

MEMORANDUM

DATE: Tuesday, April 16, 2024

PROJECT: I-75 (SR 93) from MP 33.826 to MP 46.000 (Collier County)

FPID: 444008-4-52-01

SUBJECT: Requesting Day-Time and Multi-Day Lane Closure

I. Background

This is a RRR project along I-75 (SR 93) for over 12 miles, from MP 33.989 to MP 46.000, in Collier County. I-75 is an existing four-lane limited access facility with 12-foot travel lanes, ten-foot paved outside shoulders and four-foot paved inside shoulders. This section of I-75 is a long remote stretch that is high speed and dark at nighttime. Additionally, this corridor frequently has low visibility in the early morning hours due to fog. The corridor is low volume with an estimated AADT of 26,000 at the begin construction in 2024.

The scope of work includes cross slope correction through variable milling and constant depth resurfacing of the travel lanes, milling and resurfacing the paved shoulders, and widening the inside paved shoulders from four to ten-feet.

Proposed improvements also include:

- i. Median and outside guardrail replacement at the existing bridge approaches
- ii. Enhanced wildlife crossings

Replacement of the existing median guardrail will require the use of temporary barrier wall as requested by the Department to maintain the project's required clear zone until the new guardrail is fully installed and to provide a safe work zone. Existing guardrail runs along the outside shoulders throughout the entire project corridor. Based on discussions with four Contractors, the width needed from the guardrail to the temporary barrier wall for post driving trucks ranges from 11 to 16-feet. To provide flexibility, a 14-foot minimum operating space will be provided. To provide space for the Contractor to off-load delivery truck materials and equipment, as well as a sufficient work area for removing and installing new guardrail, the temporary barrier wall will need to be placed within one of the two existing travel lanes. To accommodate this, lane closures are proposed to reduce the two-lane traffic to a single lane to install the temporary barrier wall. 25 of the guardrail replacement sections are expected to exceed more than a single workday and will therefore involve a multi-day operation. Traffic volumes were reviewed and used to perform lane closure calculations. Due to the historically low traffic volumes along this remote section of I-75, no impacts to existing operations are anticipated due to the proposed day-time and multi-day lane closures.

I-75 is an Emergency Shoulder Use (ESU) corridor requiring the existing outside paved shoulder to be used during a major hurricane evacuation. The Traffic Control Plan includes a General Note directing the Contractor to remove the barrier wall upon a declaration of emergency.

The milling and resurfacing operation will be performed utilizing lane closures with no lane closure restrictions, other than no lane closures are allowed during non-working periods. The recent I-75 (SR 93) RRR project experienced traffic delays during the day-time lane closure when a 3-mile lane closure (allowed per Standard Plans Index 102-600) was implemented for the milling and resurfacing operation. Based on coordination meetings with the Construction Project Administrator and FDOT Construction, the contributing causes for the delays are believed to be due to the length of the lane closure and slow-moving truck traffic. Passenger vehicles were observed to be taking advantage of this slow-moving truck traffic by queue jumping, causing additional delays. To reduce the delays, an enhanced advance warning sign diagram for the lane closure has been developed and accepted by FDOT Construction that includes double sets of lane closure signs and motorists awareness system (MAS) signs and devices (Standard Plans Index 102-613). Additionally, the channelizing devices and traffic control officer at the beginning of the work area will be moved in a two-step process based on observed traffic queueing during construction. To further help reduce delays, the overhead DMS signs entering Alligator Alley will provide messages to motorists of the lane closure and to seek an alternate route.

This memorandum documents the justification for day-time closures for milling/resurfacing and other work and multi-day lane closures for the bridge approach guardrail connection. A copy of the project's straight line diagram (SLD) and lane closure calculations have been included in the attached Appendix for reference.

II. FDOT Lane Closure Criteria

- The 2024 FDOT Design Manual (FDM) Section 240.2.1.6 states that "A lane closure duration of more than one calendar day on limited access facilities is prohibited. If a lane closure duration of more than one calendar day on limited access facilities is unavoidable, obtain approval from the District Secretary."

III. Conclusion and Recommendation

After a review of the corridor, it was determined that both day-time and multi-day lane closures would be necessary to accommodate the proposed median guardrail replacements in an efficient manner. This will provide room for shielding the existing roadside hazards with temporary barrier wall while providing sufficient space for the Contractor to access and perform the proposed guardrail replacement work.

These findings were discussed with Sean Pugh (FDOT Design PM) and Dennis Day (FDOT Construction PM) during the project's MOT and Constructability Review meeting, which took place on October 1, 2020 following the original Phase II submittal.

Recommended by:

Approved by:

Mark Anthony Bayer, P.E.
Consultant EOR

L.K. Nandam, P.E.
District One Secretary

Date _____

Date _____

Appendix

Lane Closure Calculations

Straight Line Diagram

LANE CLOSURE WORKSHEET

DATE: April 16, 2024
 FINANCIAL PROJECT ID: 444008-4-52-01 FEDERAL AID PROJECT NO: n/a
 COUNTY: Collier DESIGNER: Mark Bayer, PE
 NO. OF EXISTING LANES: 4 LOCATION: 030351, I-75 W of Everglades Blvd. (NB)
 SCOPE OF WORK: I-75 (SR 93) RRR from MP 33.826 to MP 46.000

Calculate the peak hour traffic volume (V):

$$V = \text{ATC } \underline{10472} \times \text{P/D } \underline{0.070} \times \text{D } \underline{1.00} \times \text{PSCF } \underline{1.34} \times \text{RTF } \underline{1.00} = \underline{989}$$

LANE CLOSURE CAPACITY TABLE

Capacity (C) of an Existing 2-Lane – Converted to 2-Way, 1-Lane = 1400 VPH
 Capacity (C) of an Existing 4-Lane – Converted to 1-Way, 1-Lane = 1800 VPH
 Capacity (C) of an Existing 6-Lane – Converted to 1-Way, 2-Lane = 3600 VPH
 Capacity (C) of an Existing 8-Lane – Converted to 1-Way, 3-Lane = 5400 VPH
 User Defined Capacity (C) of Existing 2-Lane - Converted to 2-Way, 1-Lane =
 User Defined Capacity (C) of an Existing Multi-Lane - Converted to 1-Way, 1-Lane =

Factors restricting Capacity:

$$\text{TLW } \underline{12} \quad \text{LC } \underline{2} \quad \text{WZL } \underline{\text{####}} \quad \text{G/C } \underline{1}$$

Calculate the Restricted Capacity (RC) at the Lane Closure Site by multiplying the appropriate 2L, 4L, or 6L Capacity (C) from the Table above by the Obstruction Factor (OF) and the Work Zone Factor (WZF). If the Lane Closure is through or within 600 ft. of a signalized intersection, multiply the RC by the G/C Ratio.

$$\text{RC (Open Road)} = C \underline{1800} \times \text{OF } \underline{0.94} \times \text{WZF } \underline{1.00} = \underline{1692}$$

$$\text{RC (Signalized)} = \text{RC (Open Road)} \underline{1692} \times \text{G/C } \underline{1} = \underline{1692}$$

If $V \leq RC$, there is no restriction on Lane Closure

If $V > RC$, calculate the hourly percentage of ADT at which Lane Closure will be permitted

$$\text{Open Road \%} = \frac{\text{RC (Open Road)} \underline{1692}}{(\text{ATC } \underline{10472} \times \text{D } \underline{1} \times \text{PSCF } \underline{1.34} \times \text{RTF } \underline{1})} = \underline{12.06 \%}$$

$$\text{Signalized \%} = \text{Open Road \% } \underline{12.06} \times \text{G/C } \underline{1.00} = \underline{12.06 \%}$$

Plot 24 hour traffic to determine when Lane Closure permitted.

NOTE: For Existing 2-Lane Roadways, D = 1.00.
 Work Zone Factor (WZF) applies only to 2-Lane Roadways.

For $\text{RTF} < 1.00$, briefly describe alternate route:

LANE CLOSURES

24 HOUR COUNTS

| | AM | | PM | |
|---------|---------------|-------|---------------|---------------|
| | Hourly Volume | ATC % | Hourly Volume | ATC % |
| 12 - 1 | 129 | 1.2 | 634 | 6.1 |
| 1 - 2 | 126 | 1.2 | 693 | 6.6 |
| 2 - 3 | 76 | 0.7 | 738 | 7.0 |
| 3 - 4 | 70 | 0.7 | 692 | 6.6 |
| 4 - 5 | 97 | 0.9 | 630 | 6.0 |
| 5 - 6 | 185 | 1.8 | 563 | 5.4 |
| 6 - 7 | 417 | 4.0 | 505 | 4.8 |
| 7 - 8 | 647 | 6.2 | 456 | 4.4 |
| 8 - 9 | 678 | 6.5 | 391 | 3.7 |
| 9 - 10 | 644 | 6.1 | 320 | 3.1 |
| 10 - 11 | 671 | 6.4 | 249 | 2.4 |
| 11 - 12 | 673 | 6.4 | 188 | 1.8 |
| | | | TOTAL | 10,472 |
| | | | | 100 |

COUNT DATE:

September 14, 2022

Designer:

Mark Bayer, PE

Financial Project ID No.:

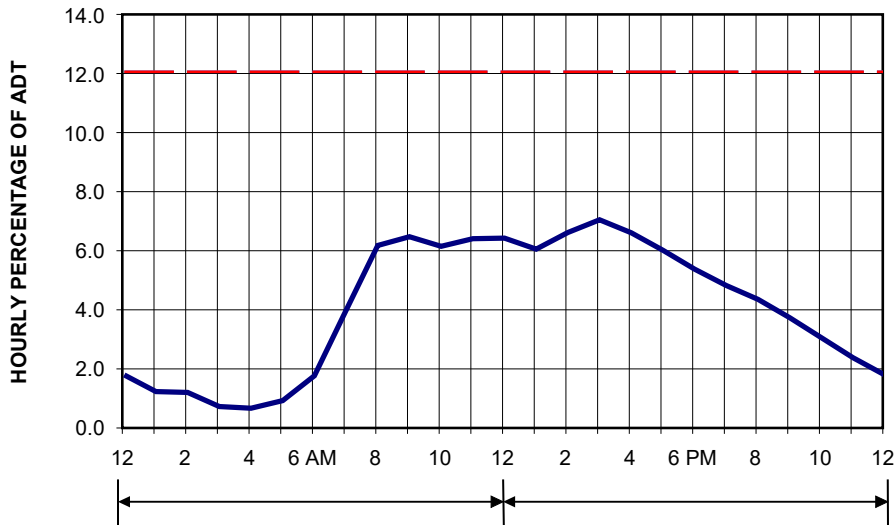
444008-4-52-01

Location:

030351, I-75 W of Everglades Blvd. (NB)

P/D = 0.070

HOURLY VARIATION OF DAILY TRAFFIC



- CONCLUSION -

ROUND TO THE NEAREST
1/2 HOUR
CONSERVATIVELY

OPEN ROAD LANE CLOSURE

NO RESTRICTIONS

SIGNALIZED LANE CLOSURE

N/A

LANE CLOSURE WORKSHEET

DATE: April 16, 2024
 FINANCIAL PROJECT ID: 444008-4-52-01 FEDERAL AID PROJECT NO: n/a
 COUNTY: Collier DESIGNER: Mark Bayer, PE
 NO. OF EXISTING LANES: 4 LOCATION: 030351, I-75 W of Everglades Blvd. (SB)
 SCOPE OF WORK: I-75 (SR 93) RRR from MP 33.826 to MP 46.000

Calculate the peak hour traffic volume (V):

$$V = \text{ATC } \underline{9802} \times \text{P/D } \underline{0.077} \times \text{D } \underline{1.00} \times \text{PSCF } \underline{1.34} \times \text{RTF } \underline{1.00} = \underline{1013}$$

LANE CLOSURE CAPACITY TABLE

Capacity (C) of an Existing 2-Lane – Converted to 2-Way, 1-Lane = 1400 VPH
 Capacity (C) of an Existing 4-Lane – Converted to 1-Way, 1-Lane = 1800 VPH
 Capacity (C) of an Existing 6-Lane – Converted to 1-Way, 2-Lane = 3600 VPH
 Capacity (C) of an Existing 8-Lane – Converted to 1-Way, 3-Lane = 5400 VPH
 User Defined Capacity (C) of Existing 2-Lane - Converted to 2-Way, 1-Lane =
 User Defined Capacity (C) of an Existing Multi-Lane - Converted to 1-Way, 1-Lane =

Factors restricting Capacity:

$$\text{TLW } \underline{12} \quad \text{LC } \underline{2} \quad \text{WZL } \underline{\text{####}} \quad \text{G/C } \underline{1}$$

Calculate the Restricted Capacity (RC) at the Lane Closure Site by multiplying the appropriate 2L, 4L, or 6L Capacity (C) from the Table above by the Obstruction Factor (OF) and the Work Zone Factor (WZF). If the Lane Closure is through or within 600 ft. of a signalized intersection, multiply the RC by the G/C Ratio.

$$\text{RC (Open Road)} = C \underline{1800} \times \text{OF } \underline{0.94} \times \text{WZF } \underline{1.00} = \underline{1692}$$

$$\text{RC (Signalized)} = \text{RC (Open Road)} \underline{1692} \times \text{G/C } \underline{1} = \underline{1692}$$

If $V \leq RC$, there is no restriction on Lane Closure

If $V > RC$, calculate the hourly percentage of ADT at which Lane Closure will be permitted

$$\text{Open Road \%} = \frac{\text{RC (Open Road)} \underline{1692}}{(\text{ATC } \underline{9802} \times \text{D } \underline{1} \times \text{PSCF } \underline{1.34} \times \text{RTF } \underline{1})} = \underline{12.88 \%}$$

$$\text{Signalized \%} = \text{Open Road \% } \underline{12.88} \times \text{G/C } \underline{1.00} = \underline{12.88 \%}$$

Plot 24 hour traffic to determine when Lane Closure permitted.

NOTE: For Existing 2-Lane Roadways, D = 1.00.
 Work Zone Factor (WZF) applies only to 2-Lane Roadways.

For $\text{RTF} < 1.00$, briefly describe alternate route:

LANE CLOSURES

24 HOUR COUNTS

| | AM | | PM | |
|---------|---------------|-------|---------------|------------|
| | Hourly Volume | ATC % | Hourly Volume | ATC % |
| 12 - 1 | 70 | 0.7 | 643 | 6.6 |
| 1 - 2 | 63 | 0.6 | 756 | 7.7 |
| 2 - 3 | 61 | 0.6 | 654 | 6.7 |
| 3 - 4 | 96 | 1.0 | 728 | 7.4 |
| 4 - 5 | 135 | 1.4 | 748 | 7.6 |
| 5 - 6 | 260 | 2.7 | 564 | 5.8 |
| 6 - 7 | 399 | 4.1 | 479 | 4.9 |
| 7 - 8 | 491 | 5.0 | 361 | 3.7 |
| 8 - 9 | 596 | 6.1 | 269 | 2.7 |
| 9 - 10 | 587 | 6.0 | 215 | 2.2 |
| 10 - 11 | 650 | 6.6 | 157 | 1.6 |
| 11 - 12 | 712 | 7.3 | 108 | 1.1 |
| | TOTAL | | 9,802 | 100 |

COUNT DATE:

September 14, 2022

Designer:

Mark Bayer, PE

Financial Project ID No.:

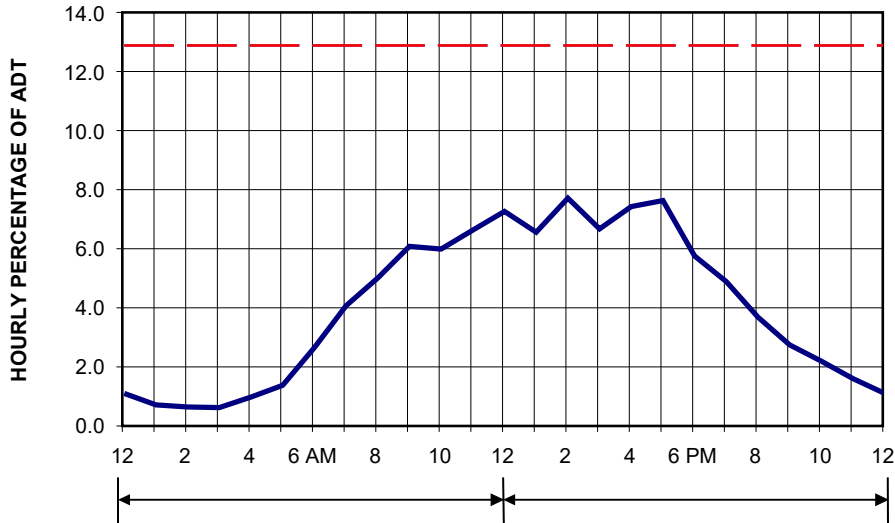
444008-4-52-01

Location:

030351, I-75 W of Everglades Blvd. (SB)

P/D = 0.077

HOURLY VARIATION OF DAILY TRAFFIC



- CONCLUSION -

ROUND TO THE NEAREST
1/2 HOUR
CONSERVATIVELY

OPEN ROAD LANE CLOSURE

NO RESTRICTIONS

SIGNALIZED LANE CLOSURE

N/A

DATE 04/26/23

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2022

COUNTY NAME: COLLIER STATION: 0351 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75,W OF EVERGLADES BLVD,COLLIER CO.
LOCATION: COUNTY 03 SECTION 175 SUBSECTION 000 MILEPOST 41.520 ROUTES: I-75 SR-93

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY |
|----|---|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|-----|--------|
| 1 | R | 139 | 95 | 73 | 78 | 125 | 186 | 437 | 554 | 555 | 674 | 736 | 727 | 678 | 707 | 868 | 804 | 878 | 680 | 677 | 666 | 522 | 420 | 300 | 186 | 11765N |
| 2 | F | 146 | 98 | 70 | 91 | 125 | 225 | 404 | 550 | 571 | 699 | 907 | 1182 | 1313 | 1355 | 1575 | 1611 | 1861 | 1424 | 1887 | 1985 | 1435 | 1197 | 696 | 410 | 21817N |
| 3 | A | 244 | 144 | 92 | 75 | 94 | 140 | 345 | 611 | 966 | 1422 | 1738 | 1457 | 1911 | 1969 | 1639 | 1393 | 1158 | 1023 | 959 | 812 | 744 | 580 | 494 | 296 | 20306N |
| 4 | S | 218 | 153 | 80 | 52 | 41 | 85 | 146 | 359 | 539 | 892 | 1260 | 1430 | 1402 | 1311 | 1119 | 1121 | 679 | 318 | 1140 | 684 | 651 | 582 | 450 | 322 | 15034A |
| 5 | M | 235 | 211 | 117 | 58 | 69 | 103 | 172 | 277 | 462 | 628 | 922 | 1348 | 1665 | 1619 | 1400 | 1299 | 1398 | 1146 | 1017 | 940 | 745 | 558 | 386 | 281 | 17056H |
| 6 | T | 172 | 100 | 75 | 95 | 121 | 257 | 568 | 678 | 676 | 711 | 685 | 723 | 772 | 760 | 707 | 722 | 703 | 590 | 536 | 537 | 424 | 338 | 276 | 150 | 11376N |
| 7 | W | 106 | 100 | 63 | 87 | 99 | 228 | 480 | 652 | 608 | 596 | 645 | 642 | 661 | 617 | 718 | 621 | 665 | 553 | 477 | 461 | 427 | 314 | 244 | 174 | 10238N |
| 8 | R | 129 | 98 | 78 | 73 | 112 | 190 | 441 | 599 | 596 | 582 | 688 | 700 | 748 | 731 | 787 | 728 | 741 | 595 | 554 | 519 | 461 | 340 | 245 | 166 | 10901N |
| 9 | F | 135 | 97 | 83 | 98 | 118 | 196 | 401 | 567 | 567 | 579 | 753 | 775 | 921 | 961 | 961 | 838 | 972 | 1226 | 1053 | 1098 | 847 | 567 | 394 | 295 | 14502N |
| 10 | A | 193 | 115 | 75 | 64 | 89 | 151 | 263 | 458 | 660 | 989 | 1154 | 1250 | 1073 | 1004 | 918 | 735 | 1008 | 855 | 776 | 676 | 532 | 440 | 393 | 305 | 14176N |
| 11 | S | 184 | 136 | 86 | 56 | 49 | 85 | 125 | 212 | 390 | 686 | 801 | 1040 | 1063 | 1009 | 1094 | 1062 | 1050 | 1409 | 1448 | 1091 | 853 | 573 | 416 | 265 | 15183N |
| 12 | M | 179 | 117 | 83 | 89 | 148 | 289 | 530 | 708 | 634 | 737 | 741 | 779 | 863 | 867 | 808 | 674 | 713 | 561 | 526 | 462 | 397 | 349 | 264 | 168 | 11686N |
| 13 | T | 164 | 128 | 86 | 72 | 117 | 223 | 406 | 664 | 572 | 655 | 684 | 630 | 698 | 648 | 693 | 636 | 665 | 557 | 473 | 424 | 425 | 309 | 235 | 186 | 10350N |
| 14 | W | 129 | 126 | 76 | 70 | 97 | 185 | 417 | 647 | 678 | 644 | 671 | 673 | 634 | 693 | 738 | 692 | 630 | 563 | 505 | 456 | 391 | 320 | 249 | 188 | 10472N |
| 15 | R | 132 | 90 | 75 | 93 | 134 | 198 | 425 | 588 | 549 | 603 | 656 | 742 | 729 | 735 | 756 | 807 | 761 | 595 | 610 | 547 | 479 | 341 | 277 | 153 | 11075N |
| 16 | F | 131 | 92 | 92 | 92 | 122 | 198 | 380 | 560 | 577 | 699 | 822 | 894 | 996 | 1089 | 1105 | 1164 | 1065 | 1065 | 1023 | 1048 | 911 | 644 | 399 | 288 | 15456N |
| 17 | A | 228 | 169 | 95 | 71 | 63 | 139 | 278 | 444 | 641 | 980 | 1052 | 1192 | 1108 | 1027 | 959 | 906 | 887 | 876 | 755 | 588 | 521 | 440 | 345 | 245 | 14009N |
| 18 | S | 275 | 204 | 172 | 121 | 71 | 85 | 118 | 230 | 369 | 577 | 887 | 1109 | 1295 | 1306 | 1276 | 1311 | 1247 | 1194 | 1110 | 850 | 761 | 561 | 354 | 285 | 15768A |
| 19 | M | 187 | 100 | 80 | 80 | 144 | 292 | 503 | 688 | 664 | 670 | 770 | 848 | 866 | 816 | 806 | 686 | 706 | 594 | 534 | 501 | 444 | 331 | 261 | 182 | 11753N |
| 20 | T | 141 | 97 | 86 | 75 | 100 | 230 | 453 | 616 | 643 | 650 | 691 | 653 | 665 | 620 | 671 | 687 | 641 | 539 | 536 | 477 | 420 | 331 | 245 | 191 | 10458N |
| 21 | W | 134 | 122 | 88 | 86 | 102 | 223 | 454 | 578 | 609 | 629 | 785 | 817 | 808 | 733 | 707 | 724 | 647 | 537 | 518 | 458 | 385 | 314 | 268 | 240 | 10966N |
| 22 | R | 142 | 141 | 59 | 84 | 124 | 196 | 412 | 555 | 614 | 625 | 762 | 741 | 819 | 537 | 820 | 757 | 721 | 616 | 646 | 593 | 498 | 419 | 294 | 244 | 11419A |
| 23 | F | 162 | 129 | 90 | 95 | 112 | 201 | 421 | 610 | 621 | 698 | 881 | 1003 | 1087 | 1080 | 1153 | 1199 | 1341 | 1180 | 1290 | 1086 | 1032 | 805 | 473 | 432 | 17181N |
| 24 | A | 501 | 325 | 175 | 111 | 108 | 175 | 306 | 575 | 729 | 930 | 1218 | 1230 | 1213 | 762 | 1206 | 1089 | 994 | 859 | 777 | 702 | 592 | 594 | 412 | 247 | 15830A |
| 25 | S | 382 | 238 | 105 | 64 | 46 | 87 | 144 | 288 | 464 | 734 | 1067 | 1272 | 1401 | 1269 | 1250 | 1152 | 1103 | 1283 | 1544 | 1335 | 874 | 589 | 447 | 259 | 17397A |
| 26 | M | 159 | 129 | 89 | 94 | 134 | 267 | 583 | 743 | 676 | 820 | 894 | 936 | 936 | 873 | 761 | 734 | 757 | 613 | 468 | 537 | 565 | 409 | 306 | 200 | 12683A |
| 27 | T | 143 | 111 | 108 | 92 | 102 | 25 | 405 | 473 | 362 | 445 | 461 | 445 | 525 | 421 | 434 | 361 | 330 | 344 | 338 | 231 | 227 | 146 | 170 | 150 | 6849A |
| 28 | W | 80 | 61 | 53 | 22 | 20 | 11 | 27 | 25 | 22 | 35 | 24 | 38 | 21 | 12 | 21 | 25 | 24 | 31 | 14 | 17 | 23 | 10 | 29 | 9 | 654A |
| 29 | R | 13 | 11 | 8 | 18 | 92 | 180 | 217 | 283 | 424 | 630 | 738 | 834 | 766 | 976 | 781 | 650 | 560 | 472 | 432 | 349 | 347 | 283 | 208 | 144 | 9416A |
| 30 | F | 111 | 101 | 62 | 56 | 81 | 167 | 563 | 1041 | 1336 | 1852 | 2419 | 2334 | 2495 | 2457 | 2327 | 2356 | 2023 | 1244 | 1067 | 1058 | 892 | 623 | 451 | 385 | 27501A |

WEEKDAY AVERAGE = 12268 SATURDAY AVERAGE = 16080 SUNDAY AVERAGE = 15846 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 403277
MONTHLY AVERAGE = 13324

COMMENTS:
"B"=====> BAD DAY
09/05: LABOR DAY
"N"=====> NORMAL DAY
09/25 - 09/30: HURRICANE IAN
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 04/26/23

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2022

COUNTY NAME: COLLIER STATION: 0351 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75,W OF EVERGLADES BLVD,COLLIER CO.
LOCATION: COUNTY 03 SECTION 175 SUBSECTION 000 MILEPOST 41.520 ROUTES: I-75 SR-93

| DY | D | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | DAILY |
|----|---|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|-----|-----|--------|
| 1 | R | 80 | 71 | 89 | 96 | 156 | 265 | 394 | 455 | 525 | 608 | 684 | 666 | 732 | 735 | 805 | 817 | 813 | 784 | 616 | 525 | 432 | 345 | 236 | 144 | 11073N |
| 2 | F | 94 | 64 | 85 | 93 | 175 | 257 | 399 | 451 | 606 | 685 | 841 | 966 | 1050 | 1092 | 1167 | 1386 | 1355 | 1284 | 1141 | 909 | 755 | 616 | 437 | 295 | 16203N |
| 3 | A | 162 | 100 | 93 | 110 | 114 | 203 | 325 | 554 | 888 | 1128 | 1328 | 1287 | 1250 | 1172 | 1050 | 1016 | 989 | 828 | 774 | 679 | 637 | 478 | 338 | 242 | 15745N |
| 4 | S | 124 | 92 | 71 | 62 | 80 | 116 | 178 | 272 | 463 | 677 | 839 | 1111 | 1113 | 1057 | 1134 | 1163 | 1268 | 1237 | 1184 | 1046 | 1092 | 804 | 498 | 311 | 15992N |
| 5 | M | 150 | 79 | 70 | 82 | 84 | 151 | 205 | 319 | 543 | 902 | 1664 | 2011 | 2226 | 2290 | 2278 | 1851 | 1967 | 1983 | 1842 | 1297 | 940 | 682 | 384 | 183 | 24183H |
| 6 | T | 109 | 70 | 67 | 93 | 179 | 361 | 539 | 476 | 637 | 831 | 759 | 833 | 827 | 734 | 688 | 692 | 656 | 581 | 475 | 380 | 299 | 238 | 146 | 122 | 10792N |
| 7 | W | 59 | 61 | 71 | 82 | 147 | 245 | 387 | 471 | 545 | 648 | 632 | 682 | 682 | 739 | 696 | 706 | 608 | 611 | 458 | 336 | 274 | 238 | 138 | 109 | 9625N |
| 8 | R | 78 | 60 | 50 | 94 | 130 | 257 | 388 | 453 | 561 | 649 | 688 | 801 | 734 | 773 | 766 | 757 | 634 | 645 | 499 | 440 | 326 | 292 | 151 | 109 | 10335N |
| 9 | F | 94 | 80 | 67 | 93 | 137 | 248 | 402 | 472 | 609 | 682 | 805 | 912 | 915 | 1048 | 1072 | 1135 | 1121 | 891 | 853 | 670 | 672 | 502 | 306 | 195 | 13981N |
| 10 | A | 124 | 79 | 73 | 84 | 109 | 203 | 360 | 618 | 813 | 1015 | 1137 | 1053 | 1060 | 983 | 1010 | 1009 | 1068 | 857 | 658 | 534 | 491 | 342 | 272 | 191 | 14143N |
| 11 | S | 94 | 80 | 45 | 76 | 79 | 128 | 192 | 350 | 653 | 1082 | 1243 | 1237 | 1127 | 1110 | 1146 | 1171 | 1176 | 1011 | 1140 | 815 | 633 | 424 | 247 | 171 | 15430N |
| 12 | M | 81 | 77 | 73 | 88 | 158 | 381 | 526 | 558 | 594 | 671 | 743 | 797 | 722 | 767 | 762 | 688 | 690 | 622 | 459 | 380 | 309 | 220 | 153 | 90 | 10609N |
| 13 | T | 72 | 45 | 58 | 95 | 142 | 283 | 412 | 518 | 485 | 563 | 677 | 616 | 644 | 678 | 715 | 687 | 666 | 545 | 488 | 364 | 272 | 198 | 156 | 83 | 9462N |
| 14 | W | 70 | 63 | 61 | 96 | 135 | 260 | 399 | 491 | 596 | 587 | 650 | 712 | 643 | 756 | 654 | 728 | 748 | 564 | 479 | 361 | 269 | 215 | 157 | 108 | 9802N |
| 15 | R | 78 | 63 | 57 | 88 | 153 | 285 | 402 | 415 | 593 | 656 | 643 | 745 | 713 | 786 | 786 | 821 | 794 | 636 | 529 | 463 | 377 | 284 | 173 | 128 | 10668N |
| 16 | F | 83 | 67 | 71 | 91 | 156 | 260 | 380 | 498 | 582 | 718 | 774 | 915 | 993 | 1110 | 1123 | 1157 | 1120 | 940 | 858 | 910 | 672 | 466 | 282 | 188 | 14414N |
| 17 | A | 121 | 74 | 88 | 82 | 125 | 214 | 338 | 510 | 791 | 1059 | 1176 | 1169 | 1158 | 1088 | 1025 | 1052 | 833 | 746 | 657 | 493 | 399 | 343 | 281 | 198 | 14020N |
| 18 | S | 104 | 66 | 62 | 68 | 72 | 119 | 212 | 254 | 381 | 596 | 874 | 1117 | 1153 | 1198 | 1309 | 1226 | 1190 | 1304 | 1069 | 900 | 725 | 510 | 310 | 180 | 14999N |
| 19 | M | 99 | 66 | 59 | 96 | 185 | 375 | 501 | 578 | 574 | 551 | 817 | 831 | 490 | 840 | 749 | 685 | 668 | 555 | 463 | 359 | 316 | 197 | 139 | 101 | 10294N |
| 20 | T | 71 | 64 | 59 | 83 | 144 | 271 | 429 | 466 | 399 | 610 | 745 | 628 | 640 | 652 | 605 | 803 | 685 | 632 | 447 | 360 | 279 | 228 | 158 | 102 | 9560N |
| 21 | W | 84 | 54 | 64 | 75 | 153 | 274 | 423 | 460 | 559 | 643 | 711 | 748 | 718 | 713 | 699 | 741 | 697 | 644 | 499 | 417 | 328 | 233 | 153 | 106 | 10196N |
| 22 | R | 71 | 73 | 67 | 88 | 148 | 263 | 415 | 484 | 546 | 661 | 685 | 733 | 776 | 565 | 818 | 789 | 907 | 765 | 673 | 494 | 405 | 319 | 197 | 132 | 11074N |
| 23 | F | 95 | 81 | 78 | 94 | 150 | 299 | 426 | 480 | 571 | 485 | 628 | 1168 | 1064 | 1136 | 1236 | 1309 | 1175 | 1094 | 930 | 832 | 633 | 497 | 322 | 217 | 15000N |
| 24 | A | 116 | 87 | 87 | 83 | 126 | 212 | 305 | 533 | 690 | 899 | 1080 | 1200 | 1164 | 1211 | 1180 | 1084 | 985 | 875 | 774 | 578 | 475 | 356 | 262 | 181 | 14543N |
| 25 | S | 94 | 71 | 78 | 72 | 77 | 122 | 210 | 411 | 639 | 1047 | 1139 | 1209 | 1163 | 1201 | 1269 | 1323 | 1327 | 1199 | 1140 | 887 | 836 | 550 | 379 | 204 | 16647N |
| 26 | M | 108 | 72 | 76 | 113 | 183 | 321 | 474 | 493 | 461 | 618 | 733 | 1012 | 1167 | 1190 | 1161 | 1171 | 1365 | 1303 | 1189 | 1198 | 1081 | 917 | 673 | 443 | 17522A |
| 27 | T | 304 | 180 | 147 | 151 | 183 | 291 | 467 | 737 | 1115 | 1404 | 1980 | 2332 | 2486 | 2236 | 2379 | 2479 | 1880 | 1634 | 1139 | 1053 | 1088 | 708 | 473 | 286 | 27132A |
| 28 | W | 287 | 187 | 126 | 105 | 103 | 128 | 145 | 185 | 237 | 236 | 187 | 112 | 66 | 42 | 38 | 47 | 47 | 68 | 71 | 93 | 73 | 42 | 27 | 24 | 2676A |
| 29 | R | 23 | 17 | 14 | 17 | 34 | 50 | 66 | 132 | 214 | 365 | 590 | 860 | 993 | 1100 | 1209 | 1289 | 1323 | 1305 | 1292 | 1175 | 1013 | 617 | 389 | 225 | 14312A |
| 30 | F | 116 | 91 | 76 | 87 | 104 | 178 | 291 | 407 | 630 | 822 | 1044 | 1282 | 1363 | 1494 | 1537 | 1484 | 1556 | 1670 | 1589 | 1375 | 1192 | 707 | 437 | 340 | 19872A |

WEEKDAY AVERAGE = 13070 SATURDAY AVERAGE = 14613 SUNDAY AVERAGE = 15767 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 410304
MONTHLY AVERAGE = 13676

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)
09/05: LABOR DAY
09/25 - 09/30: HURRICANE IAN

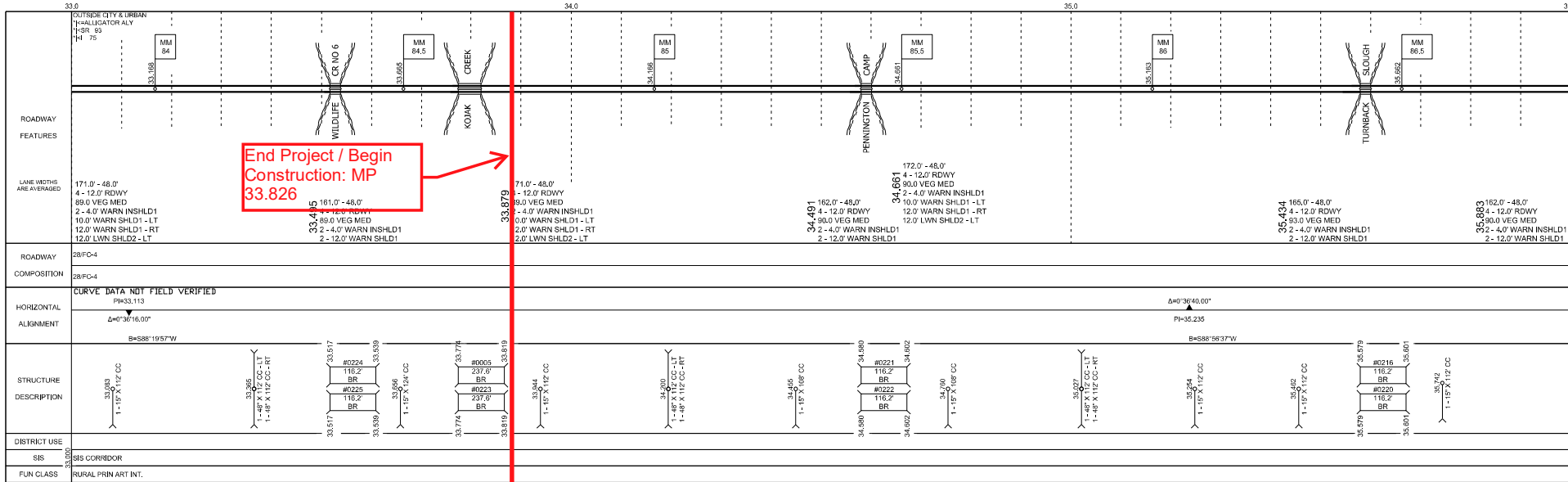
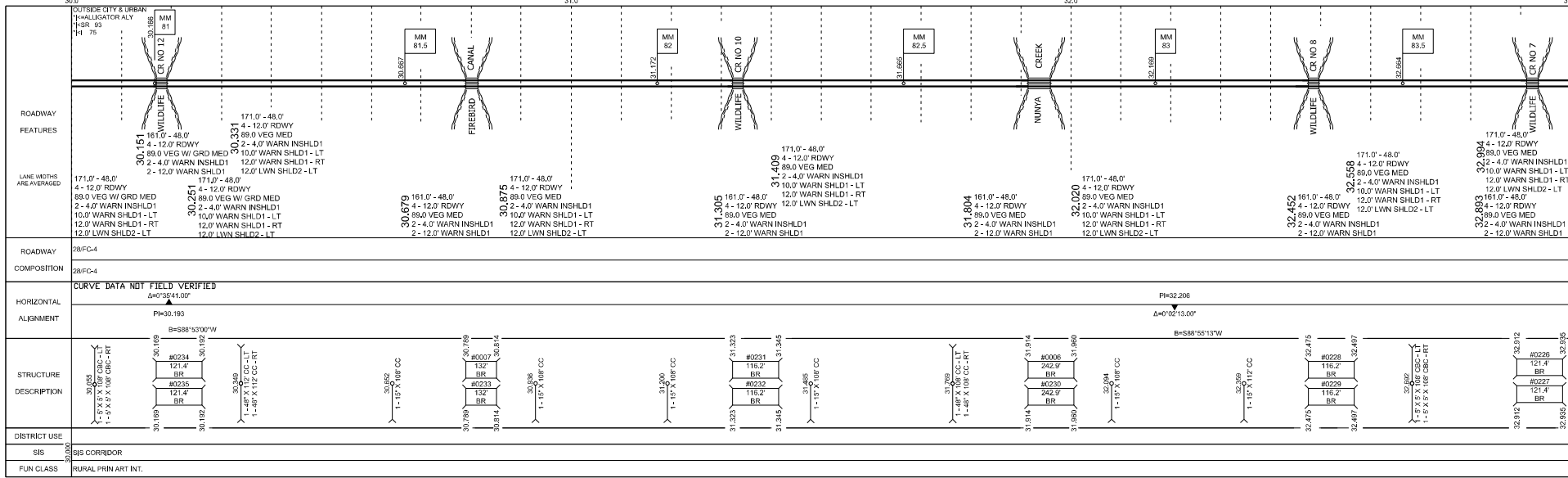
NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 0375 COLLIER I75, WEST

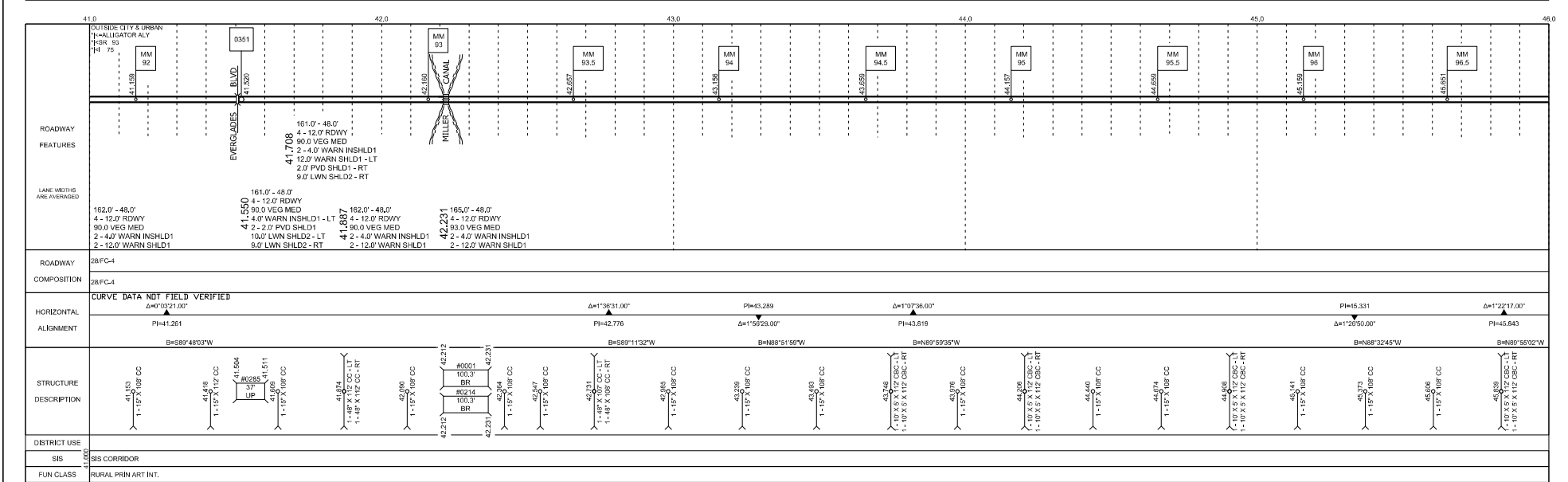
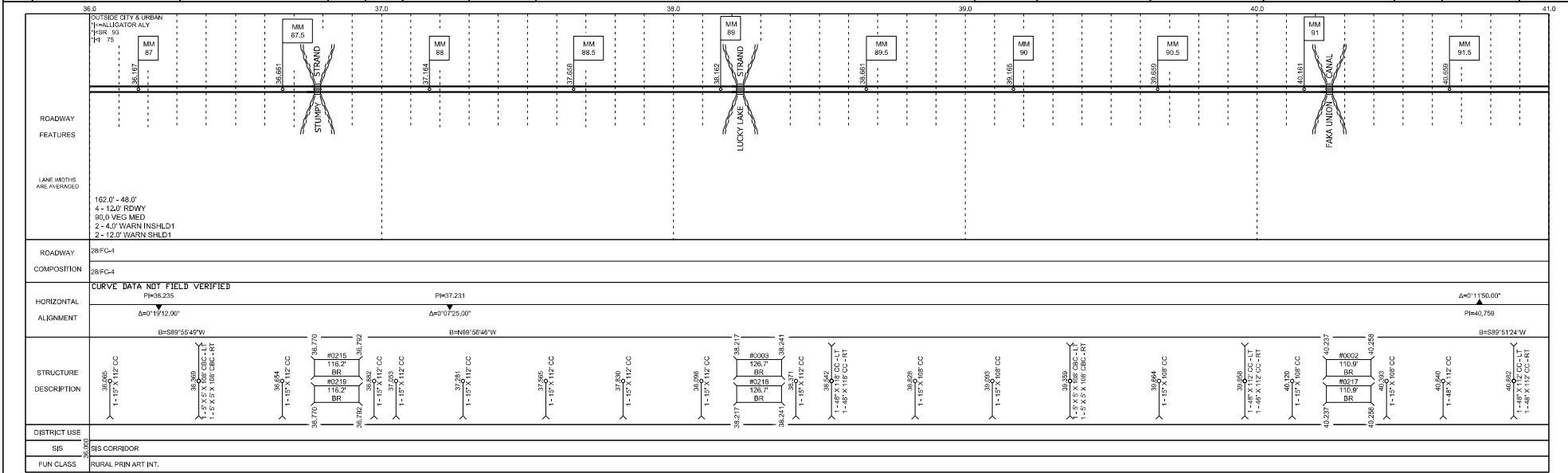
| WEEK | DATES | SF | MOCF: 0.91 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2022 - 01/01/2022 | 0.99 | 1.09 |
| 2 | 01/02/2022 - 01/08/2022 | 0.97 | 1.07 |
| 3 | 01/09/2022 - 01/15/2022 | 0.96 | 1.05 |
| 4 | 01/16/2022 - 01/22/2022 | 0.95 | 1.04 |
| * 5 | 01/23/2022 - 01/29/2022 | 0.93 | 1.02 |
| * 6 | 01/30/2022 - 02/05/2022 | 0.92 | 1.01 |
| * 7 | 02/06/2022 - 02/12/2022 | 0.90 | 0.99 |
| * 8 | 02/13/2022 - 02/19/2022 | 0.89 | 0.98 |
| * 9 | 02/20/2022 - 02/26/2022 | 0.90 | 0.99 |
| *10 | 02/27/2022 - 03/05/2022 | 0.90 | 0.99 |
| *11 | 03/06/2022 - 03/12/2022 | 0.91 | 1.00 |
| *12 | 03/13/2022 - 03/19/2022 | 0.91 | 1.00 |
| *13 | 03/20/2022 - 03/26/2022 | 0.91 | 1.00 |
| *14 | 03/27/2022 - 04/02/2022 | 0.92 | 1.01 |
| *15 | 04/03/2022 - 04/09/2022 | 0.92 | 1.01 |
| *16 | 04/10/2022 - 04/16/2022 | 0.93 | 1.02 |
| *17 | 04/17/2022 - 04/23/2022 | 0.94 | 1.03 |
| 18 | 04/24/2022 - 04/30/2022 | 0.96 | 1.05 |
| 19 | 05/01/2022 - 05/07/2022 | 0.98 | 1.08 |
| 20 | 05/08/2022 - 05/14/2022 | 0.99 | 1.09 |
| 21 | 05/15/2022 - 05/21/2022 | 1.01 | 1.11 |
| 22 | 05/22/2022 - 05/28/2022 | 1.03 | 1.13 |
| 23 | 05/29/2022 - 06/04/2022 | 1.05 | 1.15 |
| 24 | 06/05/2022 - 06/11/2022 | 1.07 | 1.18 |
| 25 | 06/12/2022 - 06/18/2022 | 1.10 | 1.21 |
| 26 | 06/19/2022 - 06/25/2022 | 1.10 | 1.21 |
| 27 | 06/26/2022 - 07/02/2022 | 1.10 | 1.21 |
| 28 | 07/03/2022 - 07/09/2022 | 1.10 | 1.21 |
| 29 | 07/10/2022 - 07/16/2022 | 1.10 | 1.21 |
| 30 | 07/17/2022 - 07/23/2022 | 1.09 | 1.20 |
| 31 | 07/24/2022 - 07/30/2022 | 1.09 | 1.20 |
| 32 | 07/31/2022 - 08/06/2022 | 1.08 | 1.19 |
| 33 | 08/07/2022 - 08/13/2022 | 1.08 | 1.19 |
| 34 | 08/14/2022 - 08/20/2022 | 1.08 | 1.19 |
| 35 | 08/21/2022 - 08/27/2022 | 1.11 | 1.22 |
| 36 | 08/28/2022 - 09/03/2022 | 1.15 | 1.26 |
| 37 | 09/04/2022 - 09/10/2022 | 1.18 | 1.30 |
| 38 | 09/11/2022 - 09/17/2022 | 1.22 | 1.34 |
| 39 | 09/18/2022 - 09/24/2022 | 1.16 | 1.27 |
| 40 | 09/25/2022 - 10/01/2022 | 1.10 | 1.21 |
| 41 | 10/02/2022 - 10/08/2022 | 1.05 | 1.15 |
| 42 | 10/09/2022 - 10/15/2022 | 0.99 | 1.09 |
| 43 | 10/16/2022 - 10/22/2022 | 0.99 | 1.09 |
| 44 | 10/23/2022 - 10/29/2022 | 0.99 | 1.09 |
| 45 | 10/30/2022 - 11/05/2022 | 0.99 | 1.09 |
| 46 | 11/06/2022 - 11/12/2022 | 0.99 | 1.09 |
| 47 | 11/13/2022 - 11/19/2022 | 0.99 | 1.09 |
| 48 | 11/20/2022 - 11/26/2022 | 0.99 | 1.09 |
| 49 | 11/27/2022 - 12/03/2022 | 0.99 | 1.09 |
| 50 | 12/04/2022 - 12/10/2022 | 0.99 | 1.09 |
| 51 | 12/11/2022 - 12/17/2022 | 0.99 | 1.09 |
| 52 | 12/18/2022 - 12/24/2022 | 0.97 | 1.07 |
| 53 | 12/25/2022 - 12/31/2022 | 0.96 | 1.05 |

* PEAK SEASON

| | | | | | | | | | | | | | | | | | | | | | | |
|------------------|--|--------------------|--|------------|--|-------------|--|------|--|------------------------|--|--|--|--|--|--------------------|----------------------------|-----------------------|-----------------|--------------|----------------------|-------------------|
| DATE: 03/22/2018 | | SURVEY: 04/13/2018 | | BMP: 00263 | | EHP: 63.676 | | IRV: | | SURV: 12/05/2018/E2411 | | FLORIDA DEPARTMENT OF TRANSPORTATION STRAIGHT LINE DIAGRAM OF ROAD INVENTORY | | | | SECTION STATUS: 02 | INT. OF US ROUTE NO.: I 75 | STATE ROAD NO.: SR 93 | COUNTY: COLLIER | DISTRICT: 01 | ROADWAY ID: 03175000 | SHEET NO.: 4 OF 9 |
|------------------|--|--------------------|--|------------|--|-------------|--|------|--|------------------------|--|--|--|--|--|--------------------|----------------------------|-----------------------|-----------------|--------------|----------------------|-------------------|



| | | | | | | | | | | | | | | | | | | | | | | | | |
|------|-----------|------|------------|-----|--------|-----|--------|-----|------------------|---|----------------|----|----------------------|-----|----------------|-------|--------|---------|----------|----|------------|----------|-----------|--------|
| DATE | 3/13/2018 | DATE | 04/13/2018 | DWG | 00.063 | DWG | 63.676 | REV | 12/05/2019(F241) | FLORIDA DEPARTMENT OF TRANSPORTATION STRAIGHT LINE DIAGRAM OF ROAD INVENTORY | SECTION STATUS | 02 | INT. or US ROUTE NO. | 175 | STATE ROAD NO. | SR 93 | COUNTY | COLLIER | DISTRICT | 01 | ROADWAY ID | 03175000 | SHEET NO. | 5 OF 9 |
| BY | FTE | FTE | | | | | | | | | | | | | | | | | | | | | | |



| | | | | | | | | | | | | | | | | | | | | | | |
|------|------------|------|------------|------|------------|------|------------|---|----------------|----|----------------------|-----|----------------|-------|--------|---------|----------|----|------------|----------|-----------|--------|
| DATE | 03/23/2018 | DATE | 04/13/2018 | DATE | 12/05/2019 | DATE | 12/05/2019 | FLORIDA DEPARTMENT OF TRANSPORTATION | SECTION STATUS | 02 | INT. or US ROUTE NO. | 175 | STATE ROAD NO. | SR 93 | COUNTY | COLLIER | DISTRICT | 01 | ROADWAY ID | 03175000 | SHEET NO. | 6 OF 9 |
| BY | FTE | FTE | | | | | | STRAIGHT LINE DIAGRAM OF ROAD INVENTORY | | | | | | | | | | | | | | |

