$7,636,134	
US 27/SR 80	Lewis Blvd	Olympia St.	Widen from 4LD to 6LD	U	\$5,750,000	1.24	\$7,130,000	6	\$713,000	\$687,456	\$8,530,456	
US 27/SR 80	Olympia St.	S. Pedro St.	Widen from 4LD to 6LD	U	\$5,750,000	0.74	\$4,255,000	6	\$425,500	\$410,256	\$5,090,756	
US 27/SR 80	S. Pedro St.	S. Francisco St.	Widen from 4LD to 6LD	U	\$5,750,000	0.37	\$2,127,500	6	\$212,750	\$205,128	\$2,545,378	
SR 82	Lee Co. Line	Collier Co. Line	Widen from 2L to 4LD	R	\$3,350,000	1.30	\$4,355,000	4	\$435,500	\$96,782	\$4,887,282	
									\$0		\$0	
Subtotal							\$270,099,000		\$27,009,900	\$9,041,630	\$206,643,510	\$38,539,319
Other Roadways												
Helms Rd. East Extension (G)	Lexington Pkwy.	CR 833	New 2L Road	U	\$5,600,000	8.16	\$45,696,000	5	\$4,569,600	\$232,658	\$50,498,258	
Helms Rd.	SR 29	Ford	Widen from 2L to 4LD	U	\$5,750,000	1.01	\$5,807,500	5	\$580,750	\$28,797	\$6,417,047	
Helms Rd. West Extension (B)	SR 80	SR 29	New 4LD Road	U	\$11,500,000	2.51	\$28,865,000	5	\$2,886,500	\$71,565	\$31,823,065	\$31,823,065
Church Rd North Extension (J)	Church Rd.	Sears Rd. W. Extension	New 2L Road	R	\$2,650,000	3.40	\$9,010,000	5	\$901,000	\$96,941	\$10,007,941	\$10,007,941
Sears Rd. West Extension (L)	Wheeler Rd.	SR 29	New 2L Road	R	\$2,650,000	7.96	\$21,094,000	5	\$2,109,400	\$226,956	\$23,430,356	\$23,430,356
Wheeler Rd.	Sears Rd. Extension	SR 80	New 2L Road	R	(c)	7.51		5	\$0			\$0
Kirby Rd. West Ext.(N)	Kirby Thompson Rd.	Lee Co. Line	New 2L Road	R	\$2,650,000	2.06	\$5,459,000	1	\$545,900	\$290,411	\$6,295,311	
Howard Rd. West Ext. (P/R)	Kirby Thompson Rd.	N. River Rd.	New 2L Road	R	\$2,650,000	3.77	\$9,990,500	1	\$999,050	\$531,480	\$11,521,030	\$11,521,030
Subtotal							\$125,922,000		\$12,592,200	\$1,478,807	\$139,993,007	\$76,782,391
Total							\$396,021,000		\$39,602,100	\$10,520,437	\$346,636,517	\$115,321,710

- Notes:
 (a) Design, PDE and administration costs often funded separately from construction
 (b) Average cost of a new 2 lane structure
 (c) Funded through a MSBU
 (d) Ft. Denaub bridge may need to be replaced as a routine maintenance/replacement project
 (e) Has allocated FDOT funding as per current Work Program
 (f) Shown as part of current Financially Feasible SIS Plan



APPENDIX C

YEAR 2045 ANALYSIS

TABLE 5
2045 TOTAL TRAFFIC VOLUMES

TOTAL PM PEAK HOUR PROJECT TRIPS (IN) = 164
 TOTAL PM PEAK HOUR PROJECT TRIPS (OUT) = 100

ROADWAY	FROM	TO	DIRPM VOLUMES				PROJECT DISTRIBUTION	PROJECT TRIPS PEAK DIR.	TOTAL TRAFFIC PEAK DIR.	PROG. LANES	CLASS	LOS D CAPACITY	V/C	MEET LOS?
			BACKGROUND AADT	MOCF	ADJUSTED AADT	PEAK HOUR PEAK DIR. ¹								
SR 80	CAPTAIN HENDRY DRIVE	FT DENAUD ROAD/COWBOY WAY	20,324	0.94	19,105	998	35%	57	1,056	6D	C2	4,370	0.24	YES
SR 80	FT DENAUD ROAD/COWBOY WAY	HELMS ROAD	26,492	0.94	24,902	1,301	65%	107	1,408	6D	C2	4,370	0.32	YES

Notes:

1. Peak hour peak direction volumes based on a K Factor of 9.5% and D Factor of 55%.

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 0700 HENDRY COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	0.98	1.04
2	01/07/2024 - 01/13/2024	0.99	1.05
3	01/14/2024 - 01/20/2024	1.01	1.07
4	01/21/2024 - 01/27/2024	0.99	1.05
5	01/28/2024 - 02/03/2024	0.97	1.03
* 6	02/04/2024 - 02/10/2024	0.95	1.01
* 7	02/11/2024 - 02/17/2024	0.94	1.00
* 8	02/18/2024 - 02/24/2024	0.94	1.00
* 9	02/25/2024 - 03/02/2024	0.94	1.00
*10	03/03/2024 - 03/09/2024	0.93	0.99
*11	03/10/2024 - 03/16/2024	0.93	0.99
*12	03/17/2024 - 03/23/2024	0.94	1.00
*13	03/24/2024 - 03/30/2024	0.94	1.00
*14	03/31/2024 - 04/06/2024	0.94	1.00
*15	04/07/2024 - 04/13/2024	0.95	1.01
*16	04/14/2024 - 04/20/2024	0.95	1.01
*17	04/21/2024 - 04/27/2024	0.96	1.02
*18	04/28/2024 - 05/04/2024	0.97	1.03
19	05/05/2024 - 05/11/2024	0.98	1.04
20	05/12/2024 - 05/18/2024	0.99	1.05
21	05/19/2024 - 05/25/2024	1.01	1.07
22	05/26/2024 - 06/01/2024	1.03	1.10
23	06/02/2024 - 06/08/2024	1.06	1.13
24	06/09/2024 - 06/15/2024	1.08	1.15
25	06/16/2024 - 06/22/2024	1.08	1.15
26	06/23/2024 - 06/29/2024	1.08	1.15
27	06/30/2024 - 07/06/2024	1.08	1.15
28	07/07/2024 - 07/13/2024	1.08	1.15
29	07/14/2024 - 07/20/2024	1.08	1.15
30	07/21/2024 - 07/27/2024	1.07	1.14
31	07/28/2024 - 08/03/2024	1.06	1.13
32	08/04/2024 - 08/10/2024	1.05	1.12
33	08/11/2024 - 08/17/2024	1.04	1.11
34	08/18/2024 - 08/24/2024	1.04	1.11
35	08/25/2024 - 08/31/2024	1.05	1.12
36	09/01/2024 - 09/07/2024	1.05	1.12
37	09/08/2024 - 09/14/2024	1.06	1.13
38	09/15/2024 - 09/21/2024	1.06	1.13
39	09/22/2024 - 09/28/2024	1.05	1.12
40	09/29/2024 - 10/05/2024	1.04	1.11
41	10/06/2024 - 10/12/2024	1.03	1.10
42	10/13/2024 - 10/19/2024	1.02	1.09
43	10/20/2024 - 10/26/2024	1.01	1.07
44	10/27/2024 - 11/02/2024	1.00	1.06
45	11/03/2024 - 11/09/2024	0.99	1.05
46	11/10/2024 - 11/16/2024	0.98	1.04
47	11/17/2024 - 11/23/2024	0.98	1.04
48	11/24/2024 - 11/30/2024	0.98	1.04
49	12/01/2024 - 12/07/2024	0.98	1.04
50	12/08/2024 - 12/14/2024	0.98	1.04
51	12/15/2024 - 12/21/2024	0.98	1.04
52	12/22/2024 - 12/28/2024	0.99	1.05
53	12/29/2024 - 12/31/2024	1.01	1.07

* PEAK SEASON

04-MAR-2025 16:32:50

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APPENDIX D

DIRPM V2.1
2045 VOLUMES



APPENDIX E

YEAR 2030 ANALYSIS

**TABLE 6
SHORT TERM (2030) BACKGROUND TRAFFIC**

ROADWAY	FROM	TO	LANES	SERVICE CAPACITY	COUNT YEAR	PEAK DIR. EXISTING TRAFFIC		GROWTH RATE	2030 BACKGROUND PEAK HR/PEAK DIR.	
						AM	PM		AM	PM
SR 80 ¹	CAPTAIN HENDRY DRIVE	FT DENAUD ROAD/COWBOY WAY	6D	4,370	2024	597	714	5.5%	824	986
SR 80 ^{1,2}	FT DENAUD ROAD/COWBOY WAY	HELMS ROAD	6D	4,370	2024	1,239	1,239	5.5%	1,710	1,710

Notes:

- Existing traffic counts from FDOT Florida Traffic Online and service capacity from FDOT 2023 Multimodal Quality/Level of Service Handbook.
- Peak hour peak direction volumes based on a K Factor of 9.5% and D Factor of 56.7%.

TABLE 7
SHORT TERM (2030) TOTAL TRAFFIC

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 58
 TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 56

ROADWAY	FROM	TO	LANES	SERVICE CAPACITY	PEAK DIR. BACKGROUND TRAFFIC		TRIP ASSIGN.	PROJECT TRIPS		2030 TOTAL TRAFFIC		MEET CAPACITY?	
					AM	PM		AM	PM	AM	PM	AM	PM
SR 80	CAPTAIN HENDRY DRIVE	FT DENAUD ROAD/COWBOY WAY	6D	4,370	824	986	35%	20	20	844	1,006	YES	YES
SR 80	FT DENAUD ROAD/COWBOY WAY	HELMS ROAD	6D	4,370	1,710	1,710	65%	36	38	1,746	1,748	YES	YES



APPENDIX F

2024 VOLUMES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 5000 - SR 80, NE OF COWBOY WAY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2024	18600	C	E	9200	W	9400	9.00	56.70	13.50
2023	17700	S	E	8900	W	8800	9.00	56.40	16.20
2022	16300	F	E	8200	W	8100	9.00	57.50	16.20
2021	15500	C	E	7800	W	7700	9.00	55.80	16.20
2020	13700	C	E	6800	W	6900	9.00	55.80	14.60
2019	14400	C	E	7100	W	7300	9.00	56.50	15.50
2018	13400	C	E	6600	W	6800	9.00	56.20	11.60
2017	13100	C	E	6600	W	6500	9.00	55.40	10.80
2016	13600	C	E	6600	W	7000	9.00	55.40	11.90
2015	11100	C	E	5500	W	5600	9.00	55.70	13.30
2014	10500	F	E	5200	W	5300	9.00	54.80	11.70
2013	10300	C	E	5100	W	5200	9.00	54.50	11.70
2012	9700	C	E	4800	W	4900	9.00	54.70	11.40
2011	11800	F	E	6000	W	5800	9.00	51.90	7.90
2010	12000	C	E	6100	W	5900	9.91	56.65	7.90
2009	11100	C	E	5600	W	5500	10.14	55.96	12.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 07
 STATION: 5000
 DESCRIPTION: SR 80, NE OF COWBOY WAY
 START DATE: 08/14/2024
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	8	14	4	7	33	11	8	1	14	34	67
0100	8	4	3	5	20	5	8	10	7	30	50
0200	6	7	4	13	30	6	4	13	9	32	62
0300	10	6	9	13	38	7	4	24	16	51	89
0400	20	23	22	43	108	23	18	34	43	118	226
0500	49	45	57	68	219	52	94	101	128	375	594
0600	65	88	80	97	330	153	165	136	138	592	922
0700	127	115	129	153	524	112	143	143	159	557	1081
0800	140	145	152	123	560	152	123	134	155	564	1124
0900	147	110	119	128	504	140	124	128	143	535	1039
1000	153	110	124	119	506	153	136	149	141	579	1085
1100	125	132	137	152	546	149	125	121	138	533	1079
1200	153	156	134	163	606	147	142	159	168	616	1222
1300	144	147	104	129	524	131	145	146	153	575	1099
1400	135	129	174	135	573	128	158	130	143	559	1132
1500	160	130	155	173	618	156	163	116	152	587	1205
1600	156	159	160	150	625	172	135	181	152	640	1265
1700	153	148	167	162	630	166	137	149	133	585	1215
1800	235	150	134	139	658	96	121	99	80	396	1054
1900	127	115	91	102	435	95	100	95	68	358	793
2000	84	77	80	59	300	84	98	79	50	311	611
2100	55	39	55	45	194	47	51	36	45	179	373
2200	33	27	22	35	117	21	24	19	19	83	200
2300	14	18	16	14	62	11	13	13	11	48	110
24-HOUR TOTALS:	8760					8937					17697

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	590	715	597	745	1158
P.M.	1730	714	1545	640	1545	1288
DAILY	1730	714	1545	640	1545	1288

TRUCK PERCENTAGE 13.77 13.32 13.54

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	20	5397	2137	9	467	175	20	226	282	16	2	5	4	0	0	1206	8760
W	24	5478	2245	13	478	66	122	202	257	42	5	4	1	0	0	1190	8937

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 0019 - SR 80, EAST OF CR 78A

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	23000	F	E	11500	W	11500	9.50	56.70	18.60
2023	22000	C	E	11000	W	11000	9.50	56.40	18.60
2022	21000	C	E	10500	W	10500	9.50	57.50	19.00
2021	19300	C	E	9700	W	9600	9.50	55.80	17.40
2020	15800	C	E	7900	W	7900	9.50	55.80	17.80
2019	17400	C	E	8700	W	8700	9.50	56.50	17.10
2018	15700	C	E	7700	W	8000	9.50	56.20	14.00
2017	15600	C	E	7800	W	7800	9.50	55.40	13.70
2016	15000	C	E	7400	W	7600	9.50	55.40	14.40
2015	13800	C	E	6800	W	7000	9.50	55.70	17.20
2014	11900	F	E	5900	W	6000	9.50	54.80	14.90
2013	11700	C	E	5800	W	5900	9.50	54.50	14.90
2012	11600	C	E	5900	W	5700	9.50	54.70	11.80
2011	10400	F	E	5300	W	5100	9.50	51.90	13.30
2010	10600	C	E	5400	W	5200	9.91	56.65	13.30
2009	12000	C	E	5900	W	6100	10.14	55.96	14.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES