



Rizzetta & Company

CFM

Community Development District

Board of Supervisors' Meeting September 26, 2025

**District Office:
9530 Marketplace Road, Suite 206
Fort Myers, Florida 33912
(239) 936-0913**

www.cfmccd.org

**CFM
COMMUNITY DEVELOPMENT DISTRICT**

District Office · Ft. Myers, Florida · (239) 936-0913
Mailing Address · 3434 Colwell Avenue, Suite 200, Tampa, Florida 33614

www.cfmcd.org

Board of Supervisors	Sue Streeter Todd Gile James Keneth Pate Brian McGibbon Mary Lieberman	Chair Vice Chairman Assistant Secretary Assistant Secretary Assistant Secretary
District Manager	Belinda Blandon	Rizzetta & Company, Inc.
District Counsel	Tucker Mackie	Kutak Rock, LLP
District Engineer	Mark Zordan	Johnson Engineering, Inc.

All cellular phones must be placed on mute while in the meeting room.

The Audience Comment portion of the agenda is where individuals may make comments on matters that concern the District. Individuals are limited to a total of three (3) minutes to make comments during this time.

Pursuant to provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting/hearing/workshop is asked to advise the District Office at least forty-eight (48) hours before the meeting/hearing/workshop by contacting the District Manager at (239) 936-0913. If you are hearing or speech impaired, please contact the Florida Relay Service by dialing 7-1-1, or 1-800-955-8771 (TTY) 1-800-955-8770 (Voice), who can aid you in contacting the District Office.

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

CFM COMMUNITY DEVELOPMENT DISTRICT

District Office · Ft. Myers, Florida · (239) 936-0913

Mailing Address · 3434 Colwell Avenue, Suite 200, Tampa, Florida 33614

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September 19, 2025

Board of Supervisors CFM Community Development District

AGENDA

Dear Board Members:

The regular meeting of the Board of Supervisors of the CFM Community Development District will be held on **Friday, September 26, 2025, at 11:30 a.m.** at the office of Rizzetta & Company, Inc., 9530 Marketplace Road, Suite 206, Fort Myers, Florida 33912. The following is the agenda for the meeting:

- 1. CALL TO ORDER/ROLL CALL**
- 2. PUBLIC COMMENT – AGENDA ITEMS ONLY**
- 3. BUSINESS ADMINISTRATION**
 - A. Consideration of the Minutes of the Board of Supervisors' Meeting held on August 21, 2025 Tab 1
 - B. Ratification of the Operations and Maintenance Expenditures for the Month of July and August 2025 Tab 2
- 4. BUSINESS ITEMS**
 - A. Discussion and Review of Signal Warrant Analysis Tab 3
 - B. Consideration of Egis Insurance Renewal Proposal..... Tab 4
- 5. STAFF REPORTS**
 - A. Landscape Inspection Services
 1. Review of Landscaping Inspection Report..... Tab 5
 2. Discussion and Review of Yellowstone Landscape Proposal for Enhancements..... Tab 6
 - B. District Counsel
 - C. District Engineer
 1. Discussion and Review of Curb and Valley Repairs Exhibit and Prioritization Tab 7
 - D. District Manager
- 6. SUPERVISOR REQUESTS AND COMMENTS**
- 7. PUBLIC COMMENT**
- 8. ADJOURNMENT**

We look forward to seeing you at the meeting. In the meantime, if you have any questions, please do not hesitate to call us at (239) 936-0913.

Very truly yours,

Belinda Blandon

Belinda Blandon

District Manager

cc: Tucker Mackie, Kutak Rock, LLP

Tab 1

MINUTES OF MEETING

Each person who decides to appeal any decision made by the Board with respect to any matter considered at the meeting is advised that the person may need to ensure that a verbatim record of the proceedings is made, including the testimony and evidence upon which such appeal is to be based.

CFM COMMUNITY DEVELOPMENT DISTRICT

The regular meeting of the Board of Supervisors of the CFM Community Development District was held on **Thursday, August 21, 2025, at 11:30 a.m.** at the office of Rizzetta & Company, Inc., 9530 Marketplace Road, Suite 206, Fort Myers, Florida 33912.

Present and constituting a quorum:

Sue Streeter	Board Supervisor, Chair
Todd Gile	Board Supervisor, Vice Chair
James "Ken" Pate	Board Supervisor, Assistant Secretary
Brian McGibbon	Board Supervisor, Assistant Secretary
Mary Lieberman	Board Supervisor, Assistant Secretary

Also present were:

Belinda Blandon	District Coordinator, Rizzetta & Company, Inc.
Tucker Mackie	District Counsel, Kutak Rock, LLP
Mark Zordan	District Engineer, Johnson Engineering
Spencer Gonzales	Landscape Inspection Services (via Teams)
Brian Stork	Yellowstone Landscaping

Audience	Present
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FIRST ORDER OF BUSINESS

Call to Order

Ms. Blandon called the meeting to order and read the roll call.

SECOND ORDER OF BUSINESS

Public Comment

Ms. Blandon advised that she now would open the floor for public comment.

Resident Karen Welsh commented on the agenda landscape inspection services report. She then commented on the Uniform Method Procedure on the agenda. Ms. Welch inquired why the District is not requiring a credit report for RFPs.

Resident Carol Hess commented on red flags from past audits.

THIRD ORDER OF BUSINESS

**Consideration of the Minutes of the
Board of Supervisors' Meeting held
on June 5, 2025**

48
49 Ms. Blandon presented the Minutes of the Board of Supervisors' meeting held on
50 June 5, 2025, and asked if there were any questions, comments, or changes to the
51 minutes.
52

53 On a Motion by Mr. Gile, seconded by Ms. McGibbon, with all in favor, the Board Approved
54 the Minutes of the Board of Supervisors' Meeting held on June 5, 2025, for the CFM
55 Community Development District.

56
57 **FOURTH ORDER OF BUSINESS**

**Ratification of the Operations and
Maintenance Expenditures for the
Months of May and June 2025**

58
59
60
61 Ms. Blandon advised that operations and maintenance expenditures for the period
62 of May 1-31 totaled \$60,312.41, and the expenditures for the period of June 1-30 totaled
63 \$68,234.78. She asked if there were any questions. There were no questions at this time.
64

65 On a Motion by Mr. McGibbon, seconded by Ms. Gile, with all in favor, the Board Ratified
66 the Operations and Maintenance Expenditures for the Months of May 2025, totaling
67 \$60,312.41, and June 2025, totaling \$68,234.78, for the CFM Community Development
68 District.

69
70 **FIFTH ORDER OF BUSINESS**

**Landscape Inspection Services
Report for Review**

71
72
73 Spencer Gonzales provided an overview on the landscaping inspection reports.
74 Mr. Gonzales informed the Board of areas lacking treatment. The Board inquired about
75 weeds around the community in which Mr. Gonzales informed the Board that the weeds
76 can be treated by either mechanical or chemical treatment.
77

78 The Board discussed the proposals being presented for enhancements. The Board
79 was advised that there are additional proposals to be considered that were received
80 earlier. After discussion, the Board asked that all of the enhancements be placed on the
81 next meeting for consideration.
82

83 Ms. Blandon discussed the maintenance of the guardhouse with the Board. After
84 discussion, the Board agreed that Yellowstone should maintain the guardhouse.
85

86 **SIXTH ORDER OF BUSINESS**

**Public Hearing to Consider the
Adoption of the Fiscal Year 2025-2026
Budget**

87
88
89
90 Ms. Blandon provided an overview of the public hearing process and asked for a
91 motion to open the public hearing.

92
93 On a Motion by Mr. Gile, seconded by Ms. Streeter, with all in favor, the Board Opened
94 the Public Hearing to Consider the Adoption of the Fiscal Year 2025/2026 Budget, for the
95 CFM Community Development District.

96
97 Ms. Blandon opened the floor to audience comments related to the budget for
98 Fiscal Year 2025/2026.
99

100 A resident asked about a \$1,000 fee for maintenance. She also commented on a
101 plot map for Yellowstone to abide by. She questioned what the budget of \$12,000 a year
102 was for.
103

104 Another resident, Karen Derano, asked how to reduce budget costs. She also
105 questioned the engineering fee.
106

107 A resident mentioned the responsibilities of Forestar, the Golf Course, CDD and
108 HOA regarding the plot map. She went on to mention the map helps clarify responsibilities
109 for expenses for the community.
110

111 The next public comment stated there was no vote for a \$12,000 budget line item
112 at the previous meeting. The Board gave comment back regarding the previous
113 landscaping company and also explained that there was a vote at the prior meeting.
114

115 On a Motion by Ms. Streeter, seconded by Mr. Gile, with all in favor, the Board Closed the
116 Public Hearing to Consider the Adoption of the Fiscal Year 2025/2026 Budget, for the CFM
117 Community Development District.

118
119 **SEVENTH ORDER OF BUSINESS**

**Consideration of Resolution 2025-05,
Relating to the Annual Appropriations
and Adopting the Budget for Fiscal
Year 2025/2026**

120
121
122
123
124 Ms. Blandon provided an overview of the resolution and asked if there were any
125 questions. There were none.
126

127 On a Motion by Ms. Streeter, seconded by Mr. McGibbon, with all in favor, the Board
128 Adopted Resolution 2025-05, Relating to the Annual Appropriations and Adopting the
129 Budget for Fiscal Year 2025/2026, for the CFM Community Development District.

130
131 **EIGHTH ORDER OF BUSINESS**

**Public Hearing to Consider the
Imposition of Operations and
Maintenance Special Assessments**

132
133
134
135 Ms. Blandon provided an overview of the public hearing process and asked for a
136 motion to open the public hearing.

On a Motion by Mr. Gile, seconded by Mr. Pate, with all in favor, the Board Opened the Public Hearing to Consider the Imposition of Operations and Maintenance Special Assessments, for the CFM Community Development District.

Ms. Blandon opened the floor to audience comments related to the Imposition of Operations and Maintenance Special Assessments.

There were no public comments at this time.

On a Motion by Mr. Pate, seconded by Mr. McGibbon, with all in favor, the Board Closed the Public Hearing to Consider the Imposition of Operations and Maintenance Special Assessments, for the CFM Community Development District.

NINTH ORDER OF BUSINESS

**Consideration of Resolution 2025-06,
Making a Determination of Benefit and
Imposing Special Assessments for
Fiscal Year 2025/2026**

Ms. Blandon provided an overview of the resolution and asked if there were any questions. There were none.

On a Motion by Mr. Gile, seconded by Ms. Streeter, with all in favor, the Board Adopted Resolution 2025-06, Making a Determination of Benefit and Imposing Special Assessments for Fiscal Year 2025/2026, for the CFM Community Development District.

TENTH ORDER OF BUSINESS

**Consideration of Resolution 2025-07,
Adopting a Meeting Schedule for
Fiscal Year 2025/2026**

Ms. Blandon provided an overview of the resolution and asked if there were any questions. There were none.

On a Motion by Mr. Gile, seconded by Ms. Streeter, with all in favor, the Board Adopted Resolution 2025-07, Adopting a Meeting Schedule for Fiscal Year 2025/2026, for the CFM Community Development District.

ELEVENTH ORDER OF BUSINESS

**Acceptance of Audit for Fiscal Year
End September 30, 2024, as Prepared
by Berger, Toombs, Elam, Gaines &
Frank**

Ms. Blandon provided an overview of the audit for Fiscal Year End September 30, 2024 and asked if there were any questions.

Supervisor Streeter commented that the Board is complying with proper accounting measures. Ms. Blandon stated it was a clean audit. Ms. Mackie spoke regarding the audit SPE.

On a Motion by Ms. Streeter, seconded by Mr. Pate, with all in favor, the Board accepted the Audit for Fiscal Year End September 30, 2024, for the CFM Community Development District.

TWELFTH ORDER OF BUSINESS

**Consideration of Solitude Lake
Management Renewal Proposal**

Ms. Blandon presented the renewal proposal from Solitude Lake Management to the Board.

The Board inquired about the timeframe for acquiring the last parcels from Forestar. Tucker Mackie informed the Board that documents needed were received but were not reviewed yet. Ms. Mackie will bring to the Board after District Engineer, Mark Zordan's review.

The Board then discussed medians being re-established. Ms. Mackie informed the Board that the medians are accounted for.

On a Motion by Mr. Gile, seconded by Mr. Pate, with all in favor, the Board approved the renewal proposal of Solitude Lake Management subject to preparation of an agreement by District Counsel, for the CFM Community Development District.

THIRTEENTH ORDER OF BUSINESS

**Discussion and Review of Golf Course
Lake Bank Maintenance Request**

Ms. Blandon requests that the Board table this item until discussion can be made with staff regarding the responsibility of mowing between the Golf Course and Yellowstone. She will report back to the Board after discussion.

FOURTEENTH ORDER OF BUSINESS

**Review and Discussion Regarding
Uniform Method Procedure**

Tucker Mackie gave a summary of the memo. She discussed the process of collection and delinquency of assessments.

FIFTEENTH ORDER OF BUSINESS

**Consideration of Yellowstone
Landscape Proposal**

Ms. Blandon stated this will be brought back to the Board after discussion with other set of proposals from Yellowstone.

SIXTEENTH ORDER OF BUSINESS

Staff Reports

228 A. District Counsel

229
230 Tucker Mackie reported on a few items. She informed the Board that the
231 signalization study was sent to Forestar and that it will be on the agenda for the next
232 meeting and they will be invited to attend.

233 Ms. Mackie was advised that the HOA Board is considering replacing the security
234 provider and was asked to clarify entry. She informed the Board that the roads are public,
235 and access cannot be denied. She explained what can be done and outlined specific post
236 orders that outline access to the public and procedures.

237
238 B. District Engineer

239
240 Mark Zordan reported that the report by priority has been completed for the valley
241 gutter repairs and advised that this will be on the agenda for the next meeting. Mr. Zordan
242 was asked to review the sidewalk on Crosswater near the mailboxes due to water pooling.

243
244 C. District Manager

245
246 Ms. Blandon reported the date and time of the next meeting, Thursday, September
247 18, 2025 at 11:30 a.m. She touched on the irrigation reports received from Yellowstone.
248 She was informed of other irrigation studies conducted and agreed to request them for
249 comparison from the HOA.

250
251 **SEVENTEENTH ORDER OF BUSINESS** **Supervisor Requests and Comments**

252
253 There were no Supervisor Requests and Comments at this time.

254
255 **EIGHTEENTH ORDER OF BUSINESS** **Public Comment**

256
257 Resident Howard Milwaski asked about the status regarding the signalization
258 report. Ms. Blandon will send the report to the resident.

259
260 Karen Deramo commented on response from the Supervisors regarding public
261 comments. She also asked District Counsel about pulling credit reports for RFP.

262
263 Forestar gave a comment explaining the Board will want to get a report for the
264 traffic study that was run after peak season. Forestar has also run an ITS irrigation report.
265 Both reports are due at the end of August.

266
267 Alex with Access Management introduced the new Manager, Evan Hummel.

268
269 Resident Julie stated for the record her email was ignored. She disagreed with the
270 response from Supervisor Gile. She gave kudos to the new landscaping company,
271 Yellowstone, for community improvements.

272
273 **NINETEENTH ORDER OF BUSINESS** **Adjournment**

275 Ms. Blandon advised there is no further business to come before the Board and
276 asked for a motion to adjourn.

277

278 On a Motion by Ms. Streeter, seconded by Mr. Pate, with all in favor, the Board Adjourned
279 the meeting at 12:36 p.m., for the CFM Community Development District.

280

281

282

283 _____
Secretary/Assistant Secretary

Chairman/Vice Chairman

Tab 2

CFM COMMUNITY DEVELOPMENT DISTRICT

District Office · Ft. Myers, Florida · (239) 936-0913
Mailing Address · 3434 Colwell Avenue, Suite 200 · Tampa, Florida 33614
www.cfmcd.org

Operation and Maintenance Expenditures July 2025 For Board Approval

Attached please find the check register listing the Operation and Maintenance expenditures paid from July 1, 2025 through July 31, 2025. This does not include expenditures previously approved by the Board.

The total items being presented: \$ **54,029.90**

Approval of Expenditures:

_____ Chairperson

_____ Vice Chairperson

_____ Assistant Secretary

CFM Community Development District

Paid Operation & Maintenance Expenditures

July 1, 2025 Through July 31, 2025

Vendor Name	Check Number	Invoice Number	Invoice Description	Invoice Amount
Florida Fountains & Equipment, LLC	100543	2025-322	Fountain #7 Repairs 06/25	\$221.50
				\$573.50
Johnson Engineering, LLC	100544		5703 Magnolia Landing Surface Wtr Monitoring 06/25	\$3,600.00
Johnson Engineering, LLC	100544		5709 CFM CDD Irrigation WUP Modification 06/25	\$4,440.75
Johnson Engineering, LLC	100546		6100 General Engineering 06/25	\$3,510.50
Kutak Rock, LLP	100545	3583225	Legal Services 05/25	\$16,393.53
LCEC	100540	6571809552	6/25 Electric Summary 06/25	\$16,670.00
Magnolia Landing Master Association, Inc.	100541	MLM 060125	Monthly Landscaping 06/25	\$4,579.49
Rizzetta & Company, Inc.	100542	INV0000100500	District Management Fees 07/25	<u>\$4,040.63</u>
U.S. Bank	100547	7794747	Trustee Fees - Series 2021 06/25-05/26	
Report Total				<u>\$54,029.90</u>

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www.cfmccd.org

Operation and Maintenance Expenditures August 2025 For Board Approval

Attached please find the check register listing the Operation and Maintenance expenditures paid from August 1, 2025 through August 31, 2025. This does not include expenditures previously approved by the Board.

The total items being presented: \$ **57,790.26**

Approval of Expenditures:

_____ Chairperson

_____ Vice Chairperson

_____ Assistant Secretary

CFM Community Development District

Paid Operation & Maintenance Expenditures

August 1, 2025 Through August 31, 2025

Vendor Name	Check Number	Invoice Number	Invoice Description	Invoice Amount
Berger, Toombs, Elam, Gaines & Frank CPA	100559	372953	Auditing Services FYE 23/24	\$4,280.00
Exclusive Affair Party Rentals	100562	I-002129	Event Setup 08/25	\$135.32
Florida Fountains & Equipment, LLC	100548	2025-379	Purchase and installation and Led Light for Fountain # 4 07/25	\$500.49
Florida Fountains & Equipment, LLC	100563	2025-418	Fountain #11 Repairs 08/25	\$494.50
Gannett Florida LocaliQ	20250821-1	0007251360	Legal Advertising 07/25	\$2,248.32
James Kenneth Pate	100549	JP060525	Board of Supervisors Meeting 06/05/25	\$200.00
Johnson Engineering, LLC	100564	6414	CFM CDD Irrigation WUP Modification 08/25	\$2,250.00
Johnson Engineering, LLC	100564	6446	General Engineering 07/25	\$5,051.75
Johnson Engineering, LLC	100564	6447	Magnolia Landing Signal Warrant Analysis 08/25	\$490.00
LCEC	100557	6571809552 7/25	Electric Summary 07/25	\$16,257.93
Magnolia Landing Golf, LLC	100558	CL00004007	Plant 106 annuals 07/25	\$3,180.00
Magnolia Landing Golf, LLC	100560	CL00004006	Repair drip Line 07/25	\$200.00
Magnolia Landing Golf, LLC	100560	CL00004008	Plant Installation 07/25	\$645.00

CFM Community Development District

Paid Operation & Maintenance Expenditures

August 1, 2025 Through August 31, 2025

Vendor Name	Check Number	Invoice Number	Invoice Description	Invoice Amount
Mary Elaine Lieberman	100550	ML060525	Board of Supervisors Meeting 06/05/25	\$200.00
Mettauer Environmental Inc.	100566	3778	Quarterly Conservation Area Maintenance 08/25	\$10,250.75
Paramount Asphalt Sealcoating Corporation	100561	6961	Remove & Replace 24"x24" Grate & Frame 07/25	\$2,000.00
Rizzetta & Company, Inc.	100553	INV0000101329	Mass Mailing - Budget Notice 08/25	\$1,486.71
Rizzetta & Company, Inc.	100554	INV0000101228	District Management Fees 08/25	\$4,579.49
Sue Streeter	100551	SS060525	Board of Supervisors Meeting 06/05/25	\$200.00
Sweeperman of SW FL, Inc	100565	502MAGL	Sweeping Services 07/25	\$2,940.00
Todd Andrew Gile	100552	TG060525	Board of Supervisors Meeting 06/05/25	<u>\$200.00</u>
Report Total				<u>\$57,790.26</u>

Tab 3

**US 41 AND MAGNOLIA LANDING LANE
SIGNAL WARRANT ANALYSIS**

MAY 2025

Prepared for:

CFM COMMUNITY DEVELOPMENT DISTRICT

9530 Marketplace Road, Suite 206
Fort Myers, Florida 33912

Prepared by:

JOHNSON

ENGINEERING

— An Apex Company —

**2212 Johnson Street
Fort Myers, Florida 33901
(239) 334-0046
EB 642**

Stephen M. Jansen, P.E.
Florida License No. 043618

Date

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Appendix A	FDOT Count Station 010367 Hourly Data
Appendix B	Intersection Turning Movement Counts
Appendix C	Intersection Crash Data
Appendix D	Traffic Signal Warrant Summary

FIGURES

Figure 1-1	Project Location Map
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TABLES

Table 2-1	Existing Intersection Turning Movements at US 41 and Magnolia Landing Lane
Table 3-1	Turning Movement Count Summary
Table 4-1	Warrant 1 Condition A - Minimum Traffic
Table 4-2	Warrant 1 Condition B - Interruption of Continuous Traffic
Table 4-3	Crash Data Summary

GRAPHS

Graph 4-1	Warrant 2 - Four-Hour Traffic Volumes
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1.0 INTRODUCTION

The purpose of this report is to review the traffic volumes and operation of the intersection of US 41 and Magnolia Landing Lane to make recommendations for the merit of a traffic signal warrant. The location of the intersection is in north Lee County, Florida (see **Figure 1-1**). US 41, also known as Tamiami Trail, is a state maintained arterial highway. Magnolia Landing Lane is the main access road to a large golf course gated community.

The intersection is currently controlled by a stop sign on Magnolia Landing Lane. Traffic counts were conducted and roadway operation was observed to determine if traffic control warrants are recommended to improve safety and operation.



JOHNSON ENGINEERING	MAGNOLIA LANDING	PROJECT LOCATION MAP	FIGURE 1-1
-------------------------------	------------------	-------------------------	---------------

Figure 1-1: Project Location Map

2.0 CURRENT ROADWAY CONDITIONS

US 41 is a primary arterial highway serving north-south traffic along the west coast of Florida. It is a four-lane divided facility with left and right turn lanes and a posted speed limit of 55 miles per hour. There is a full access median opening 1,000 feet north at Lakeville Drive and a directional median access 900 feet south at St. Therese Catholic Church.

Magnolia Landing Lane is a local street. It has a T-intersection with US 41 with a left-turn only lane and a right-turn only lane. The gatehouse to the Magnolia Landing community is 300 feet east of the intersection.

The intersection is currently controlled by a stop sign on Magnolia Landing Lane. The current intersection configuration is described in **Table 2-1**.

Table 2-1: Existing Intersection Turning Movements at US 41 and Magnolia Landing Lane

Intersection	Movements	Approach Traffic Control	Adjacent Sidewalk Provided
US 41	NB-Right Turn (1 Lane), NB-Through (2 lane), NB U-Turn (1 Lane), SB-Through (2 lane), SB-Left (1 Lane)	Free	No
Magnolia Landing Lane	WB-Right (1 Lane), WB-Left (1 Lane)	Stop Controlled	No

Note: WB = Westbound, NB= Northbound, SB= Southbound

3.0 DATA COLLECTION

To establish base traffic conditions for intersection analysis, data was obtained from the sources listed herein. A summary of the recorded data is provided in the summary tables below.

3.1 Bi-Directional 24-Hour Roadway Volumes

Mainline US 41 traffic volumes for this study were derived from the FDOT count station 010367 on US 41 approximately four miles north of this intersection. The data used was obtained from the Florida Traffic Online site and utilizes the Tuesday, March 26, 2024 date. See **Appendix A** for a breakdown of the FDOT data.

3.2 Turning Movement Counts

Twelve-hour turning movement counts were recorded on March 25, 2025, from 6:00 A.M. to 6:00 P.M. by Johnson Engineering staff (see **Table 3-1** and **Appendix B**).

Table 3-1: Turning Movement Count Summary

Time	Northbound				Southbound				Westbound				Total
	L	T	R	Ped.	L	T	R	Ped.	L	T	R	Ped.	
6:00 A.M.	0		30	1	0			0	72		17	1	119
7:00 A.M.	0		45	0	5			0	79		29	0	158
8:00 A.M.	0		52	0	9			0	91		25	1	177
9:00 A.M.	0		70	0	11			0	111		23	0	215
10:00 A.M.	1		79	1	9			0	107		42	0	238
11:00 A.M.	0		104	0	13			0	96		28	0	241
12:00 P.M.	1		123	0	21			0	118		32	1	295
1:00 P.M.	0		97	0	22			0	83		25	0	227
2:00 P.M.	1		95	0	17			0	116		37	0	266
3:00 P.M.	0		117	1	22			0	90		33	0	262
4:00 P.M.	0		120	0	22			0	98		32	0	272
5:00 P.M.	0		103	0	19			0	71		26	0	219

4.0 TRAFFIC SIGNAL WARRANTS

The traffic volume data was compared against the guidance provided in the Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition, for justifying traffic control signals. The traffic signal warrants most applicable for the intersection of US 41 and Magnolia Landing Lane are Warrant 1, Eight-Hour Vehicular Volume, and Warrant 2, Four-Hour Vehicular Volume.

Recommendations made herein are in accordance with, and determined by, traffic signal warrants defined in the latest edition of the MUTCD referenced above.

Turn lane characteristics at each approach to the intersection determined if right turn lane volumes were excluded from the total approach volumes. Per section 4C.01.08 “*The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants listed in Paragraph 2.*” Magnolia Landing Lane has an exclusive right turn lane and observation of traffic indicated that the right turning drivers experienced minimal delay. All right turning traffic was excluded from this analysis.

4.1 Warrant 1 - Eight Hour Vehicular Volume

Warrant 1 Conditions A and B are representative of a single warrant intended for intersections where high volumes of opposing traffic are the justification for considering a traffic signal. The traffic data collected on March 25, 2025 (see Section 3.0) was applied to Warrant 1 and analyzed by the Condition A and Condition B criteria. The speed limit on US 41 is in excess of 40 miles per hour. If the posted or statutory speed limit on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70% columns in Table 4C-1 may be used in place of the 100% values.

Warrant 1, Condition A describes the minimum traffic volume required for a traffic signal. For this intersection the mainline traffic volume should exceed 420 vehicles per hour and side street traffic should exceed 105 vehicles per hour for eight hours. Based on the 70% requirements, the criteria for Warrant 1 Condition A is not met (see **Table 4-1**).

Table 4-1: Warrant 1 Condition A - Minimum Traffic

(Volumes in Veh / Hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours														
					8:00 A.M.	9:00 A.M.	9:00 A.M.	10:00 A.M.	10:00 A.M.	11:00 A.M.	11:00 A.M.	12:00 P.M.	12:00 P.M.	1:00 P.M.	2:00 P.M.	3:00 P.M.	3:00 P.M.	4:00 P.M.	4:00 P.M.
1		2 or More																	
Approach Lanes	100%	70%	100%	70%															
Volume Level	100%	70%	100%	70%															
Bi-Directional Volume on Major Street	500 (400)	350	600 (480)	420	1,715	2,022	2,322	1,915	1,694	1,650	1,672	1,982							
Through / Left / Right Turn from Minor Street	150 (120)	105	200 (160)	140	91	111	107	96	118	116	90	98							

Warrant 1, Condition B describes traffic volumes needed to meet warrants for interruption of continuous traffic. For this intersection the mainline traffic volume should exceed 630 vehicles per hour and side street traffic should exceed 53 vehicles per hour for eight hours. Based on the 100% requirements, the criteria for Warrant 1 Condition B is met (see **Table 4-2**).

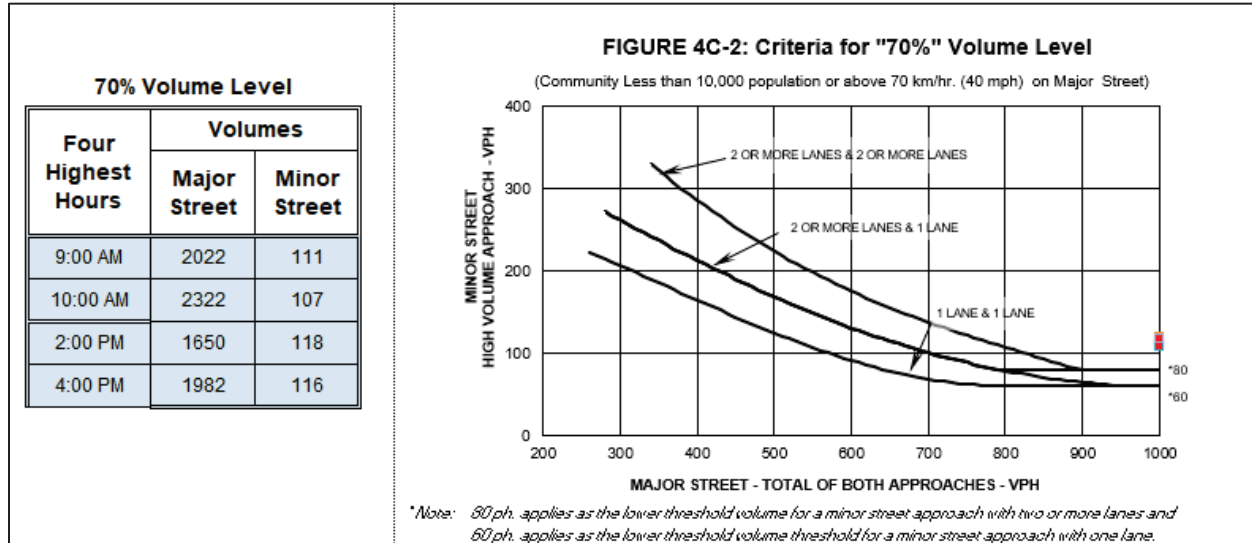
Table 4-2: Warrant 1 Condition B - Interruption of Continuous Traffic

(Volumes in Veh / Hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours																
					8:00 A.M.	9:00 A.M.	9:00 A.M.	10:00 A.M.	10:00 A.M.	11:00 A.M.	11:00 A.M.	12:00 P.M.	12:00 P.M.	1:00 P.M.	2:00 P.M.	3:00 P.M.	3:00 P.M.	4:00 P.M.	4:00 P.M.	5:00 P.M.	
	Approach Lanes	1		2 or More																	
		Volume Level	100%	70%																	100%
Bi-Directional Volume on Major Street	750 (600)	525	900 (720)	630	1,715	2,022	2,322	1,915	1,694	1,650	1,672	1,982									
Through / Left / Right Turn from Minor Street	75 (60)	53	100 (80)	70	91	111	107	96	118	116	90	98									

4.2 Warrant 2 - Four Hour Vehicular Volume

Warrant 2 is applicable at an intersection where the volume of intersecting vehicles during the four highest hours of an average day is the primary justification for a signal. The traffic data collected on Mach 25, 2025 (see Section 3.0) was applied to Warrant 2 requirements.

Based on the 70% requirements, the criteria for Warrant 2 is met (see **Graph 4-1**).



Graph 4-1: Warrant 2 - Four-Hour Traffic Volumes

4.3 Warrant 3 - Peak Hour Volume

The peak hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This signal warrant should be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Warrant 3 is not applicable to this location.

4.4 Warrant 4 - Pedestrian Volume

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

Warrant 4 is not applicable to this location.

4.5 Warrant 5 - School Crossing

The school crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

Warrant 5 is not applicable to this location.

4.6 Warrant 6 - Coordinated Signal System

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

Warrant 6 is not applicable to this location.

4.7 Warrant 7 - Crash Experience

Warrant 7 is applicable to intersections with a high frequency of reportable vehicular collisions as the justification for a traffic signal. The vehicular collisions documented between January 2020 through August 2024 yielded 35 applicable crashes. A summary of the documented crashes is provided in **Table 4-3**, and a further breakdown is provided in **Appendix C**.

The installation of a traffic signal has been shown to increase rear-end collisions by about 25% but decrease right-angle collisions by 50%.

Under section 4C.08 Condition B, a signal is merited if the frequency of collisions is five or more reported crashes susceptible to correction by a traffic signal in a twelve-month period.

Table 4-3: Crash Data Summary

Reported Crashes					
Year	Angle	Rear End	Head-On	Other	Injury
2019	0	3	0	0	0
2020	0	0	0	1	0
2021	2	0	0	0	0
2022	2	1	2	1	1
2023	3	1	0	1	3

Crashes in the other category include sideswipe and run-off-road events and are not considered correctable by a traffic signal. The rear-end collisions are not considered correctable by a traffic signal. The applicable crash frequency is less than required to meet Warrant 7.

4.8 Warrant 8 - Roadway Network

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

Warrant 8 is not applicable to this location.

4.9 Warrant 9 - Intersection Near a Grade Crossing

Warrant 9 is not applicable to this location.

5.0 CONCLUSIONS

As determined by the March 2025 traffic data applied to the traffic signal warrant criteria defined in the latest edition of the MUTCD, the following warrants have been met:

- Warrant 1 - Condition B - Interruption of Continuous Traffic
- Warrant 2 - Four-Hour Vehicular Volume

Traffic Signal Warrant Summary sheets are provided in **Appendix D**.

Based on the findings of this study, a traffic signal is warranted and may improve intersection safety and operational concerns based on the volume of traffic that occurs at the intersection.

APPENDIX A

FDOT COUNT STATION 010367 HOURLY DATA

DATE 03/21/25

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2024

COUNTY NAME: CHARLOTTE STATION: 0367 DIRECTION: N LANE: 0
DESCRIPTION: SR-45/US-41, 4.6 MI N OF LEE CO LINE, CHARLOTTE CO.
LOCATION: COUNTY 01 SECTION 010 SUBSECTION 000 MILEPOST 4.588 ROUTES: US-41 SR-45

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	F	70	35	54	92	164	361	739	1014	1075	967	1096	1113	946	956	986	1060	1159	959	641	438	316	321	220	145	14927N
2	A	87	62	72	61	100	203	387	625	776	873	995	920	872	801	680	703	722	623	462	387	308	250	206	129	11304N
3	S	88	60	70	41	73	141	269	335	455	573	700	808	799	751	726	633	637	549	441	349	237	204	151	90	9180N
4	M	67	52	61	88	148	383	766	916	953	917	965	885	815	755	902	888	1098	903	538	365	240	233	161	68	13167N
5	T	46	41	56	78	131	348	749	993	975	951	946	898	815	900	885	897	945	907	560	388	232	197	112	53	13103N
6	W	49	45	54	68	137	360	705	899	955	915	948	926	862	879	898	977	1067	954	527	367	274	194	162	80	13302N
7	R	64	36	64	105	161	388	737	998	982	945	1065	1073	961	963	920	978	971	954	625	433	317	248	210	87	14285N
8	F	66	33	64	93	175	363	735	997	1048	1063	1074	1066	980	967	984	1046	1086	959	678	457	317	283	219	129	14882N
9	A	86	54	65	48	115	205	394	584	815	913	979	967	898	798	713	734	704	645	506	398	288	237	256	172	11574N
10	S																									9183B
11	M	65	48	65	115	175	373	719	927	890	895	933	952	850	826	846	962	1108	921	612	396	300	244	154	69	13445N
12	T	56	35	55	89	149	356	656	991	965	920	935	896	980	883	877	914	1028	912	596	382	375	236	175	79	13540N
13	W	63	34	63	72	153	356	725	900	1003	922	980	937	900	884	876	928	1189	913	643	398	333	224	163	92	13751N
14	R	61	38	46	91	179	395	746	975	1000	966	1042	929	959	958	942	969	1115	950	683	459	347	274	209	107	14440N
15	F	64	52	61	100	167	365	715	938	1100	996	1082	1036	1035	1046	975	1040	1053	987	663	518	358	260	225	172	15008N
16	A	98	62	67	82	115	225	433	604	784	937	1039	960	903	807	786	744	807	600	473	400	333	295	208	114	11876N
17	S	79	73	60	48	78	137	237	376	513	692	842	813	789	811	695	709	618	511	399	327	283	202	162	74	9528N
18	M	69	54	67	77	170	403	686	869	922	908	859	800	901	946	850	939	1102	965	558	390	257	190	177	57	13216N
19	T	56	38	47	76	133	370	692	869	989	884	914	1005	904	846	864	905	1096	987	658	405	277	207	126	85	13433N
20	W	65	45	41	70	136	372	694	991	919	897	1056	910	870	918	898	994	1146	1009	600	359	315	234	224	104	13867N
21	R	60	48	49	89	159	373	697	952	990	954	997	993	959	925	956	974	1076	988	654	433	357	232	167	98	14180N
22	F	71	42	55	79	137	268	525	771	776	768	732	869	799	865	852	901	925	833	481	390	298	241	175	121	11974A
23	A	90	68	59	79	104	194	313	487	598	754	881	880	783	752	718	701	683	589	453	371	308	257	239	129	10490N
24	S	87	60	57	50	77	116	231	343	478	659	726	754	726	814	758	707	670	571	449	372	277	230	133	89	9434N
25	M	59	51	42	77	135	372	749	959	961	964	846	902	797	844	826	890	988	900	533	392	321	220	144	68	13040N
26	T	62	38	60	87	138	377	703	923	1323	1601	1171	899	909	856	769	979	1059	922	561	372	307	234	168	92	14610A
27	W	72	43	50	70	167	398	734	989	1032	957	980	901	862	848	882	972	1019	912	577	382	335	224	193	97	13696N
28	R	66	33	71	95	158	372	753	989	995	813	808	881	874	860	918	1001	1049	906	678	448	330	260	152	86	13596N
29	F	79	58	54	94	192	341	648	970	1016	967	996	938	929	944	924	1001	1025	951	629	464	314	284	225	148	14191N
30	A	82	60	92	74	111	210	421	577	760	906	913	881	822	775	695	694	657	590	484	422	302	264	219	146	11157N
31	S	87	70	53	54	81	137	240	360	475	621	680	695	814	675	652	579	578	633	496	434	381	256	147	65	9263N
=====																										
WEEKDAY AVERAGE = 13773																										
MONTHLY AVERAGE = 12785																										
SATURDAY AVERAGE = 11280																										
SUNDAY AVERAGE = 9351																										
NUMBER OF GOOD DAYS = 30																										
TOTAL MONTHLY COUNT = 383459																										
=====																										

COMMENTS:
DST BEGINS
ST PATRICK'S DAY
SEVERE WEATHER

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"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 03/21/25

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2024

COUNTY NAME: CHARLOTTE STATION: 0367 DIRECTION: S LANE: 0
DESCRIPTION: SR-45/US-41, 4.6 MI N OF LEE CO LINE, CHARLOTTE CO.
LOCATION: COUNTY 01 SECTION 010 SUBSECTION 000 MILEPOST 4.588 ROUTES: US-41 SR-45

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	F	98	44	45	53	93	310	659	817	714	719	769	812	935	918	1103	1127	1035	961	766	658	427	345	234	212	13854N
2	A	99	72	43	50	62	110	230	329	429	513	744	775	851	851	868	888	851	796	672	520	380	321	244	182	10880N
3	S	90	69	42	35	36	53	147	215	238	432	573	671	687	696	796	810	783	674	636	484	405	235	149	153	9109N
4	M	83	78	39	48	104	277	726	857	751	750	813	824	868	860	915	1043	1066	940	767	478	334	233	146	137	13137N
5	T	52	61	37	50	93	298	746	856	779	818	847	819	822	779	890	1050	1029	939	615	420	266	214	134	97	12711N
6	W	47	37	37	52	78	275	713	840	766	760	758	847	899	864	887	966	1046	856	729	488	301	256	146	105	12763N
7	R	74	47	25	40	82	320	755	811	719	788	895	903	887	817	981	1081	1078	1094	740	539	357	255	197	145	13630N
8	F	65	48	46	55	99	282	678	847	727	759	797	826	927	1084	1440	1004	1099	972	793	584	466	347	241	198	14384A
9	A	115	66	40	47	59	125	246	314	440	546	716	823	945	908	912	876	868	804	746	630	461	360	259	203	11509N
10	S																									9355B
11	M	125	60	43	59	111	297	732	785	737	736	780	764	789	835	969	1124	1048	985	801	474	380	243	185	129	13191N
12	T	57	40	44	49	87	279	705	826	728	751	794	785	828	881	878	1063	1109	969	712	485	395	265	159	96	12985N
13	W	52	51	24	50	95	282	706	796	792	723	775	821	917	783	945	1087	1036	952	804	474	398	239	174	122	13098N
14	R	84	39	43	49	91	294	705	849	833	818	778	814	832	823	945	1194	1148	1018	725	531	386	289	208	178	13674N
15	F	88	50	51	61	94	259	645	735	664	713	813	835	845	870	986	1057	1058	972	738	598	477	346	256	203	13414N
16	A	139	74	61	57	70	107	247	342	412	538	736	804	783	814	791	903	824	746	691	536	455	362	271	185	10948N
17	S	124	70	54	41	37	71	144	200	264	438	564	624	708	710	751	844	775	697	609	543	413	310	215	150	9356N
18	M	118	55	54	48	86	297	672	804	826	704	815	833	705	793	950	1009	1020	913	742	421	393	212	148	134	12752N
19	T	66	38	37	54	84	275	680	829	743	741	791	803	900	832	906	985	1050	974	659	471	358	241	169	134	12820N
20	W	61	40	42	47	98	285	654	793	733	752	787	790	859	793	933	1011	1050	968	806	565	418	275	170	143	13073N
21	R	84	47	45	42	89	292	722	784	736	762	771	786	936	884	932	1081	1067	971	746	564	419	273	206	146	13385N
22	F	78	59	48	55	81	259	594	634	538	597	661	729	739	802	772	883	795	762	590	448	394	314	227	188	11247A
23	A	89	52	40	44	57	126	200	267	326	491	667	742	753	820	782	832	808	687	654	533	465	368	274	214	10291N
24	S	150	117	66	27	54	67	152	184	251	459	592	663	727	741	852	845	748	769	706	521	431	291	220	152	9785N
25	M	100	45	53	59	80	297	775	830	730	738	761	772	791	827	851	990	1015	928	676	522	321	253	176	149	12739N
26	T	65	48	44	55	104	312	701	792	699	721	744	795	819	794	903	1003	1004	902	642	474	385	230	166	89	12491N
27	W	69	46	37	48	103	284	707	836	733	741	736	810	852	888	894	1045	1019	924	674	513	345	269	118	114	12805N
28	R	60	61	53	48	91	314	729	794	666	791	686	794	768	822	868	958	1066	898	681	564	469	339	231	141	12892N
29	F	62	72	57	49	104	264	599	702	623	663	804	791	874	850	984	1068	953	922	718	575	457	372	280	198	13041N
30	A	114	68	55	49	74	102	183	273	407	547	696	792	797	792	786	877	766	693	662	505	482	367	279	197	10563N
31	S	112	71	37	25	39	58	122	178	227	406	555	599	594	650	648	695	683	722	701	617	551	358	203	152	9003N

===== WEEKDAY AVERAGE = 13045 SATURDAY AVERAGE = 10838 SUNDAY AVERAGE = 9313 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 365530 =====
MONTHLY AVERAGE = 12197

COMMENTS:
DST BEGINS
ST PATRICK'S DAY
SEVERE WEATHER
"B"=====> BAD DAY
"N"=====> NORMAL DAY
"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.

APPENDIX B

INTERSECTION TURNING MOVEMENT COUNTS

SUMMARY OF VEHICLE MOVEMENTS

LOCATION: US 41 & Magnolia Landing Lane

COUNTY: Lee

OBSERVER: Norman Evelyn

WEATHER: Sunny

ROAD CONDITION: Dry

REMARKS:

3/25/2025

Street: US 41

2

1

T

L

1

L

U

1

T

2

R

1

R

1

L

1

Street: Magnolia Landing Lane

N

Total

VEHICLE MOVEMENTS

TIME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				Total
	L	T	R	Ped.	L	T	R	Ped.	L	T	R	Ped.	L	T	R	Ped.	
BEGIN	0	0	14	0	2	0	0	0	0	0	0	0	27	0	12	0	55
2:00 PM	0	0	29	0	8	0	0	0	0	0	0	0	26	0	10	0	73
2:15 PM	0	0	29	0	3	0	0	0	0	0	0	0	18	0	7	0	57
2:30 PM	0	0	23	0	4	0	0	0	0	0	0	0	45	0	8	0	81
2:45 PM	1	0	95	0	17	0	0	0	0	0	0	0	116	0	37	0	266
2:00 TOTAL	0	0	25	0	6	0	0	0	0	0	0	0	28	0	7	0	66
3:00 PM	0	0	25	0	5	0	0	0	0	0	0	0	17	0	10	0	57
3:15 PM	0	0	35	0	8	0	0	0	0	0	0	0	23	0	6	0	72
3:30 PM	0	0	32	1	3	0	0	0	0	0	0	0	22	0	10	0	67
3:45 PM	0	0	117	1	22	0	0	0	0	0	0	0	90	0	33	0	262
3:00 TOTAL	0	0	33	0	7	0	0	0	0	0	0	0	23	0	7	0	70
4:00 PM	0	0	29	0	4	0	0	0	0	0	0	0	29	0	9	0	71
4:15 PM	0	0	29	0	3	0	0	0	0	0	0	0	25	0	11	0	68
4:30 PM	0	0	29	0	8	0	0	0	0	0	0	0	21	0	5	0	63
4:45 PM	0	0	120	0	22	0	0	0	0	0	0	0	98	0	32	0	272
4:00 TOTAL	0	0	50	0	12	0	0	0	0	0	0	0	37	0	17	0	116
5:00 PM	0	0	28	0	4	0	0	0	0	0	0	0	19	0	6	0	57
5:15 PM	0	0	12	0	0	0	0	0	0	0	0	0	8	0	2	0	22
5:30 PM	0	0	13	0	3	0	0	0	0	0	0	0	7	0	1	0	24
5:45 PM	0	0	103	0	19	0	0	0	0	0	0	0	71	0	26	0	219
5:00 TOTAL	0	0	103	0	19	0	0	0	0	0	0	0	71	0	26	0	219

3

APPENDIX C

INTERSECTION CRASH DATA

Summary of Reported Crashes 2019 to 2023

REPORT N CRASH_Y UNBER EAR	CRASH_DATE AND TIME	REPORT DATE AND TIME	TOTAL N MBER OF VEHICLE S	TOTAL N MBER OF PERSON S	COUNTY NAME	ON STREET ROAD HIGH WAY	FEET FROM INTERSEC TION	DIRECTIO N	FROM INTERSECTION OF	WEATHER _CONDITI ON	ROAD SU RFACE C ONDITION	TYPE OF IMPACT	ROAD CIR CUMSTAN CES_3	S4_CRASH_TYPE SIM PLIFIED	S4_CRASH_SE VERITY	S4_CRASH_SEVERITY DETAI L	S4_DAY_O R NIGHT
87271391	2019	2/2/2019 15:34	2	6	Lee	US-41 (SR-45)				Cloudy	Dry	Front to Rear		Rear End	No Injury	No Injury	DAY
88050677	2019	3/16/2019 15:45	2	5	Lee	US-41 (STATE ROAD 45)			MAGNOLIA LANDING LANE	Cloudy	Dry	Front to Rear		Rear End	No Injury	No Injury	DAY
88778349	2019	8/1/2019 17:30	1	1	Lee	TAMIAHI TRL N	480	South	FRENCH CREEK LN	Rain	Wet	Front to Rear		Other	No Injury	No Injury	DAY
88201593	2019	11/17/2019 10:48	2	3	Lee	US-41 (SR-45)			MAGNOLIA LANDING LANE	Clear	Dry	Front to Rear		Rear End	No Injury	No Injury	DAY
89226363	2020	6/3/2020 13:30	1	1	Lee	NTAMIAHI TRL	273	South	AVENUE A	Cloudy	Dry	Front to Rear		Single Vehicle	No Injury	No Injury	DAY
24692832	2021	11/24/2021 11:20	2	2	Lee	NTAMIAHI TRL	11	North	MAGNOLIA LANDING LN	Clear	Dry	Angle		Left Leaving	No Injury	No Injury	DAY
24692759	2021	12/16/2021 16:29	2	2	Lee	MAGNOLIA LANDING LN	6	East	NTAMIAHI TRL	Clear	Dry	Angle		Left Leaving	No Injury	No Injury	DAY
24698570	2022	4/9/2022 11:40	2	2	Lee	NTAMIAHI TRL	741	South	LAKEVILLE DR	Clear	Dry	Sideswipe, Same Direction		Sideswipe	No Injury	No Injury	DAY
24698667	2022	4/12/2022 13:48	2	2	Lee	NTAMIAHI TRL	0		MAGNOLIA LANDING LN	Clear	Dry	Angle		Left Leaving	No Injury	No Injury	DAY
24700080	2022	5/20/2022 10:45	2	2	Lee	MAGNOLIA LANDING LN	87	East	NTAMIAHI TRL	Clear	Dry	Front to Front		Head On	No Injury	No Injury	DAY
25423636	2022	10/22/2022 10:15	2	2	Lee	NTAMIAHI TRL	0		MAGNOLIA LANDING LN	Clear	Dry	Front to Rear		Rear End	No Injury	No Injury	DAY
25425248	2022	11/26/2022 16:30	3	3	Lee	TAMIAHI TRL	339	North	MAGNOLIA LANDING LN	Clear	Dry	Sideswipe, Opposite Direction		Head On	No Injury	No Injury	DAY
25017417	2022	12/5/2022 9:04	2	2	Lee	US 41 (N TAMIAHI TRL)	0		MAGNOLIA LANDING LN	Clear	Dry	Angle		Left Leaving	Non-Incapacitating Injury	No Injury	DAY
25429220	2023	2/21/2023 19:30	2	2	Lee	NTAMIAHI TRL	0		MAGNOLIA LANDING LN	Clear	Dry	Front to Rear		Left Rear	Non-Incapacitating Injury	No Injury	NIGHT
25726829	2023	3/10/2023 14:45	2	2	Lee	NTAMIAHI TRL	0		MAGNOLIA LANDING LN	Clear	Dry	Angle		Right Angle	Possible Injury	No Injury	DAY
25727249	2023	3/23/2023 7:04	1	1	Lee	MAGNOLIA LANDING LN	16	East	NTAMIAHI TRL	Clear	Dry	Off Road		Off Road	No Injury	No Injury	DAY
25727985	2023	4/7/2023 15:59	2	3	Lee	NTAMIAHI TRL	0		MAGNOLIA LANDING LN	Clear	Dry	Angle		Right Angle	No Injury	No Injury	DAY
25730349	2023	6/2/2023 11:21	2	3	Lee	MAGNOLIA LANDING LN	0		NTAMIAHI TRL	Cloudy	Dry	Angle		Right Angle	Incapacitating Injury	No Injury	DAY
26023873	2023	10/2/2023 5:14	1	1	Lee	NTAMIAHI TRL	705	North	FRENCH CREEK LN	Clear	Dry	Angle		Animal	No Injury	No Injury	NIGHT

APPENDIX D

TRAFFIC SIGNAL WARRANT SUMMARY

TRAFFIC SIGNAL WARRANT SUMMARY

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
 - The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation
- Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only

Automated cells based on in Input Data in "orange" cells

General Information

Fill in below the general information including:

District, County (drop-down menu)

City, Engineer, Date

Major and Minor Street with corresponding number of lanes and speed limits

Enter Eight Hour Volumes

Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only**. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Enter Four Hour Volumes

Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)

Enter Pedestrian Volumes (4-hr) Pedestrians per hour crossing the major street (total of all crossings)

Vehicular: Any four consecutive 15-minute periods of an average day

Enter Peak Hour Volumes

Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

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

Major Street: **US 41**
Minor Street: **Magnolia Landings L**

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street # Lanes: **2**
Minor Street # Lanes: **1**

Major Approach Speed: **55**
Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
8:00 AM	1750	91	
9:00 AM	2022	111	
10:00 AM	2322	107	
11:00 AM	1915	96	
12:00 PM	1694	118	
2:00 PM	1650	116	
3:00 PM	1672	90	
4:00 PM	1982	98	

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
8:00 AM	1750	91
9:00 AM	2022	111
10:00 AM	2322	107
11:00 AM	1915	96
12:00 PM	1694	118
2:00 PM	1650	116
3:00 PM	1672	90
4:00 PM	1982	98

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
9:00 AM	2022	111
10:00 AM	2322	107
12:00 PM	1694	118
2:00 PM	1650	116

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

Vehicular Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Total Entering Volume

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

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
20

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

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street: **US 41**
Minor Street: **Magnolia Landings Ln**

Lanes: **2** Major Approach Speed: **55**
Lanes: **1** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☒ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ MAY ☒ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

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

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

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

Condition A - Minimum Vehicular Volume

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

Applicable: ☒ Yes ☐ No

100% Satisfied ☐ Yes ☒ No

80% Satisfied ☐ Yes ☒ No

70% Satisfied ☐ Yes ☒ No

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

^a Basic Minimum hourly volume

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

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

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

Street	Eight Highest Hours							
	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM
Major	1,750	2,022	2,322	1,915	1,694	1,650	1,672	1,982
Minor	91	111	107	96	118	116	90	98

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

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

Applicable ☒ Yes ☐ No
100% Satisfied ☒ Yes ☐ No
80% Satisfied ☒ Yes ☐ No
70% Satisfied ☒ Yes ☐ No

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

^a Basic Minimum hourly volume

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

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

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

Eight Highest Hours								
Street	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM
Major	1,750	2,022	2,322	1,915	1,694	1,650	1,672	1,982
Minor	91	111	107	96	118	116	90	98

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

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

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street: **US 41** Lanes: **2** Major Approach Speed: **55**
Minor Street: **Magnolia Landings Ln** Lanes: **1** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☒ Yes ☐ No
 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ MAY ☐ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

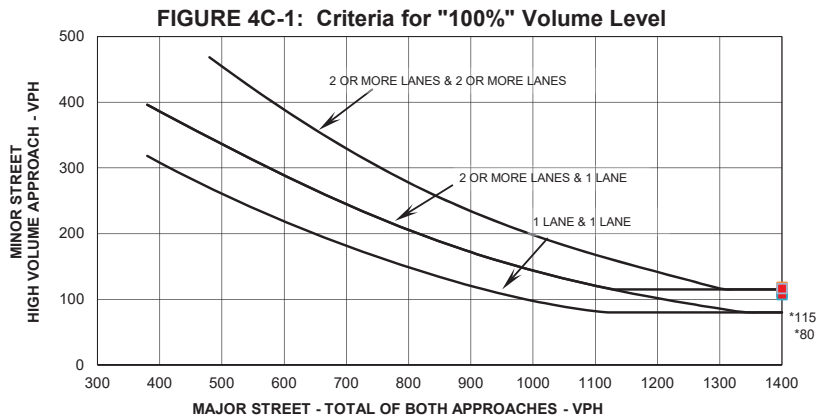
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

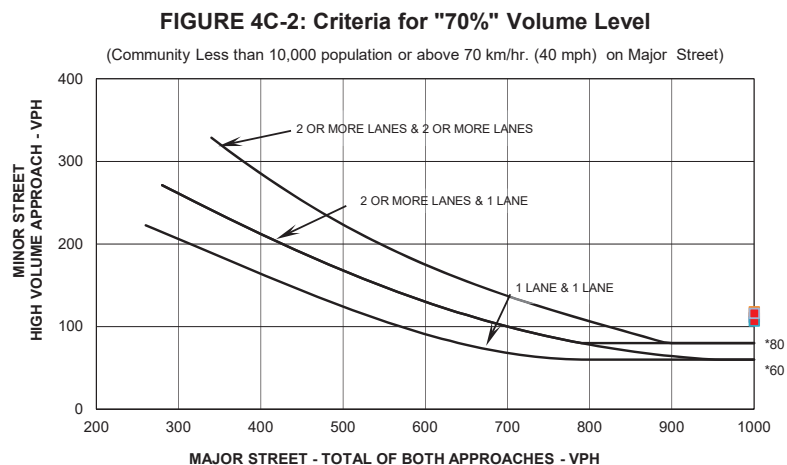
Four Highest Hours	Volumes	
	Major Street	Minor Street
9:00 AM	2022	111
10:00 AM	2322	107
2:00 PM	1650	118
4:00 PM	1982	116



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

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
9:00 AM	2022	111
10:00 AM	2322	107
2:00 PM	1650	118
4:00 PM	1982	116



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

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TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

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

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street: **US 41**
Minor Street: **Magnolia Landings Ln**

Lanes: **2** Major Approach Speed: **55**
Lanes: **1** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☒ Yes ☐ No
 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☒ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

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

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Unusual condition justifying use of warrant:

Industrial Complex

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

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

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

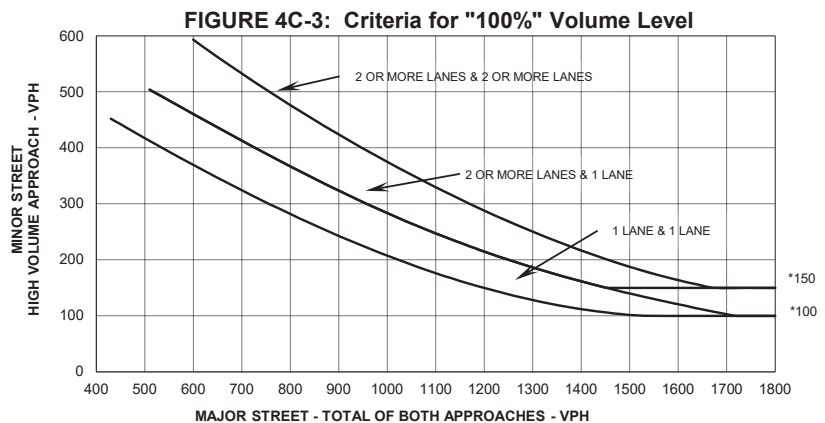
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

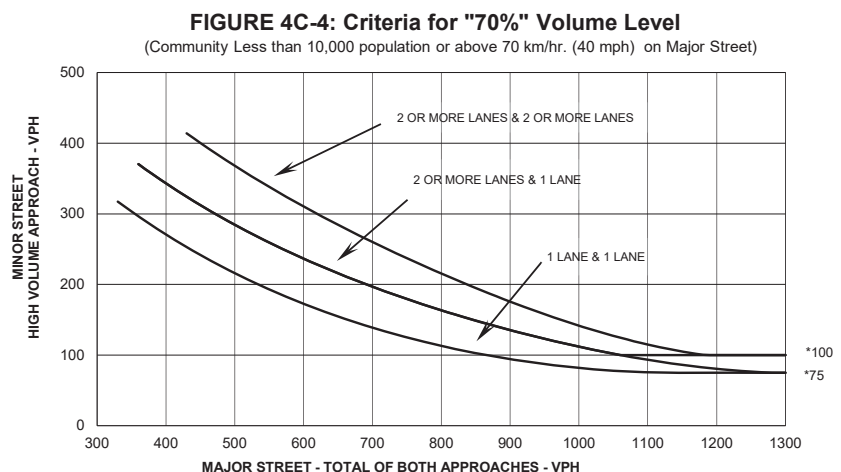
2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Plot volume combination on the applicable figure below.



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



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

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October 2020

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

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street: **US 41** Lanes: **2** Major Approach Speed: **55**
Minor Street: **Magnolia Landings Ln** Lanes: **1** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 35 mph?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

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

☒ MAY

☒ 70% ☐ 100%

Option

*Pedestrian volume crossing the major street **may** be reduced as much as 50% if the 15th-percentile crossing speed of pedestrians is less than 3.5 ft/sec. A walking speed study was conducted which reported a pedestrian speed less than 3.5 ft/sec for the 15th percentile.*

☐ Yes ☐ No

WARRANT 4 - PEDESTRIAN VOLUME

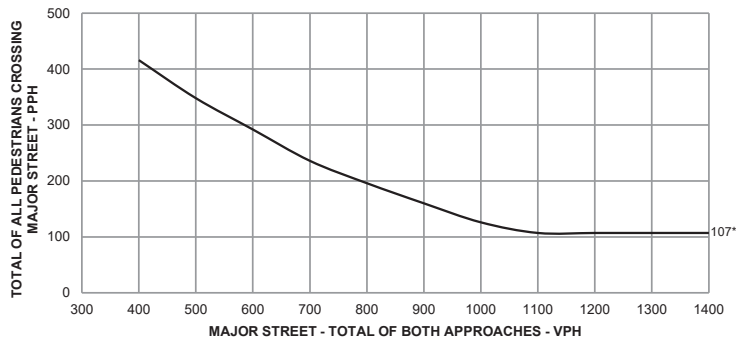
For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☐ No

Plot four volume combinations on the applicable figure below.

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

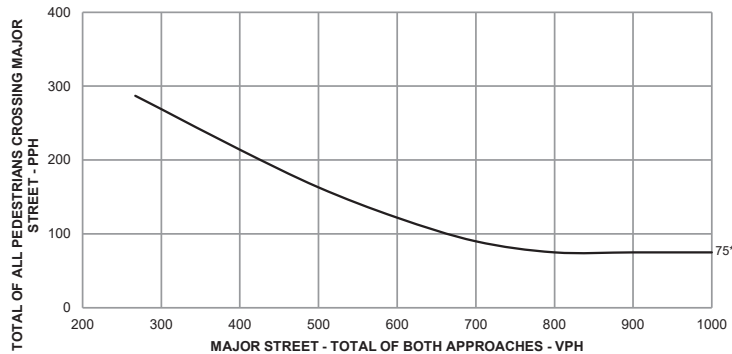


* Note: 107 pph applies as the lower threshold volume for 100% volume level

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

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



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

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

WARRANT 4 - PEDESTRIAN VOLUME

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

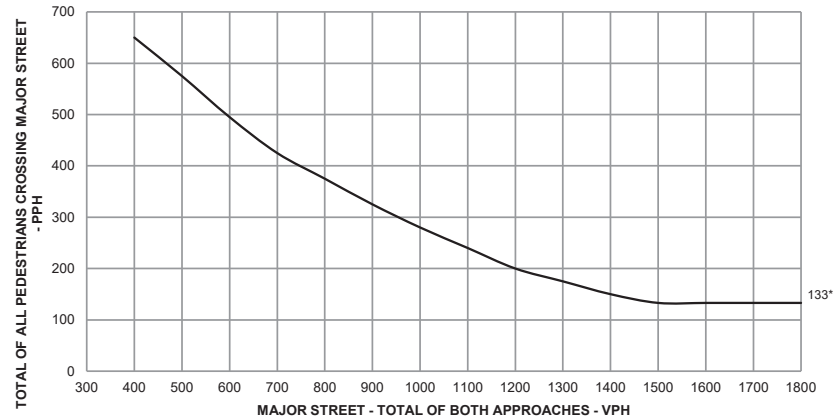
Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

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

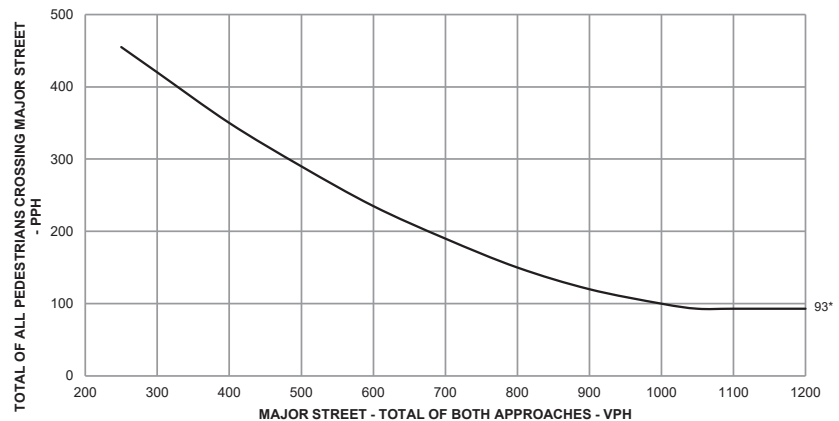


* Note: 133 pph applies as the lower threshold volume

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

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



* Note: 93 pph applies as the lower threshold volume

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October 2020

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

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street: US 41	Lanes: 2	Major Approach Speed: 55
Minor Street: Magnolia Landings Ln	Lanes: 1	Minor Approach Speed: 25

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 5 - SCHOOL CROSSING

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

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☐ No

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

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
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October 2020

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

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street: **US 41**
Minor Street: **Magnolia Landings Ln**

Lanes: **2**
Lanes: **1**

Major Approach Speed: **55**
Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 6 - COORDINATED SIGNAL SYSTEM

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

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

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

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TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

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

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street: **US 41**
Minor Street: **Magnolia Landings Ln**

Lanes: **2** Major Approach Speed: **55**
Lanes: **1** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

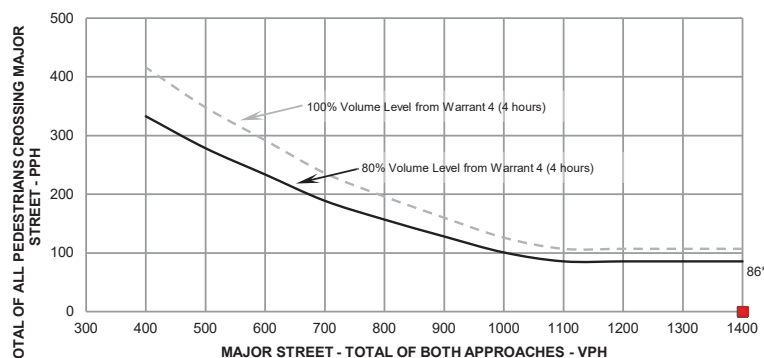
WARRANT 7 - CRASH EXPERIENCE

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

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Criteria					Fulfilled?	
					Yes	No
1. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:	None				No
2. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:	Angle, Right-angle	Number of crashes per 12 months:	5	Yes	
3. One of the following volume warrants is met:					Met?	Yes
Warrant 1, Condition A (80% satisfied), or					No	
Warrant 1, Condition B (80% satisfied), or					Yes	
Warrant 4, Pedestrian Volume satisfied at 80% of volume requirements for any 8 hours of an average day.	Hour	Major Street Volume	Ped Crossings	No		
	8:00 AM	1750				
	9:00 AM	2022				
	10:00 AM	2322				
	11:00 AM	1915				
	12:00 PM	1694				
	2:00 PM	1650				
	3:00 PM	1672				
	4:00 PM	1982				

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



* Note: 86 pph applies as the lower threshold volume for the 80% volume threshold.

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October 2020

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

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street: **US 41**
Minor Street: **Magnolia Landings Ln**

Lanes: **2** Major Approach Speed: **55**
Lanes: **1** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4:

[1299](#)

WARRANT 8 - ROADWAY NETWORK

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

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☐ No

Criteria							Met?		Fulfilled?	
							Yes	No	Yes	No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.				Entering Volume:					
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				Warrant:	1	2	3		
				Satisfied?:						
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	← Hour				
						← Volume				

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

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October 2020

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

Engineer: **Stephen Jansen**
Date: **April 1, 2025**

Major Street: **US 41** Lanes: **2** Major Approach Speed: **55**
Minor Street: **Magnolia Landings Ln** Lanes: **1** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Approach Lane Criteria

1. How many approach lanes are there at the track crossing? ☐ 1 ☐ 2 or more
- If there is 1 lane, use Figure 4C-9 and if there are 2 or more, use Figure 4C-10. ☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

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

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

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

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

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

Inputs

Occurrences of Rail traffic per day
% of High Occupancy Buses on Approach Lane at Track Crossing
Enter D (feet)
% of Tractor-Trailer Trucks on Approach Lane at Track Crossing

Adjustment Factors from Tables

	1.00
	0.50

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

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

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

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

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

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

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

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

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

After adjustment factors are applied

1 Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

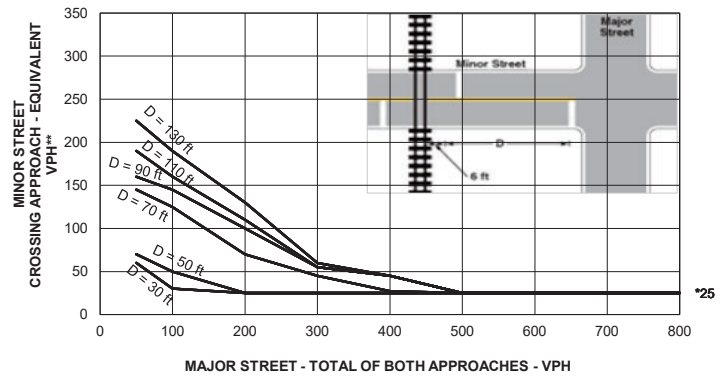
Input D and the major and minor street volumes before adjustment factors are applied

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

After adjustment factors are applied

2+ Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

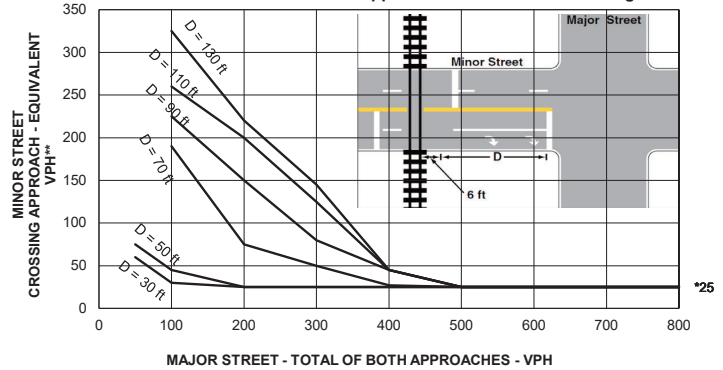
FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



* Note: 25 vph applies as the lower threshold volume

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

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



* Note: 25 vph applies as the lower threshold volume

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

TRAFFIC SIGNAL WARRANT SUMMARY

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

Engineer: **Stephen Jansen**
 Date: **April 1, 2025**

Major Street: **US 41**
 Minor Street: **Magnolia Landings Ln**

Lanes: **2**
 Lanes: **1**

Major Approach Speed: **55**
 Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

CONCLUSIONS

Remarks:

WARRANTS SATISFIED:

Warrant 1	<input type="checkbox"/> Not Applicable	<input checked="" type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 2	<input type="checkbox"/> Not Applicable	<input checked="" type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 3	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 4	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 5	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 6	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 7	<input type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input checked="" type="checkbox"/> Not Met
Warrant 8	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 9	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met

Tab 4



Egis Insurance & Risk Advisors

Is pleased to provide a

Proposal of Insurance Coverage for:

CFM (Magnolia Landing)

Please review the proposed insurance coverage terms and conditions carefully.

Written request to bind must be received prior to the effective date of coverage.

The brief description of coverage contained in this document is being provided as an accommodation only and is not intended to cover or describe all Coverage Agreement terms. For more complete and detailed information relating to the scope and limits of coverage, please refer directly to the Coverage Agreement documents. Specimen forms are available upon request.

About FIA

Florida Insurance Alliance (“FIA”), authorized and regulated by the Florida Office of Insurance Regulation, is a non-assessable, governmental insurance Trust. FIA was created in September 2011 at a time when a large number of Special Taxing Districts were having difficulty obtaining insurance.

Primarily, this was due to financial stability concerns and a perception that these small to mid-sized Districts had a disproportionate exposure to claims. Even districts that were claims free for years could not obtain coverage. FIA was created to fill this void with the goal of providing affordable insurance coverage to Special Taxing Districts. Today, FIA proudly serves and protects over 1,000 public entity members.

Competitive Advantage

FIA allows qualifying Public Entities to achieve broad, tailored coverages with a cost-effective insurance program. Additional program benefits include:

- Insure-to-value property limits with no coinsurance penalties
- First dollar coverage for “alleged” public official ethics violations
- Proactive in-house claims management and loss control department
- Risk management services including on-site loss control, property schedule verification and contract reviews
- Complimentary Property Appraisals
- Online Risk Management Education & Training portal
- Online HR & Benefits Support portal
- HR Hotline
- Safety Partners Matching Grant Program

How are FIA Members Protected?

FIA employs a conservative approach to risk management. Liability risk retained by FIA is fully funded prior to the policy term through member premiums. The remainder of the risk is transferred to reinsurers. FIA’s primary reinsurers, Lloyds of London and Hudson Insurance Company, both have AM Best A XV (Excellent) ratings and surplus of \$2Billion or greater.

In the event of catastrophic property losses due to a Named Storm (i.e., hurricane), the program bears no risk as all losses are passed on to the reinsurers.

What Are Members Responsible For?

As a non-assessable Trust, our members are only responsible for two items:

- Annual Premiums
- Individual Member Deductibles

FIA Bylaws prohibit any assessments or other fees.

Additional information regarding FIA and our member services can be found at www.fia360.org.

Quotation being provided for:

CFM (Magnolia Landing)
c/o Rizzetta & Company
3434 Colwell Ave, Suite 200
Tampa, FL 33614

Term: October 1, 2025 to October 1, 2026

Quote Number: 100125606

PROPERTY COVERAGE

SCHEDULE OF COVERAGES AND LIMITS OF COVERAGE

COVERED PROPERTY	
Total Insured Values –Building and Contents – Per Schedule on file totalling	\$138,198
Loss of Business Income	\$1,000,000
Additional Expense	\$1,000,000
Inland Marine	
Scheduled Inland Marine	\$222,271

It is agreed to include automatically under this Insurance the interest of mortgagees and loss payees where applicable without advice.

	Valuation	Coinsurance
Property	Replacement Cost	None
Inland Marine	Actual Cash Value	None

DEDUCTIBLES:	\$2,500	Per Occurrence, All other Perils, Building & Contents and Extensions of Coverage.
	5 %	Total Insured Values per building, including vehicle values, for "Named Storm" at each affected location throughout Florida subject to a minimum of \$10,000 per occurrence, per Named Insured.
	Per Attached Schedule	Inland Marine

Special Property Coverages		
Coverage	Deductibles	Limit
Earth Movement	\$2,500	Included
Flood	\$2,500 *	Included
Boiler & Machinery	\$2,500	Included
TRIA		Included

*Except for Zones A & V (see Terms and Conditions) excess of NFIP, whether purchased or not

TOTAL PROPERTY PREMIUM

\$3,533

Extensions of Coverage

If marked with an "X" we will cover the following EXTENSIONS OF COVERAGE under this Agreement, These limits of liability do not increase any other applicable limit of liability.

(X)	Code	Extension of Coverage	Limit of Liability
X	A	Accounts Receivable	\$500,000 in any one occurrence
X	B	Animals	\$1,000 any one Animal \$5,000 Annual Aggregate in any one agreement period
X	C	Buildings Under Construction	As declared on Property Schedule, except new buildings being erected at sites other than a covered location which is limited to \$250,000 estimated final contract value any one construction project.
X	D	Debris Removal Expense	\$250,000 per insured or 25% of loss, whichever is greater
X	E	Demolition Cost, Operation of Building Laws and Increased Cost of Construction	\$500,000 in any one occurrence
X	F	Duty to Defend	\$100,000 any one occurrence
X	G	Errors and Omissions	\$250,000 in any one occurrence
X	H	Expediting Expenses	\$250,000 in any one occurrence
X	I	Fire Department Charges	\$50,000 in any one occurrence
X	J	Fungus Cleanup Expense	\$50,000 in the annual aggregate in any one occurrence
X	K	Lawns, Plants, Trees and Shrubs	\$50,000 in any one occurrence
X	L	Leasehold Interest	Included
X	M	Air Conditioning Systems	Included
X	N	New locations of current Insureds	\$1,000,000 in any one occurrence for up to 90 days, except 60 days for Dade, Broward, Palm Beach from the date such new location(s) is first purchased, rented or occupied whichever is earlier. Monroe County on prior submit basis only
X	O	Personal property of Employees	\$500,000 in any one occurrence
X	P	Pollution Cleanup Expense	\$50,000 in any one occurrence
X	Q	Professional Fees	\$50,000 in any one occurrence
X	R	Recertification of Equipment	Included
X	S	Service Interruption Coverage	\$500,000 in any one occurrence
X	T	Transit	\$1,000,000 in any one occurrence
X	U	Vehicles as Scheduled Property	Included
X	V	Preservation of Property	\$250,000 in any one occurrence
X	W	Property at Miscellaneous Unnamed Locations	\$250,000 in any one occurrence
X	X	Piers, docs and wharves as Scheduled Property	Included on a prior submit basis only

X	Y	Glass and Sanitary Fittings Extension	\$25,000 any one occurrence
X	Z	Ingress / Egress	45 Consecutive Days
X	AA	Lock and Key Replacement	\$2,500 any one occurrence
X	BB	Awnings, Gutters and Downspouts	Included
X	CC	Civil or Military Authority	45 Consecutive days and one mile

CRIME COVERAGE

<u>Description</u>	<u>Limit</u>	<u>Deductible</u>
Forgery and Alteration	\$100,000	\$1,000
Theft, Disappearance or Destruction	\$100,000	\$1,000
Computer Fraud including Funds Transfer Fraud	\$100,000	\$1,000
Employee Dishonesty, including faithful performance, per loss	\$100,000	\$1,000

Deadly Weapon Protection Coverage

Coverage	Limit	Deductible
Third Party Liability	\$1,000,000	\$0
Property Damage	\$1,000,000	\$0
Crisis Management Services	\$250,000	\$0

AUTOMOBILE COVERAGE

Coverages	Covered Autos	Limit	Premium
Covered Autos Liability	8,9	\$1,000,000	Included
Personal Injury Protection	N/A		Not Included
Auto Medical Payments	N/A		Not Included
Uninsured Motorists including Underinsured Motorists	N/A		Not Included
Physical Damage Comprehensive Coverage	N/A	Actual Cash Value Or Cost Of Repair, Whichever Is Less, Minus Applicable Deductible (See Attached Schedule) For Each Covered Auto, But No Deductible Applies To Loss Caused By Fire or Lightning. See item Four for Hired or Borrowed Autos.	Not Included
Physical Damage Specified Causes of Loss Coverage	N/A	Actual Cash Value Or Cost Of Repair, Whichever Is Less, Minus Applicable Deductible (See Attached Schedule) For Each Covered Auto For Loss Caused By Mischief Or Vandalism See item Four for Hired or Borrowed Autos.	Not Included
Physical Damage Collision Coverage	N/A	Actual Cash Value Or Cost Of Repair, Whichever Is Less, Minus Applicable Deductible (See Attached Schedule) For Each Covered Auto See item Four for Hired or Borrowed Autos.	Not Included
Physical Damage Towing And Labor	N/A	\$0 For Each Disablement Of A Private Passenger Auto	Not Included

GENERAL LIABILITY COVERAGE (Occurrence Basis)

Bodily Injury and Property Damage Limit	\$1,000,000
Personal Injury and Advertising Injury	Included
Products & Completed Operations Aggregate Limit	Included
Employee Benefits Liability Limit, per person	\$1,000,000
Herbicide & Pesticide Aggregate Limit	\$1,000,000
Medical Payments Limit	\$5,000
Fire Damage Limit	Included
No fault Sewer Backup Limit	\$25,000/\$250,000
General Liability Deductible	\$0

PUBLIC OFFICIALS AND EMPLOYMENT PRACTICES LIABILITY (Claims Made)

Public Officials and Employment Practices Liability Limit	Per Claim	\$1,000,000
	Aggregate	\$2,000,000
Public Officials and Employment Practices Liability Deductible		\$0

Supplemental Payments: Pre-termination \$2,500 per employee - \$5,000 annual aggregate.
Non-Monetary \$100,000 aggregate.

Cyber Liability sublimit included under POL/EPLI

Media Content Services Liability
Network Security Liability
Privacy Liability
First Party Extortion Threat
First Party Crisis Management
First Party Business Interruption
Limit: \$100,000 each claim/annual aggregate
Fraudulent Instruction: \$25,000



PREMIUM SUMMARY

**CFM (Magnolia Landing)
c/o Rizzetta & Company
3434 Colwell Ave, Suite 200
Tampa, FL 33614**

Term: October 1, 2025 to October 1, 2026

Quote Number: 100125606

PREMIUM BREAKDOWN

Property (Including Scheduled Inland Marine)	\$3,533
Crime	\$500
Automobile Liability	Not Included
Hired Non-Owned Auto	Included
Auto Physical Damage	Not Included
General Liability	\$4,634
Public Officials and Employment Practices Liability	\$3,922
Deadly Weapon Protection Coverage	Included
TOTAL PREMIUM DUE	\$12,589

IMPORTANT NOTE

Defense Cost - Outside of Limit, Does Not Erode the Limit for General Liability, Public Officials Liability, and Employment related Practices Liability.

Deductible does not apply to defense cost. Self-Insured Retention does apply to defense cost.

Additional Notes:

(None)



PARTICIPATION AGREEMENT
Application for Membership in the Florida Insurance Alliance

The undersigned local governmental entity, certifying itself to be a public agency of the State of Florida as defined in Section 163.01, Florida Statutes, hereby formally makes application with the Florida Insurance Alliance ("FIA") for continuing liability and/or casualty coverage through membership in FIA, to become effective 12:01 a.m., 10/01/2025, and if accepted by the FIA's duly authorized representative, does hereby agree as follows:

- (a) That, by this reference, the terms and provisions of the Interlocal Agreement creating the Florida Insurance Alliance are hereby adopted, approved and ratified by the undersigned local governmental entity. The undersigned local governmental entity certifies that it has received a copy of the aforementioned Interlocal Agreement and further agrees to be bound by the provisions and obligations of the Interlocal Agreement as provided therein;
- (b) To pay all premiums on or before the date the same shall become due and, in the event Applicant fails to do so, to pay any reasonable late penalties and charges arising therefrom, and all costs of collection thereof, including reasonable attorneys' fees;
- (c) To abide by the rules and regulations adopted by the Board of Directors;
- (d) That should either the Applicant or the Fund desire to cancel coverage; it will give not less than thirty (30) days prior written notice of cancellation;
- (e) That all information contained in the underwriting application provided to FIA as a condition precedent to participation in FIA is true, correct and accurate in all respects.

CFM (Magnolia Landing)

(Name of Local Governmental Entity)

By: _____
Signature

Print Name

Witness By: _____
Signature

Print Name

IS HEREBY APPROVED FOR MEMBERSHIP IN THIS FUND, AND COVERAGE IS EFFECTIVE October 1, 2025

By: _____
Administrator



PROPERTY VALUATION AUTHORIZATION

CFM (Magnolia Landing)
c/o Rizzetta & Company
3434 Colwell Ave, Suite 200
Tampa, FL 33614

QUOTATIONS TERMS & CONDITIONS

1. Please review the quote carefully for coverage terms, conditions, and limits.
2. The coverage is subject to 25% minimum earned premium as of the first day of the "Coverage Period".
3. Total premium is late if not paid in full within 30 days of inception, unless otherwise stated.
4. Property designated as being within Flood Zone A or V (and any prefixes or suffixes thereof) by the Federal Emergency Management Agency (FEMA), or within a 100 Year Flood Plain as designated by the United States Army Corps of Engineers, will have a Special Flood Deductible equal to all flood insurance available for such property under the National Flood Insurance Program, whether purchased or not or 5% of the Total Insured Value at each affected location whichever the greater.
5. The Florida Insurance Alliance is a shared limit. The limits purchased are a per occurrence limit and in the event an occurrence exhaust the limit purchased by the Alliance on behalf of the members, payment to you for a covered loss will be reduced pro-rata based on the amounts of covered loss by all members affected by the occurrence. Property designated as being within.
6. Coverage is not bound until confirmation is received from a representative of Egis Insurance & Risk Advisors.

I give my authorization to bind coverage for property through the Florida Insurance Alliance as per limits and terms listed below.

<input checked="" type="checkbox"/>	Building and Content TIV	\$138,198	As per schedule attached
<input checked="" type="checkbox"/>	Inland Marine	\$222,271	As per schedule attached
<input type="checkbox"/>	Auto Physical Damage	Not Included	

Signature: _____ Date: _____

Name: _____

Title: _____

**CFM (Magnolia Landing)**

Policy No.: 100125606

Agent: Egis Insurance Advisors LLC (Boca Raton, FL)

Unit #	Description Address		Year Built	Eff. Date	Building Value	Total Insured Value	
	Roof Shape	Roof Pitch	Const Type	Term Date	Contents Value	Covering Replaced	Roof Yr Blt
				Roof Covering			
1	Gatehouse		2007	10/01/2025	\$106,842	\$109,165	
	3000 Magnolia Landing Ln Fort Myers FL 33917		Joisted masonry	10/01/2026	\$2,323		
	Cross gable			Metal panel			
Unit #	Description Address		Year Built	Eff. Date	Building Value	Total Insured Value	
	Roof Shape	Roof Pitch	Const Type	Term Date	Contents Value	Covering Replaced	Roof Yr Blt
Roof Covering							
2	Gate & Components		2007	10/01/2025	\$29,033	\$29,033	
	Hwy 41 & Magnolia Landing LN Fort Myers FL 33917		Non combustible	10/01/2026			
			Total:	Building Value \$135,875	Contents Value \$2,323	Insured Value \$138,198	

Sign: _____

Print Name: _____

Date: _____



Inland Marine Schedule
CFM (Magnolia Landing)

Schedule Items Effective As of: 10/01/2025

Policy No.: 100125606
Agent: Egis Insurance Advisors LLC (Boca Raton, FL)

Item #	Department	Serial Number	Classification Code	Eff. date	Value	Deductible
	Description			Term Date		
1			Other inland marine	10/01/2025	\$20,000	\$1,000
	Street Signs			10/01/2026		
2			Other inland marine	10/01/2025	\$111,984	\$1,000
	6 Aerators			10/01/2026		
3			Other inland marine	10/01/2025	\$20,000	\$1,000
	Power Unit for Aerator 5			10/01/2026		
4			Other inland marine	10/01/2025	\$17,350	\$1,000
	Fountain			10/01/2026		
5			Other inland marine	10/01/2025	\$33,438	\$1,000
	Fountain			10/01/2026		
6			Other inland marine	10/01/2025	\$12,662	\$1,000
	Fountain			10/01/2026		
7			Other inland marine	10/01/2025	\$6,837	\$1,000
	Fountain			10/01/2026		
Total					\$222,271	

Sign: _____ Print Name: _____ Date: _____



INVOICE

Customer	CFM (Magnolia Landing) Community Development District
Acct #	492
Date	09/17/2025
Customer Service	Yvette Nunez
Page	1 of 1

CFM (Magnolia Landing) Community Development District
c/o Rizetta & Company
3434 Colwell Ave, Suite 200
Tampa, FL 33614

Payment Information	
Invoice Summary	\$ 12,589.00
Payment Amount	
Payment for:	Invoice#29490
100125606	

Thank You

Please detach and return with payment



Customer: CFM (Magnolia Landing) Community Development District

Invoice	Effective	Transaction	Description	Amount
29490	10/01/2025	Renew policy	Policy #100125606 10/01/2025-10/01/2026 Florida Insurance Alliance Package - Renew policy Due Date: 9/17/2025	12,589.00

Please Remit Payment To:
Egis Insurance and Risk Advisors
P.O. Box 748555

Total
\$ 12,589.00

Thank You

FOR PAYMENTS SENT OVERNIGHT: Bank of America Lockbox Services, Lockbox 748555, 6000 Feldwood Rd. College Park, GA 30349
TO PAY VIA ACH: Accretive Global Insurance Services LLC
Routing ACH: 121000358 Account: 1291776914

Remit Payment To: Egis Insurance Advisors	(321)233-9939	Date
P.O. Box 748555		09/17/2025
Atlanta, GA 30374-8555	accounting@egisadvisors.com	

Tab 5

MAGNOLIA LANDING

CFM CDD

LANDSCAPE INSPECTION REPORT



September 3, 2025

Rizzetta & Company

Spencer Gonzales – Landscape Specialist



Rizzetta & Company
Professionals in Community Management

General Updates, Recent & Upcoming Maintenance Event

- Yellowstone continues to improve the property in both customer service and fulfillment compared to the previous vendor. Significant efforts have been made to enhance the main roads and parks.
- A new document or map needs to clearly define where responsibilities lie for each vendor. It has now been determined that yellow areas are easements and are the homeowner's responsibility moving forward. Yellowstone is taking over the medians and roundabouts, which were not previously part of their scope. This is good news, as these are areas where money is better spent rather than behind homes where nobody can see. However, these are significant scope changes, and for the health of the community the board and management companies onsite need to fully understand these boundaries in case a vendor changes again and the institutional knowledge leaves with them.
- Irrigation is the top priority. A thorough understanding of the current system and its capacity to sustain the existing landscape is essential. Once coverage has been assessed, Yellowstone can more accurately prepare, propose, and implement enhancements to improve the property.

The following are action items for Yellowstone Landscape to complete. Please refer to the item # in your response listing action already taken or anticipated time of completion. **Red text** indicates deficient from previous report. **Bold Red text** indicates deficient for more than a month. **Green text** indicates a proposal has been requested. **Blue** indicates irrigation. **Orange** is for Staff. **Bold underlined is either info or questions for the BOS.**

1. **Torpedo grass remains highly visible throughout many of the shrubs at the end of Crosswater. (Pic 1>)**
2. String trimming was not performed at the time of inspection along the edges up to the shrubs and hedges at the end of Crosswater, leaving longer grass where the mower could not reach and resulting in a visible mowhawk of grass along the edge.
3. The hedges are still largely covered with invasive vines growing over the top, and in some areas long grasses are growing up through the interior. Even without irrigation, and if excluded from base service, a cleanup is needed here This area could eventually serve a similar role as Redstone Park.



4. **Further decline of the magnolia at the end of Crosswater is noted, with more vines beginning to overtake the tree and further reducing the possibility of recovery. (Pic 4>)**



CROSSWATER DRIVE, ROLLING WATER WAY

5. When the next detailing is scheduled for the end of Crosswater, ensure the crew understands the long-term goals for species separation and general cleanup so the condition can improve over time if a cleanup proposal is not desired until after irrigation is installed.

6. Schedule a trim for the jasmine at the end of Crosswater. (Pic 6)



7. Invasive grasses remain dominant in the beds at the end of Crosswater. The chemical team needs to be especially aware of this location, as it is the only landscaped area on this side of the neighborhood. (Pic 7)>

8. A patch of browning turf, or more likely broadleaf weeds, is expanding at the end of Crosswater.



9. Strange mow lines around Lake 151—has there been a consensus on what's expected for each service around the lakes? (Pic 9)



10. There is a large dead hardwood on the edge of Lake 152 that could be proposed for removal. A flush cut should suffice, and beginning the planting of replacement canopy for the significant number of dead trees in the community would be a worthwhile effort. Trees define communities.

11. Is lake 176 being mowed by Yellowstone or Pinnacle?

12. The saturation levels around Lake 175 have been too high to support maintenance during each visit. This area may require opportunistic planning to ensure it is.....



CROSSWATER DRIVE, PRESERVE CART PATH, ADV

.... mowed within the short window when the ground is dry enough. (Pic 12)



13. Reel mower trimmings are being dumped along the border of the conservation area by the golf team. Since Yellowstone mowers do not produce waste like this, it is certainly a golf course team practice. This is a troubling issue, as the debris is being left in areas where Yellowstone is responsible for maintaining the border, and they should not be expected to clean up after a different company. (Pic 13)



14. Schedule a limb cutback of overextending slash pines and other hardwoods encroaching into the golf cart path. There is at least one widowmaker limb hanging from a pine near the entrance to the cart path. (Pic 14>)

15. Trees that are staked, braced, or propped along Lake 169 need to be inspected. If supports are no longer needed, they should be removed; if still necessary, they should be replaced. Several instances of improper staking were noted, including tape and other material still wrapped around trees and restricting growth. This should be addressed through a proposal.

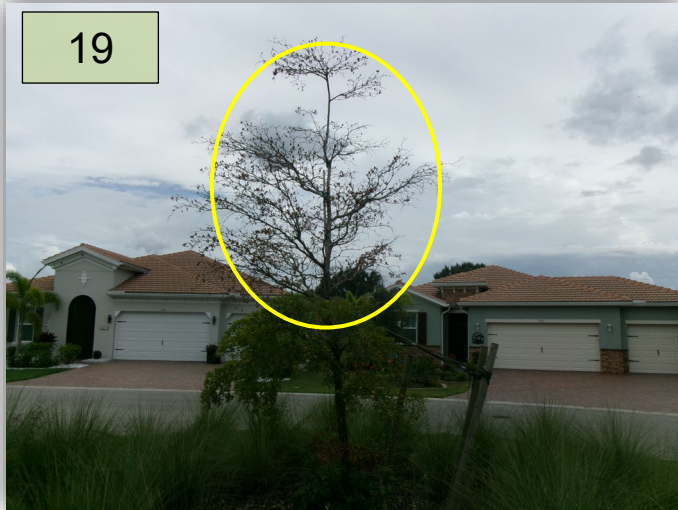
16. The “last pass,” or the string-trimmed portions along the lakesides, was left uncut around some areas, including Lakes 169, 151, and others in limited cases.

17. At the end of Avenida Del Vera (ADV), mulch is limited around the Hole 7 sign. Whether turf has died off or the bed is shrinking, the area should be made uniform. (Pic 17)



18. At the end of ADV, the palm bed is struggling with weed pressure. Take care to time treatments around the rain.

19. The Cherry Lake roundabout has a declining hardwood that is unlikely to recover, at least not without becoming severely deformed. Consider proposing a replacement tree. (Pic 19)

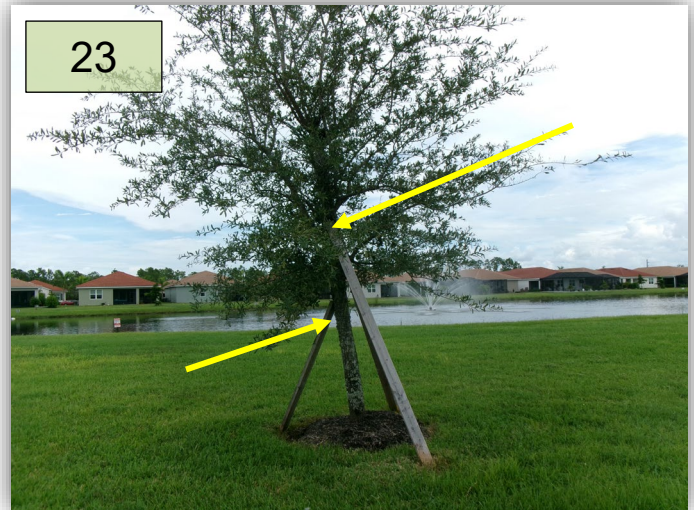


20. Noting the excellent work cutting back the overgrowth near the conservation border at the end of Cherry Lake. The fenceline will eventually need to be completely cleared, or the vegetation will continue to encroach, damage property, invite pests and predators, and spread unwanted seeds throughout the community. It is also very unsightly. This is a **this is a long term goal or a large proposal. This work has been neglected for many years to get to the point it is at.**

21. Noting further dumping of reel mower clippings along the conservation border, this time on the cart path connecting to the end of the Cherry Lake roundabout, where a very large pile was observed. (Pic 21>)

22. The bed along the greenway and Lake 978 has no mulch, with exposed soil, debris, and palm stumps. A soft edge should be established.

23. Along ADV, more poor practices were observed in tree bracing and planting. For example, bracing by driving nails directly into the tree, as shown below, would warrant a certification report to the ISA. These trees should be assessed, and corrective measures proposed to preserve the significant expense and potential value they bring. (Pic 23)



24. Is the median near the cart path and mailboxes on ADV now included in the scope? If so, there is heavy torpedo grass pressure visible in the shrubs.

25. Across from the same median, between the cart path and the maintained lot, the beds were filled with recently trimmed debris. Is this area maintained by Pinnacle? (Pic 25)



26. Shady ladies planted along Corta are also planted and braced incorrectly.

27. Turf is continuing to decline along Corta where the trees are planted. Is this area maintained by Pinnacle? (Pic 27)



28. Crack weeds are present along the sidewalk on Corta. Please schedule a treatment in this area. Near lake 980 and 981.

29. The “last pass” or string trim portion around lake 980 is still present.

30. The landscaped area near the corner of Magnolia Landing and ADV, across from the golf course clubhouse, has improved in condition. However, the ground still needs additional preparation before it can be fully re-landscaped or mulched. (Pic 30>)



31. Here is a closer image of the type of bracing that has been performed, Unacceptable. (Pic 31)



32. The soft edge along the bed lining lake 161 on Sky Meadow could use a reestablishment.

33. There has been enormous improvement in the landscaped areas on either side of Sky Meadow bordering Lakes 162 and 165. The bed lines are being redefined, invasive grasses are being treated, and the trees within the space can now be appreciated. Great progress!

34. Dead pine in the landscaped area NEAR lake 165 that sits right on the edge of the turf and bed. This tree has potential human targets due to its proximity to the yard. This picture and description will....

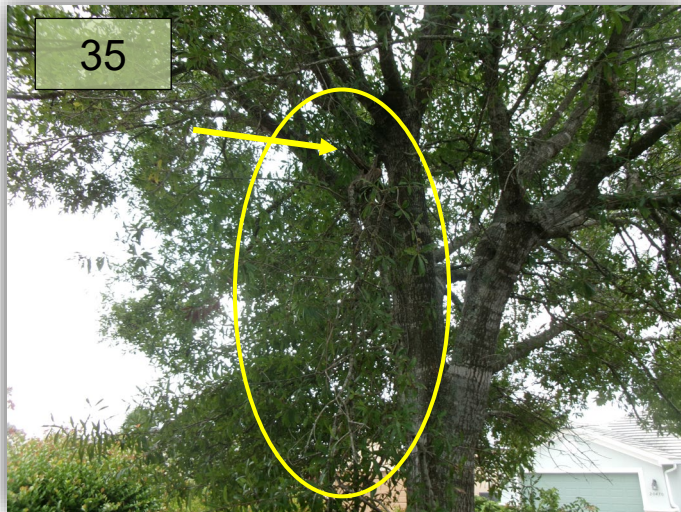


SKY MEADOW, CHESTNUT RIDGE, & MAGNOLIA LANDING

.. serve as documentation of it's death, residential risk to safety and therefore can be removed without permit. (Pic 34)



35. Within the landscaped area on Skymeadow, an oak tree has a large hanger that does not pose an immediate risk due to its location outside of pathways. However, in the event of a storm, the branch could become a significant hazard as a projectile. (Pic 35)



36. In the same landscaped area, a recently planted oak tree has fallen over. With completely girdled roots and a hardened rootball, the tree will not establish and should be removed.

37. Redstone Park would greatly benefit from structural pruning, specifically using the smallest and fewest cuts possible....

...to establish dominant leaders, remove overextending branches, and eliminate crossing branches. (Pic 37a, 37b)



38. At the corner of Magnolia Landing and Chestnut Ridge, a trim had been performed recently at the time of inspection. Debris was left between the hedge rows. While it is understandable that some debris may remain after trimming, this instance is noted as we do not want it to become the standard. Crews were present elsewhere on the property, so it is possible the area was cleaned shortly after. (Pic 38>)

39. The magnolias on Magnolia Landing are showing uniform decline and dieback. Please provide a diagnosis and propose a treatment plan.



MAGNOLIA LANDING

40. The oak trees on Magnolia Landing have low-hanging branches that are close to conflicting with the understory plantings. Tree care should be included in the overall community project budgets, as this will likely require a multi-year phased plan to address the entire canopy. (Pic 40)



...grass growth where mowers cannot reach.
(Pic 43a, 43b)



41. Torpedo grass is emerging through the green island ficus in the entrance beds of the community.

42. Utility boxes were left open at what looks like post an inspection or repair. This was near the main entrance and monument. (Pic 42>)

43. Behind the monument, a tighter level of service is required. Tree rings still need soft edging, and string trimming is necessary to eliminate invasive....



PROPOSALS

1. For future proposals and budgeting, especially multi-year projects or timelines, a property-wide structural pruning program should be considered. While initially more expensive, regular and skilled maintenance will significantly reduce long-term costs and increase the appraised value of the trees. Beginning with Redstone Park as a demonstration area would be a practical and budget-feasible starting point. The community canopy involves more than appearance and general tree value; while those are important, the canopy also impacts future construction, permitting, environmental planning, and provides many additional benefits.



Tab 6



Proposal #: 591382

Date: 9/10/2025

From: Michael Sealey

Proposal for
Magnolia Landing CFM/CDD

Belinda Blandon
Rizzetta & Company, Inc.
9530 Marketplace Road
Suite 206
Ft. Myers, FL 33912
bblandon@rizzetta.com

LOCATION OF PROPERTY

3006 Magnolia Landing Lane
North Fort Myers, FL 33917

Consolidated enhancements

DESCRIPTION	QTY	AMOUNT
Seasonal Annuals (1g)	180	\$1,260.00
Coontie (3g)	16	\$480.00
Jasmine Pinwheel (3g)	18	\$306.00
Croton Mammy (3g)	8	\$136.00
Dwarf Ixora Red (3g)	48	\$816.00
Planting Mix (yard) - Dirt	7	\$1,575.00
Coco Brown Mulch 2 cu ft	1,085	\$6,510.00
Enhancement Labor		\$11,700.00
Irrigation Labor		\$540.00
FireBush (7g)	6	\$360.00
Crushed Shell (yard) - Rock	13	\$1,430.00
Pinestraw bale - Mulch (FTM, NPL, NPLS)	70	\$700.00
Oyster Plant (1g)	32	\$320.00
Bahia (400 sq ft pallet) - Sod	5	\$1,500.00
Coconut Palm (per 1' CT FG)	18	\$4,410.00

This estimate is the consolidation of all proposals previously submitted.

This estimate includes all labor, materials, and delivery fees.

Terms and Conditions: Signature below authorizes Yellowstone to perform work as described in this proposal and verifies that the prices and specifications are hereby accepted. This quote is firm for 30 days and change in plans or scope may result in a change of price. All overdue balances will be charged a 1.5% a month, 18% annual percentage rate.

Limited Warranty: Plant material is under a limited warranty for one year. Transplanted material and/or plant material that dies due to conditions out of Yellowstone's control (i.e., Act of God, vandalism, inadequate irrigation due to water restrictions, etc.) shall not be included in the warranty.

AUTHORIZATION TO PERFORM WORK:

By _____

Print Name/Title

Date _____

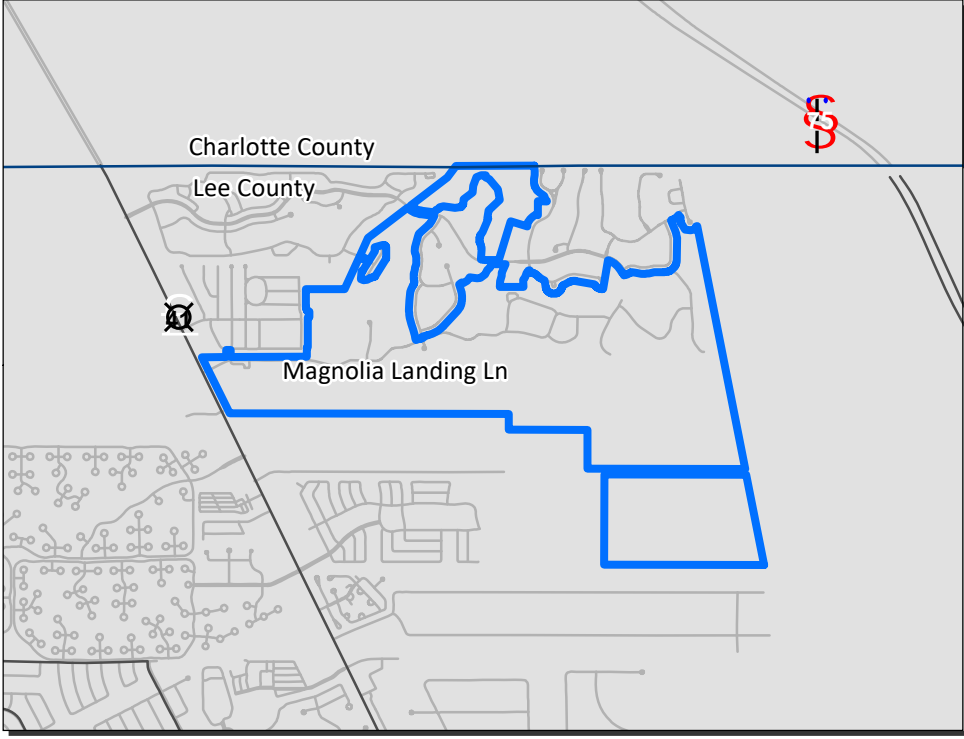
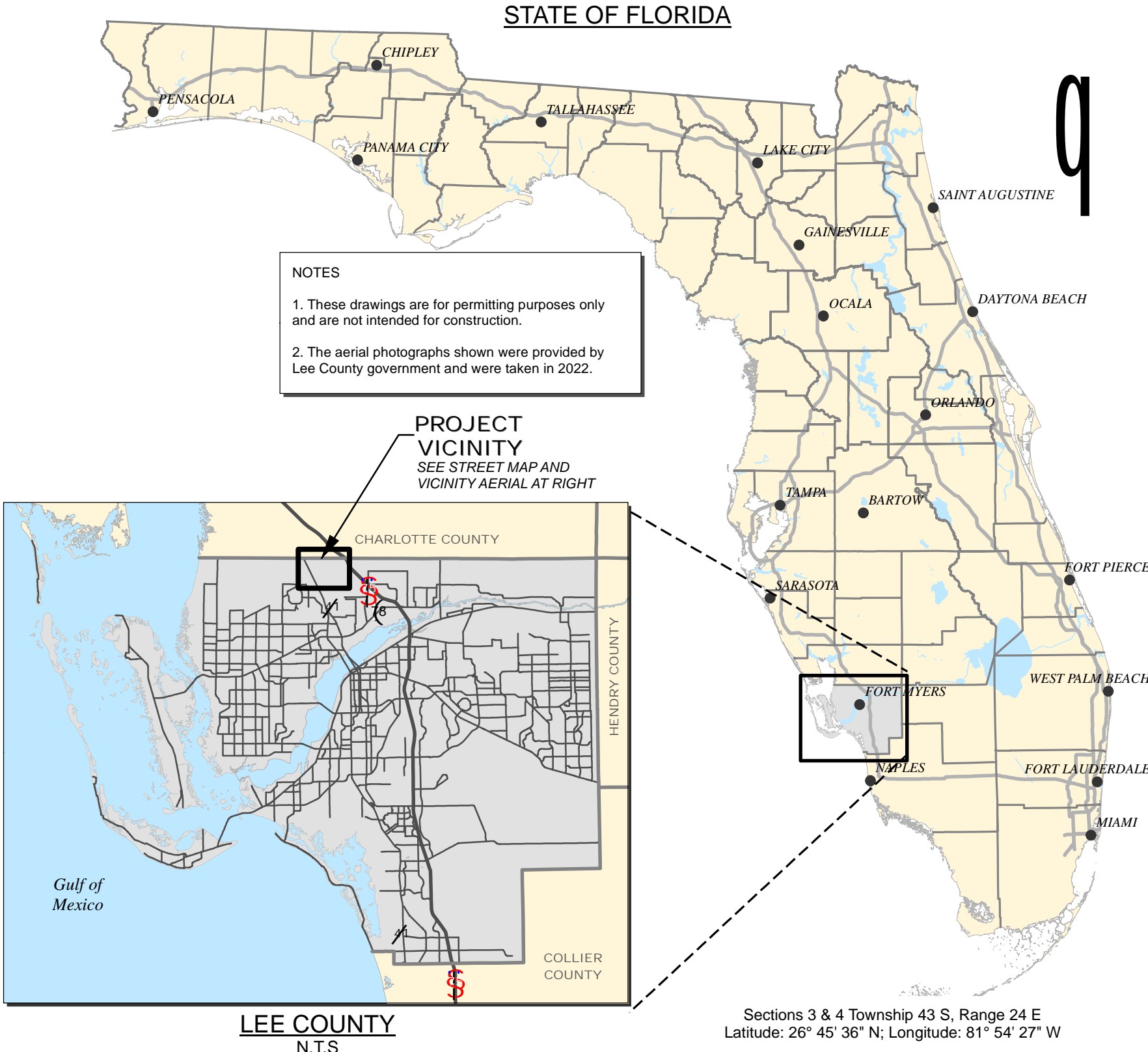
Magnolia Landing CFM/CDD

Subtotal	\$32,043.00
Sales Tax	\$0.00
Proposal Total	\$32,043.00

THIS IS NOT AN INVOICE

Tab 7

N:\20044888-001\20044888-001\ArcGIS\Sidewalk and Gutter Repair\Gutter Repair LocMapr.mxd Date: 8/7/2025 Time: 12:36:33 PM User: Brian Marino



Magnolia Landing
Curb and Valley Gutter Repairs
Lee County, Florida



JOHNSON ENGINEERING, INC.
2122 JOHNSON STREET
P.O. BOX 1550
FORT MYERS, FLORIDA 33902-1550
PHONE (239) 334-0046
E.B. #642 & L.B. #642

Location Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
August 2025	20044888-001	-	NTS	1



**Magnolia Landing
Curb and Valley Gutter Repairs
Lee County, Florida**

[illegible]

Gutter Repair Example Pictures by Priority

CFM Magnolia Landing Gutter Repair Priority List & Costs

Priority List 1

Priority	Picture	Length	Type	Unit Cost	Cost
Priority 1					
1	70149	4	Valley Gutter	\$45	\$180
1	70151	7	Valley Gutter	\$45	\$315
1	70152	4	Valley Gutter	\$45	\$180
1	70154	9	Valley Gutter	\$45	\$405
1	70156	6	Valley Gutter	\$45	\$270
1	70159	4	Valley Gutter	\$45	\$180
1	70160	4	Valley Gutter	\$45	\$180
1	70162	9	Valley Gutter	\$45	\$405
1	70164	6	Valley Gutter	\$45	\$270
1	70165	12	Valley Gutter	\$45	\$540
1	70171	4	Valley Gutter	\$45	\$180
1	70173	5	Valley Gutter	\$45	\$225
1	70175	17	Valley Gutter	\$45	\$765
1	70177	4	Valley Gutter	\$45	\$180
1	70178	4	Valley Gutter	\$45	\$180
1	70179	4	Valley Gutter	\$45	\$180
1	70180	6	Valley Gutter	\$45	\$270
1	70183	4	Valley Gutter	\$45	\$180
1	70185	27	Valley Gutter	\$45	\$1,215
1	70186	4	Curb Gutter	\$45	\$180
1	70189	4	Valley Gutter	\$45	\$180
1	70191	4	Valley Gutter	\$45	\$180
1	70192	4	Valley Gutter	\$45	\$180
1	70196	4	Valley Gutter	\$45	\$180
1	70198	4	Valley Gutter	\$45	\$180
1	70199	4	Valley Gutter	\$45	\$180
1	70201	4	Valley Gutter	\$45	\$180
1	70203	4	Valley Gutter	\$45	\$180
1	70204	4	Valley Gutter	\$45	\$180
1	70205	4	Valley Gutter	\$45	\$180
1	70207	4	Valley Gutter	\$45	\$180
1	70208	4	Valley Gutter	\$45	\$180
1	70210	4	Valley Gutter	\$45	\$180
1	70214	4	Valley Gutter	\$45	\$180
1	70216	4	Valley Gutter	\$45	\$180
1	70218	4	Valley Gutter	\$45	\$180
1	70219	4	Valley Gutter	\$45	\$180
1	70220	4	Valley Gutter	\$45	\$180
1	70221	4	Valley Gutter	\$45	\$180
1	70222	4	Valley Gutter	\$45	\$180
1	70227	13	Valley Gutter	\$45	\$585
1	70229	11	Valley Gutter	\$45	\$495

Priority	Picture	Length	Type	Unit Cost	Cost
Priority 1					
1	70232	4	Valley Gutter	\$45	\$180
1	70233	4	Valley Gutter	\$45	\$180
1	70234	4	Valley Gutter	\$45	\$180
1	70235	5	Valley Gutter	\$45	\$225
1	70238	4	Valley Gutter	\$45	\$180
1	70240	4	Valley Gutter	\$45	\$180
1	70241	4	Curb Gutter	\$45	\$180
1	70242	4	Valley Gutter	\$45	\$180
1	70249	4	Valley Gutter	\$45	\$180
1	70250	17	Valley Gutter	\$45	\$765
1	70251	84	Valley Gutter	\$45	\$3,780
1	70252	5	Valley Gutter	\$45	\$225
1	70260	4	Valley Gutter	\$45	\$180
1	70263	16	Valley Gutter	\$45	\$720
1	70264	4	Valley Gutter	\$45	\$180
1	70268	12	Valley Gutter	\$45	\$540
1	70273	4	Valley Gutter	\$45	\$180
1	70276	4	Valley Gutter	\$45	\$180
1	70278	4	Valley Gutter	\$45	\$180
1	70281	4	Valley Gutter	\$45	\$180
1	70290	4	Valley Gutter	\$45	\$180
1	70291	4	Valley Gutter	\$45	\$180
1	70294	4	Valley Gutter	\$45	\$180
1	70295	4	Valley Gutter	\$45	\$180
1	70302	4	Curb Gutter	\$45	\$180
1	70303	4	Curb Gutter	\$45	\$180
1	70304	4	Curb Gutter	\$45	\$180
1	70307	5	Curb Gutter	\$45	\$225
1	70309	4	Curb Gutter	\$45	\$180
1	70310	4	Curb Gutter	\$45	\$180
1	70311	4	Curb Gutter	\$45	\$180
1	70312	4	Curb Gutter	\$45	\$180
1	70314	4	Curb Gutter	\$45	\$180
1	70316	4	Curb Gutter	\$45	\$180
1	70317	4	Curb Gutter	\$45	\$180
1	70318	4	Curb Gutter	\$45	\$180
1	70319	4	Curb Gutter	\$45	\$180
1	70321	6	Valley Gutter	\$45	\$270
1	70322	5	Valley Gutter	\$45	\$225
1	70323	4	Valley Gutter	\$45	\$180
1	70324	4	Valley Gutter	\$45	\$180
1	70325	4	Curb Gutter	\$45	\$180

Total Linear Feet

535

Total Cost =

\$24,075

CFM Magnolia Landing Gutter Repair Priority List & Costs

Priority List 2

Priority	Picture	Length	Type	Unit Cost	Cost
Priority 2					
2	70148	12	Curb Gutter	\$50	\$600
2	70150	10	Valley Gutter	\$50	\$500
2	70155	6	Valley Gutter	\$50	\$300
2	70157	4	Valley Gutter	\$50	\$200
2	70158	5	Valley Gutter	\$50	\$250
2	70161	4	Valley Gutter	\$50	\$200
2	70163	4	Valley Gutter	\$50	\$200
2	70166	7	Valley Gutter	\$50	\$350
2	70167	6	Valley Gutter	\$50	\$300
2	70168	4	Valley Gutter	\$50	\$200
2	70170	4	Valley Gutter	\$50	\$200
2	70172	4	Valley Gutter	\$50	\$200
2	70174	4	Valley Gutter	\$50	\$200
2	70181	6	Valley Gutter	\$50	\$300
2	70182	4	Valley Gutter	\$50	\$200
2	70184	16	Valley Gutter	\$50	\$800
2	70187	4	Curb Gutter	\$50	\$200
2	70188	4	Valley Gutter	\$50	\$200
2	70190	4	Valley Gutter	\$50	\$200
2	70193	8	Valley Gutter	\$50	\$400
2	70194	4	Valley Gutter	\$50	\$200
2	70195	4	Valley Gutter	\$50	\$200
2	70197	4	Valley Gutter	\$50	\$200
2	70200	4	Valley Gutter	\$50	\$200
2	70202	4	Valley Gutter	\$50	\$200
2	70206	4	Valley Gutter	\$50	\$200
2	70209	4	Valley Gutter	\$50	\$200
2	70212	4	Valley Gutter	\$50	\$200
2	70213	4	Valley Gutter	\$50	\$200
2	70217	4	Valley Gutter	\$50	\$200
2	70224	4	Valley Gutter	\$50	\$200
2	70225	4	Valley Gutter	\$50	\$200
2	70226	4	Valley Gutter	\$50	\$200
2	70228	4	Valley Gutter	\$50	\$200
2	70230	4	Valley Gutter	\$50	\$200
2	70231	4	Valley Gutter	\$50	\$200
2	70236	4	Valley Gutter	\$50	\$200
2	70237	4	Valley Gutter	\$50	\$200
2	70239	4	Valley Gutter	\$50	\$200

Priority	Picture	Length	Type	Unit Cost	Cost
Priority 2					
2	70244	4	Valley Gutter	\$50	\$200
2	70245	4	Valley Gutter	\$50	\$200
2	70246	6	Valley Gutter	\$50	\$300
2	70247	4	Valley Gutter	\$50	\$200
2	70248	4	Valley Gutter	\$50	\$200
2	70253	4	Valley Gutter	\$50	\$200
2	70254	4	Valley Gutter	\$50	\$200
2	70255	4	Valley Gutter	\$50	\$200
2	70258	4	Valley Gutter	\$50	\$200
2	70261	4	Valley Gutter	\$50	\$200
2	70262	4	Valley Gutter	\$50	\$200
2	70265	4	Valley Gutter	\$50	\$200
2	70267	4	Valley Gutter	\$50	\$200
2	70269	4	Valley Gutter	\$50	\$200
2	70271	4	Valley Gutter	\$50	\$200
2	70272	4	Valley Gutter	\$50	\$200
2	70274	4	Valley Gutter	\$50	\$200
2	70275	4	Valley Gutter	\$50	\$200
2	70277	4	Valley Gutter	\$50	\$200
2	70279	4	Valley Gutter	\$50	\$200
2	70280	4	Valley Gutter	\$50	\$200
2	70282	4	Valley Gutter	\$50	\$200
2	70283	6	Valley Gutter	\$50	\$300
2	70285	4	Valley Gutter	\$50	\$200
2	70287	4	Valley Gutter	\$50	\$200
2	70288	4	Valley Gutter	\$50	\$200
2	70289	4	Valley Gutter	\$50	\$200
2	70292	4	Valley Gutter	\$50	\$200
2	70293	4	Valley Gutter	\$50	\$200
2	70296	4	Valley Gutter	\$50	\$200
2	70297	27	Valley Gutter	\$50	\$1,350
2	70298	4	Valley Gutter	\$50	\$200
2	70299	4	Valley Gutter	\$50	\$200
2	70305	4	Curb Gutter	\$50	\$200
2	70306	4	Valley Gutter	\$50	\$200
2	70308	15	Valley Gutter	\$50	\$750
2	70313	4	Curb Gutter	\$50	\$200
2	70315	4	Curb Gutter	\$50	\$200
2	70320	14	Valley Gutter	\$50	\$700

Total Linear Feet

400

Total Cost =

\$20,000

CFM Magnolia Landing Gutter Repair Priority List & Costs

Priority List 3

Priority	Picture	Length	Type	Unit Cost	Cost
Priority 3					
3	70153	6	Valley Gutter	\$55	\$330
3	70169	15	Valley Gutter	\$55	\$825
3	70176	6	Valley Gutter	\$55	\$330
3	70211	4	Valley Gutter	\$55	\$220
3	70215	4	Valley Gutter	\$55	\$220
3	70223	4	Valley Gutter	\$55	\$220
3	70243	4	Valley Gutter	\$55	\$220
3	70256	4	Valley Gutter	\$55	\$220
3	70257	4	Valley Gutter	\$55	\$220
3	70259	4	Valley Gutter	\$55	\$220
3	70266	4	Valley Gutter	\$55	\$220
3	70270	4	Valley Gutter	\$55	\$220
3	70284	4	Valley Gutter	\$55	\$220
3	70286	4	Valley Gutter	\$55	\$220
3	70300	4	Valley Gutter	\$55	\$220
3	70301	4	Valley Gutter	\$55	\$220
Total Linear Feet		79	Total Cost =		\$4,345