

Lee County Board Of County Commissioners
Agenda Item Summary

Blue Sheet No. 20061361

1. ACTION REQUESTED/PURPOSE: Conduct second public hearing on proposed amendment to the Land Development (LDC), Chapter 2 to adopt the 2006 Road Impact Fee Update.

2. WHAT ACTION ACCOMPLISHES: Public hearings are necessary to adopt amendments to the Land Development Code. Allows for Board discussion and public input on the proposed update to the Road Impact Fee Schedule.

3. MANAGEMENT RECOMMENDATION: Adopt Ordinance.

4. Departmental Category: 5:05 #1

5. Meeting Date: 10-24-06

6. Agenda: Consent
Administrative
Appeals
x Public 5:05
Walk-On

7. Requirement/Purpose: (specify)

<input checked="" type="checkbox"/>	Statute	163.31801
<input checked="" type="checkbox"/>	Ordinance	LDC Ch 2
<input type="checkbox"/>	Admin. Code	
<input type="checkbox"/>	Other	
Time required: 60 Minutes		

8. Request Initiated:

Commissioner	
Department	County Attorney
Division	Land Use
By:	<i>Donna Marie Collins</i> Donna Marie Collins

9. Background:

The Board of County Commissioners has the authority to adopt impact fees pursuant to both the Florida Constitution and Florida Statutes. The Lee Plan requires that the cost for the provision and expansion of services and facilities that benefit new development be borne primarily by those who benefit, and that such funding may include impact fees. The Lee Plan also requires that road impact fees be reviewed regularly and updated when necessary to reflect travel characteristics, construction and right-of-way costs, and to determine if the capital impacts of new growth are met by the fees. The LDC specifically requires the Board to review the Road Impact Fee Schedule every three years and update when necessary.

The Board approved a contract with Duncan and Associates, Inc., to review and update the County Road Impact Fee Schedule. Duncan and Associates, Inc., prepared a report entitled "Road Impact Fee Study - Lee County, Florida" dated July 2006. This report forms the basis of the proposed amendments to the Road Impact Fee Schedule. The Duncan Study and revised fee schedule relies on the best available technical data, as well as the use of sophisticated methodology to determine the impacts of development in an effort to establish an appropriate level of impact fees based on the most recent localized data.

(Continued on Page 2)

10. Review for Scheduling:

Department Director	Purchasing or Contracts	Human Resources	Other	County Attorney	Budget Services				County Manager/P.W. Director
	N/A	N/A	N/A	<i>[Signature]</i>	Analyst 10/11/06	Risk 10/11/06	Starts 10/11/06	Mgr. 10/11/06	<i>[Signature]</i>

11. Commission Action:

- Approved
- Deferred
- Denied
- Other

RECEIVED BY COUNTY ADMIN: *PP*
10/11/06 10:40 AM

COUNTY ADMIN FORWARDED TO: *PP*
10/11/06
9:45 AM

CO. ATTY. FORWARDED TO CO. ADMIN.
10/11/06 10:00

Bluesheet #20061361

Page 2

Subject: Road Impact Fee Schedule Update

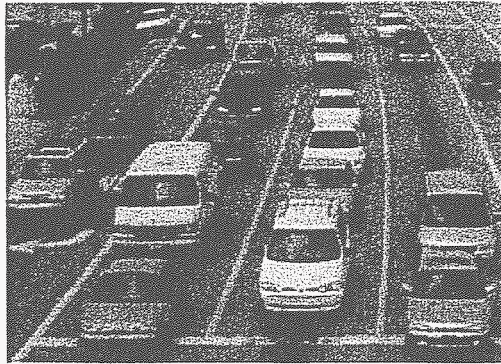
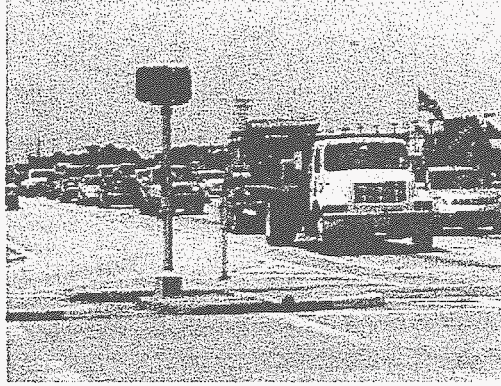
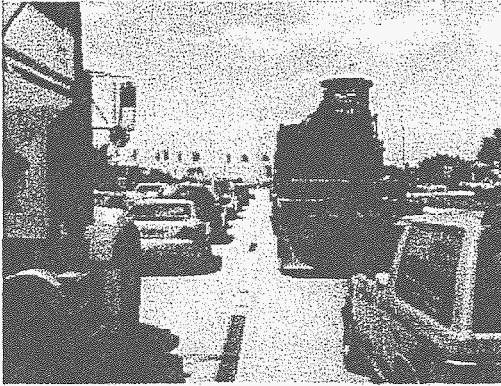
The study proposes an update to the fee schedule. The draft Ordinance reflects two alternatives, one bases the fee on local roads only. The second alternative bases the fee on both local and State roads, reflecting the County's increasing participation in the improvement of State road facilities. At the public hearing, the Board must make a policy decision as to whether to adopt the updated fee schedule based on local roads alone, or local and State roads. In either case, the proposed amendment to the LDC updating the Road Impact Fee Schedule recommends a three-month phase in of the new fee schedule.

The Florida Impact Fee Act requires local governments to provide for accounting and reporting of impact fee collections and expenditures. The act further requires local governments that impose impact fees to address infrastructure needs to account for the revenue and expenditure of the impact fees in separate accounting funds. The Act also requires that local government limit administrative charges for the collection of impact fees to the actual cost. Finally, the Act requires that the financial statements of local governmental entities submitted annually to the Auditor General include an affidavit signed by the County's CFO confirming that the County has complied with all accounting and reporting requirements of the Act. These statutorily mandated provisions have been incorporated into the proposed amendments to Chapter 2 of the LDC.

The proposed amendments to the Road Impact Fee Schedule and Chapter 2 of the LDC have been reviewed by the following committees: 1) Land Development Code Advisory Committee; 2) Executive Regulatory Oversight Committee 3) Lee County Affordable Housing Committee; and, 4) Local Planning Agency.

- Attachments: 1) 2006 Road Impact Fee Update, Lee County, Florida, prepared by Duncan and Associates, Inc., dated July 2006
- 2) Ordinance amending LDC Chapter 2, Draft dated 9/15/06
 - 3) Summary of LPA and Advisory Committee Review of Proposed Amendments
 - 4) Financial and Administrative Impact Statement (FAIS) Form

Road Impact Fee Study



Lee County, Florida

duncan | associates

in association with
CRSPE, Inc.

July 2006

Table of Contents

INTRODUCTION	1
LEGAL FRAMEWORK	2
The Need Test	2
The Benefit Test	3
Florida Statutes	5
BENEFIT DISTRICTS	7
MAJOR ROADWAY SYSTEM	9
METHODOLOGY	12
Service Unit	12
Demand-Driven Model	12
Impact Fee Formula	13
COST PER SERVICE UNIT	14
Cost per Lane-Mile	14
Roadway Capacity	16
Cost per Service Unit Summary	19
REVENUE CREDITS	21
Gas Tax Credit	21
Excess Toll Revenue Credit	25
TRAVEL DEMAND	27
Trip Generation	27
New Trip Factor	27
Average Trip Length	27
Local Adjustment Factor	28
Travel Demand Summary	30
FEE SCHEDULE	32
Comparative Fees	33
APPENDIX: MAJOR ROAD INVENTORY	35

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List of Tables and Figures

Table 1:	LEE COUNTY POPULATION GROWTH, 1990-2000	1
Table 2:	ROAD IMPACT FEE REVENUE, 2005	8
Table 3:	EXISTING TRAVEL ON MAJOR ROADWAY SYSTEM	9
Table 4:	PLANNED IMPROVEMENT PROJECT COSTS	15
Table 5:	ROAD COST PER LANE-MILE	16
Table 6:	CAPACITY ADDED BY PLANNED IMPROVEMENT PROJECTS	18
Table 7:	AVERAGE DAILY CAPACITY PER LANE	19
Table 8:	ROAD COST PER SERVICE UNIT	20
Table 9:	FEDERAL/STATE FUEL TAX CAPACITY FUNDING, 2002-2006	21
Table 10:	PERCENT OF FEDERAL/STATE FUEL TAX FUNDING TO CAPACITY	22
Table 11:	MOTOR FUEL TAX CREDIT PER GALLON	24
Table 12:	MOTOR FUEL TAX CREDIT PER SERVICE UNIT	25
Table 13:	EXCESS TOLL REVENUE CREDIT	26
Table 14:	AVERAGE TRIP LENGTH BY TRIP PURPOSE	28
Table 15:	COUNTY-WIDE VEHICLE-MILES OF TRAVEL	28
Table 16:	MAJOR ROADWAY SYSTEM TRAVEL DEMAND	30
Table 17:	LOCAL ADJUSTMENT FACTOR	30
Table 18:	TRAVEL DEMAND SCHEDULE	31
Table 19:	UPDATED ROAD IMPACT FEES (LOCAL PROJECTS)	32
Table 20:	UPDATED ROAD IMPACT FEES (ALL PROJECTS)	33
Table 21:	COMPARISON OF CURRENT AND UPDATED ROAD FEES	34
Table 22:	EXISTING MAJOR ROADWAY INVENTORY	35
Figure 1:	LEE COUNTY POPULATION	2
Figure 2:	ROAD IMPACT FEE BENEFIT DISTRICTS	7
Figure 3:	2020 FINANCIALLY FEASIBLE HIGHWAY PLAN	10
Figure 4:	EXISTING MAJOR ROADWAYS	11
Figure 5:	ROAD IMPACT FORMULA	13

INTRODUCTION

The purpose of this study is to update Lee County's road impact fees. The road impact fees were originally adopted in 1985. The fee schedules were updated in 1989, 1990, 2000 and 2003. The current road impact fee schedule is based on a previous study by Duncan Associates.¹ This update retains the methodology used in the prior studies.

Impact fees are most appropriate for communities experiencing rapid growth. During the last decade, Lee County's population grew by approximately 32 percent, significantly higher than the 24 percent growth experienced by the state as a whole. As shown in Table 1, the population of the unincorporated area in 2000 was 17 percent higher than it was in 1990, even after subtracting the populations of Fort Myers Beach and Bonita Springs, both of which incorporated during the last decade.

Table 1
LEE COUNTY POPULATION GROWTH, 1990-2000

Jurisdiction	Population		% of 2000 Population	% Growth
	1990	2000		
Bonita Springs (1)	n/a	32,914	7.5%	n/a
Cape Coral	74,991	102,206	23.2%	36.3%
Fort Myers	45,206	48,046	10.9%	6.3%
Fort Myers Beach (2)	n/a	6,539	1.5%	n/a
Sanibel	5,468	6,042	1.4%	10.5%
Unincorporated	209,448	245,141	55.6%	17.0%
Total County	335,113	440,888	100.0%	31.6%

Notes: (1) incorporated on January 1, 2000; (2) incorporated on January 1, 1996
Source: 1990 and 2000 U.S. Census.

The County's road impact fee program applies to new development in the unincorporated areas of the county. The City of Sanibel and the City of Fort Myers have entered into interlocal agreements with the County to collect and administer the County's road impact fees within their respective jurisdictions. These two municipalities retain the impact fees they collect and spend them within their corporate limits. The other municipalities in the county—Cape Coral, Bonita Springs and Fort Myers Beach—have their own independent road impact fee systems. There are currently five impact fee benefit districts in the unincorporated area of Lee County where fees are collected.

¹ Duncan Associates and CRSPE, Inc., *Road Impact Fee Update for Lee County, Florida*, July 2003; the road impact fees were updated by Ordinance No. 03-22, effective October 28, 2003.

LEGAL FRAMEWORK

Impact fees are a way for local governments to require new developments to pay a proportionate share of the infrastructure costs they impose on the community. In contrast to traditional “negotiated” developer exactions, impact fees are charges that are assessed on new development using a standard formula based on objective characteristics, such as the number of dwelling units constructed or vehicle trips generated. The fees are one-time, up-front charges, with the payment usually made at the time of building permit issuance. Essentially, impact fees require that each new development project pay its pro-rata share of the cost of new capital facilities required to serve that development.

Since impact fees were pioneered in states like Florida that lacked specific enabling legislation, such fees have generally been legally defended as an exercise of local government’s broad “police power” to regulate land development in order to protect the health, safety and welfare of the community. The courts have developed guidelines for constitutionally valid impact fees, based on “rational nexus” standards.² The standards set by court cases generally require that an impact fee meet a two-part test:

- 1) The need for new facilities must be created by new development; and
- 2) The expenditure of impact fee revenues must provide benefit to the fee-paying development.

A Florida district court of appeals described the dual rational nexus test in 1983 as follows, and this language was quoted and followed by the Florida Supreme Court in its 1991 *St. Johns County* decision:³

In order to satisfy these requirements, the local government must demonstrate a reasonable connection, or rational nexus, between the need for additional capital facilities and the growth in population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for use in acquiring capital facilities to benefit the new residents.

The Need Test

To meet the first prong of the dual rational nexus test, it is necessary to demonstrate that new development creates the need for additional roadway facilities. The State’s *Growth Management Act* requires that counties establish levels of service for roadway facilities and a plan for ensuring that such standards are maintained.⁴ The County’s comprehensive plan expresses the County’s commitment to maintaining specified levels of service; including LOS E on County arterials and collectors, LOS D on

² There are six Florida cases that have guided the development of impact fees in the state: *Contractors and Builders Association of Pinellas County v. City of Dunedin*, 329 So.2d 314 (Fla. 1976); *Hollywood, Inc. v. Broward County*, 431 So.2d 606 (Fla. 1976); *Home Builders and Contractors Association of Palm Beach County, Inc. v. Board of County Commissioners of Palm Beach County*, 446 So.2d 140 (Fla. 4th DCA 1983); *Seminole County v. City of Casselberry*, 541 So.2d 666 (Fla. 5th DCA 1989); *City of Ormond Beach v. County of Volusia*, 535 So.2d 302 (Fla. 5th DCA 1988); and *St. Johns County v. Northeast Florida Builders Association*, 583 So. 2d 635, 637 (Fla. 1991).

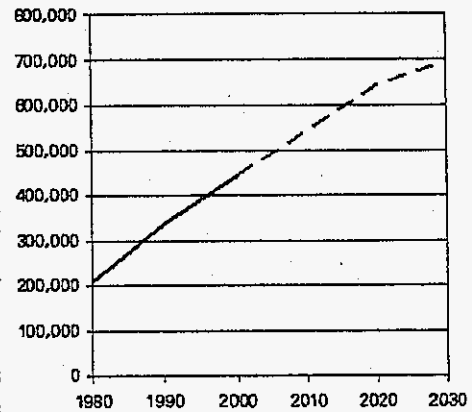
³ *Hollywood, Inc. v. Broward County*, 431 So. 2d 606, 611-12 (Fla. 4th DCA), review denied, 440 So. 2d 352 (Fla. 1983), quoted and followed in *St. Johns County v. Northeast Florida Builders Ass’n*, 583 So. 2d 635, 637 (Fla. 1991).

⁴ Section 163.3177(3)(a), Florida Statutes, provides that “The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities [defined to include roads] in order to encourage the efficient utilization of such facilities and set forth ... the adequacy of those facilities including acceptable levels of service.”

non-interstate freeways, and LOS C and LOS D on I-75 through transitioning and urbanized areas, respectively.

The county's rapid growth creates demands for new road facilities in order to maintain acceptable levels of service. There is every indication that the strong growth the county has experienced in recent years will continue. Population projections prepared by the Southwest Florida Regional Planning Council indicate that the county will continue to add about 10,000 new residents each year through the year 2020.⁵ Only after 2020 will the growth begin to taper off, as illustrated in Figure 1.

Figure 1
LEE COUNTY POPULATION



This need for road improvements due to rapid growth is reflected in County's CIP, the City of Fort Myers CIP, FDOT's Lee County work program and the Lee County MPO transportation improvement program. Over the next five years, these planning documents program capacity-expanding road improvements, excluding toll revenue projects, that total \$957.1 million (see Table 4).

Not only is it clear that growth creates the need for capacity-expanding road improvements, but the road impact fees are designed to be proportional to the capacity needs created by each new development. The need for roadway capacity improvements is created by the growth in vehicular travel, and the road impact fees are based on the average vehicular travel, expressed in terms of vehicle-miles of travel, that will be generated by the development. In addition, the road impact fee ordinance contains a provision allowing an applicant who believes that his development will have less impact than indicated by the fee schedules to submit an independent fee calculation study.⁶

The Benefit Test

To meet the second prong of the dual rational nexus test, it is necessary to demonstrate that new development subject to the fee will benefit from the expenditure of the impact fee funds. One requirement is that the fees actually be used to fill the need that serves as the justification for the fees under the first part of the test. The road impact fee ordinance contains provisions requiring that road impact fee revenues be spent only on growth-related capital improvements. For example, the ordinance states that the "Funds collected from roads impact fees must be used for the purpose of capital improvements to approved roads. Such improvements must be of the type made necessary by the new development. Funds may not be used for periodic or routine maintenance ..."⁷ The ordinance further defines "capital improvement" as:

⁵ Southwest Florida Regional Planning Council, *Volume One of the Strategic Regional Policy Plan*, March 2002 projects that Lee County's population will increase from 440,888 in 2000 to 642,222 in 2020.

⁶ Lee County Land Development Code, Sec. 2-266(f)

⁷ Lee County Land Development Code, Sec. 2-270(a)

preliminary engineering, engineering design studies, land surveys, right-of-way acquisition, engineering, permitting and construction of all the necessary features for any non-site-related road construction project, including but not limited to:

- (1) Constructing new through lanes;*
- (2) Constructing new turn lanes;*
- (3) Constructing new frontage or access roads;*
- (4) Constructing new bridges;*
- (5) Constructing new drainage facilities in conjunction with roadway construction;*
- (6) Purchasing and installing traffic signalization (including both new installations and upgrading signalization);*
- (7) Constructing curbs, medians, sidewalks, bicycle paths and shoulders in conjunction with roadway construction;*
- (8) Relocating utilities to accommodate new roadway construction; and*
- (9) Constructing on-street and off-street parking when such parking is intended for and designed to protect or enhance the vehicular capacity of the existing network of approved roads.⁸*

These provisions ensure that road impact fee revenues are spent on improvements that expand the capacity of the major roadway system to accommodate new development, rather than on the maintenance or rehabilitation of existing roadway facilities or for other purposes.

Another way to ensure that the fees be spent for their intended purpose is to require that the fees be refunded if they have not been used within a reasonable period of time. The Florida District Court of Appeals upheld Palm Beach County's road impact fee in 1983, in part because the ordinance included refund provisions for unused fees.⁹ Lee County's road impact fee ordinance contains provisions requiring that the fees be returned to the fee payer if they have not been spent or encumbered within ten years of fee payment.

Another way to demonstrate benefit to the feepaying development is to earmark the funds collected within a geographic subarea of the county to be spent on road improvements within the same geographic subarea. For the purpose of the road impact fees, the unincorporated area of the county is currently divided into five benefit districts (see section on Benefit Districts). The road impact fee ordinance provides that impact fee funds collected from development within a benefit district must be spent within that benefit district or on an improvement that will benefit such district:

... impact fee collections ... must be used exclusively for capital improvements within the roads impact fee district from which funds were collected, or for projects in other roads impact fee districts that are of direct benefit to the roads impact fee district from which the funds were collected.¹⁰

In sum, ordinance provisions requiring the earmarking of funds, refunding of unexpended funds to feepayers, and restriction of impact fee revenues to be spent within the five benefit districts in which they were collected, ensure that the fees are spent to benefit the fee-paying development.

⁸ Lee County Land Development Code, Sec. 2-264

⁹ *Home Builders Ass'n v. Board of County Commissioners of Palm Beach County*, 446 So. 2d 140 (Fla. Dist. Ct. App. 1983)

¹⁰ Lee County Land Development Code, Sec. 2-270(a)

Florida Statutes

The 2006 Florida Legislature passed Senate Bill 1194, which establishes certain requirements for impact fees in Florida. The bill, which became effective on June 14, 2006, creates a new Section 163.31801, Florida Statutes, which reads as follows:

163.31801 Impact fees; short title; intent; definitions; ordinances levying impact fees.--

(1) This section may be cited as the "Florida Impact Fee Act."

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments' reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) An impact fee adopted by ordinance of a county or municipality or by resolution of a special district must, at minimum:

(a) Require that the calculation of the impact fee be based on the most recent and localized data.

(b) Provide for accounting and reporting of impact fee collections and expenditures. If a local governmental entity imposes an impact fee to address its infrastructure needs, the entity shall account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Require that notice be provided no less than 90 days before the effective date of an ordinance or resolution imposing a new or amended impact fee.

(4) Audits of financial statements of local governmental entities and district school boards which are performed by a certified public accountant pursuant to s. 218.39 and submitted to the Auditor General must include an affidavit signed by the chief financial officer of the local governmental entity or district school board stating that the local governmental entity or district school board has complied with this section.

For the most part, these requirements are administrative and procedural. The only substantive requirement that has a bearing on this study is that the impact fee must "be based on the most recent and localized data."

A variety of recent, local data have been gathered over the last six months to be used in the impact fee calculations. The three major inputs into the formula are cost per VMT, credit per VMT and VMT per unit of development. Cost per VMT has been based on project costs from current local planning documents (Lee County's draft FY 2006/2007-2010/2011 *Capital Improvements Program* and the Lee County Metropolitan Planning Organization's *Transportation Improvement Program, FY 2005/2006-*

2009/10), divided by capacity added by planned projects based on localized peak hour factors for each roadway. Credit per VMT has been based on historical local funding patterns on the percent of motor fuel taxes used for capacity, as well as the County's current plans for the expenditure of excess toll revenues on non-toll road improvements. VMT per development unit is initially based on national travel characteristics (trip generation rates, new trip factors and average trip lengths), but is then calibrated to local conditions. The local adjustment factor used in the calibration is the ratio of observed travel on the major roadway system to expected travel based on national travel characteristics. In sum, this report complies with the substantive requirements of the *Florida Impact Fee Act*.

BENEFIT DISTRICTS

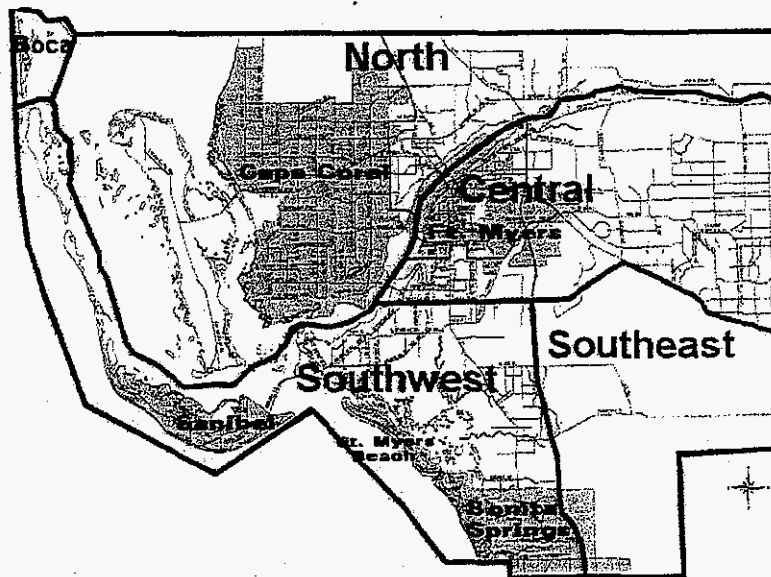
In an impact fee system, it is important to clearly define the geographic areas within which impact fees will be collected and spent. There are two types of geographic areas that serve different functions in an impact fee system: assessment districts and benefit districts.

An assessment district is a geographic area that is subject to a uniform fee schedule. It represents the area served by a common set of capital facilities. In the case of the County's road impact fee, the assessment district is the entire unincorporated area, plus the incorporated areas of the cities of Fort Myers and Sanibel, which participate in the County's road impact fee via interlocal agreements.

Benefit districts, on the other hand, represent areas within which the fees collected must be spent. They ensure that improvements funded by impact fees are constructed within reasonable proximity of the fee-paying developments as a means of helping to demonstrate benefit.

The current ordinance includes five benefit districts for the road impact fees. The geographic boundaries of the road districts are illustrated in Figure 2. These districts were revised from the original eight benefit districts in 2003.

**Figure 2
ROAD IMPACT FEE BENEFIT DISTRICTS**



Last year, the County's total road impact fee revenue for the unincorporated area, including both actual fees collected and credits for developer contributions, totaled about \$45 million, as summarized in Table 2. The City of Fort Myers, which participates in the County road impact fee system via an interlocal agreement, collected an additional \$12 million in fiscal year 2004/05. The City of Sanibel also participates via interlocal agreement, but its impact fee collections are negligible.

**Table 2
ROAD IMPACT FEE REVENUE, 2005**

Benefit District	Cash Payments	Credits	Total
Boca Grande	\$13,946	\$0	\$13,946
North	\$2,353,532	\$86,342	\$2,439,874
Central	\$26,000,911	\$32,681	\$26,033,592
Southwest	\$12,879,284	\$705,534	\$13,584,818
Southeast	\$2,627,698	\$0	\$2,627,698
Total County Revenue	\$43,875,371	\$824,557	\$44,699,928
City of Fort Myers	\$10,206,307	\$1,824,978	\$12,031,285
Total Road Impact Fee Revenue	\$54,081,678	\$2,649,535	\$56,731,213

Source: Revenue from FY 2004/05 from Lee County Impact Fee Administrator, July 26, 2006, and Fort Myers Impact Fee Administrator, April 11, 2006; "cash payments" represent fees actually paid; "credits" represent developer credits used to offset the impact fees that otherwise would have been collected.

MAJOR ROADWAY SYSTEM

A road impact fee program should include a clear definition of the major roadway system that will be funded with the impact fees. The County's road impact fee ordinance defines the major roadway system in its definition of "approved roads" that are eligible for credit against the road impact fees. Approved roads consist of all arterials, collectors, freeways and expressways, as well as designated access roads. Approved roads are divided into three classes, which determine the extent to which developers who improve them are eligible for credit. Class 1 roads are included for improvement in the County's five-year Capital Improvements Program (CIP), Class 2 roads are scheduled for improvement within the next ten years, and Class 3 roads are shown on the functional classification map, but are not programmed for improvement within the next ten years. The division of the major roadway system into classes is intended to prevent premature development from essentially monopolizing the expenditure of impact fee funds through the credit mechanism.

The County's road impact fee ordinance defines the major roadway system as existing and future arterials, collectors, freeways and expressways identified on Map 3A of the transportation element of the Lee Plan, or roads not shown on Map 3A but that provide "a reasonable alternative route for traffic that otherwise would travel a specific road shown on Map 3A of the Lee Plan transportation element." Map 3A refers to the 2020 Financially Feasible Plan map (see Figure 3).

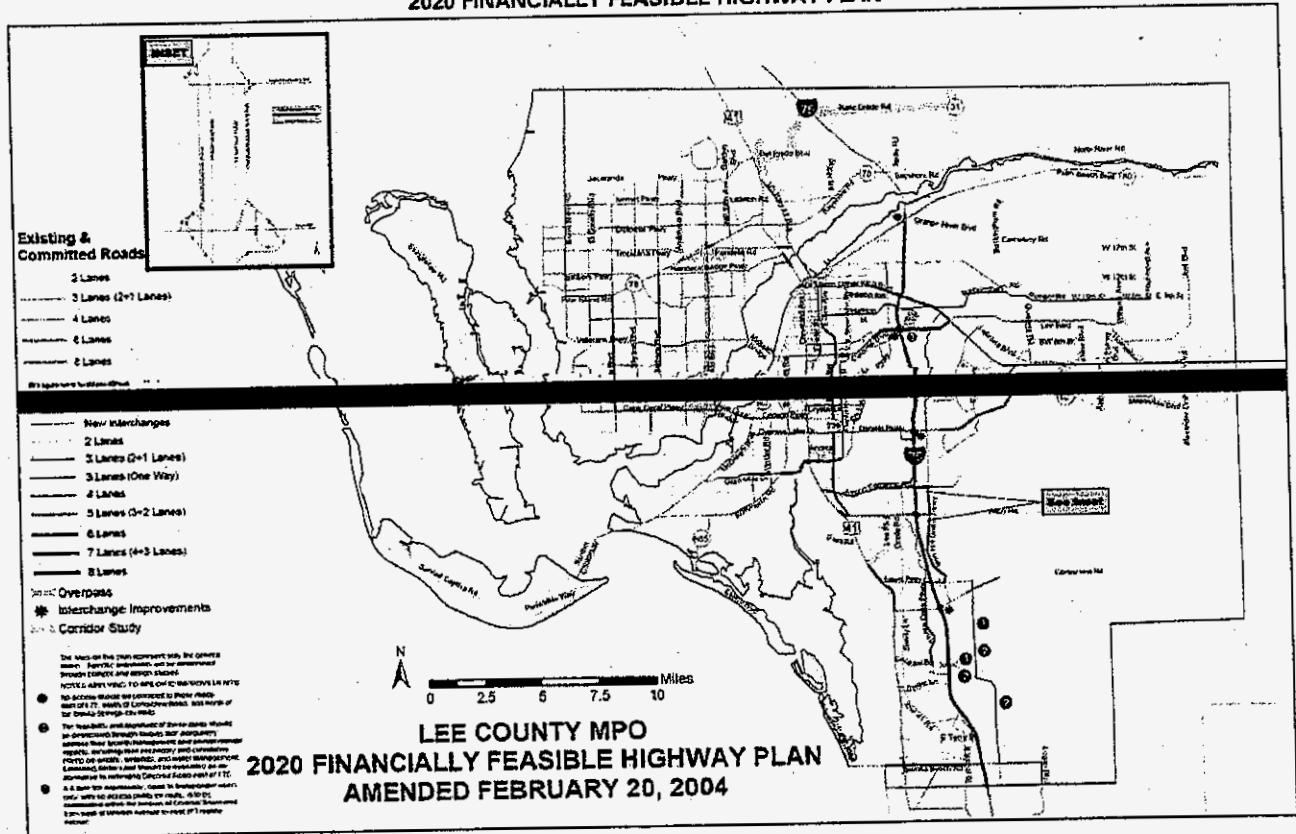
An inventory of the existing major roadway system is presented in Table 22 of the Appendix. While the road impact fee assessment district excludes the municipalities of Cape Coral, Bonita Springs and Fort Myers Beach, the inventory includes major roads within all the municipalities. The inventory must be county-wide in order to accomplish its principal objective, which is to calibrate national travel demand factors to local conditions. The road inventory utilized in this impact fee update is based on Lee County's Geographical Information System (GIS) roadway centerline base map, supplemented by Lee County and City of Cape Coral traffic count reports. The purpose of the inventory is to determine the total amount of travel on the major roadway system, expressed in vehicle-miles of travel (VMT). This figure is used to calibrate national travel demand factors to local conditions. The County's major roadway system is illustrated in Figure 4. A summary of the major roadway system is presented in Table 3 below.

Table 3
EXISTING TRAVEL ON MAJOR ROADWAY SYSTEM

	Miles	Daily VMT
I-75	34.3	2,333,888
State Arterials	136.7	3,989,330
County Arterials	245.1	4,355,678
County Collectors	263.3	957,420
City of Fort Myers Arterials/Collectors	30.8	268,017
City of Cape Coral Arterials/Collectors	174.3	1,061,199
City of Bonita Springs Arterials/Collectors	22.3	178,093
City of Sanibel Arterials/Collectors	19.6	251,977
Town of Ft. Myers Beach Arterials/Collectors	0.9	4,114
Total	927.3	13,399,716

Source: Table 22 of the Appendix; daily VMT is annual average daily trips (AADT) adjusted to represent peak season volumes.

**Figure 3
2020 FINANCIALLY FEASIBLE HIGHWAY PLAN**



The map on this plan represents only the general intent. Specific locations and design details will be determined by the Florida Department of Transportation (FDOT) and the Florida Department of Transportation (FDOT) and the Florida Department of Transportation (FDOT).

No project should be constructed in those areas that are within 100 feet of the Florida Department of Transportation (FDOT) right-of-way.

The location, and alignment of these roads should be determined through studies that determine the need for these roads and the impact on the environment. The location, and alignment of these roads should be determined through studies that determine the need for these roads and the impact on the environment.

A 1/4 mile buffer zone should be established around the location of these roads. The location, and alignment of these roads should be determined through studies that determine the need for these roads and the impact on the environment.

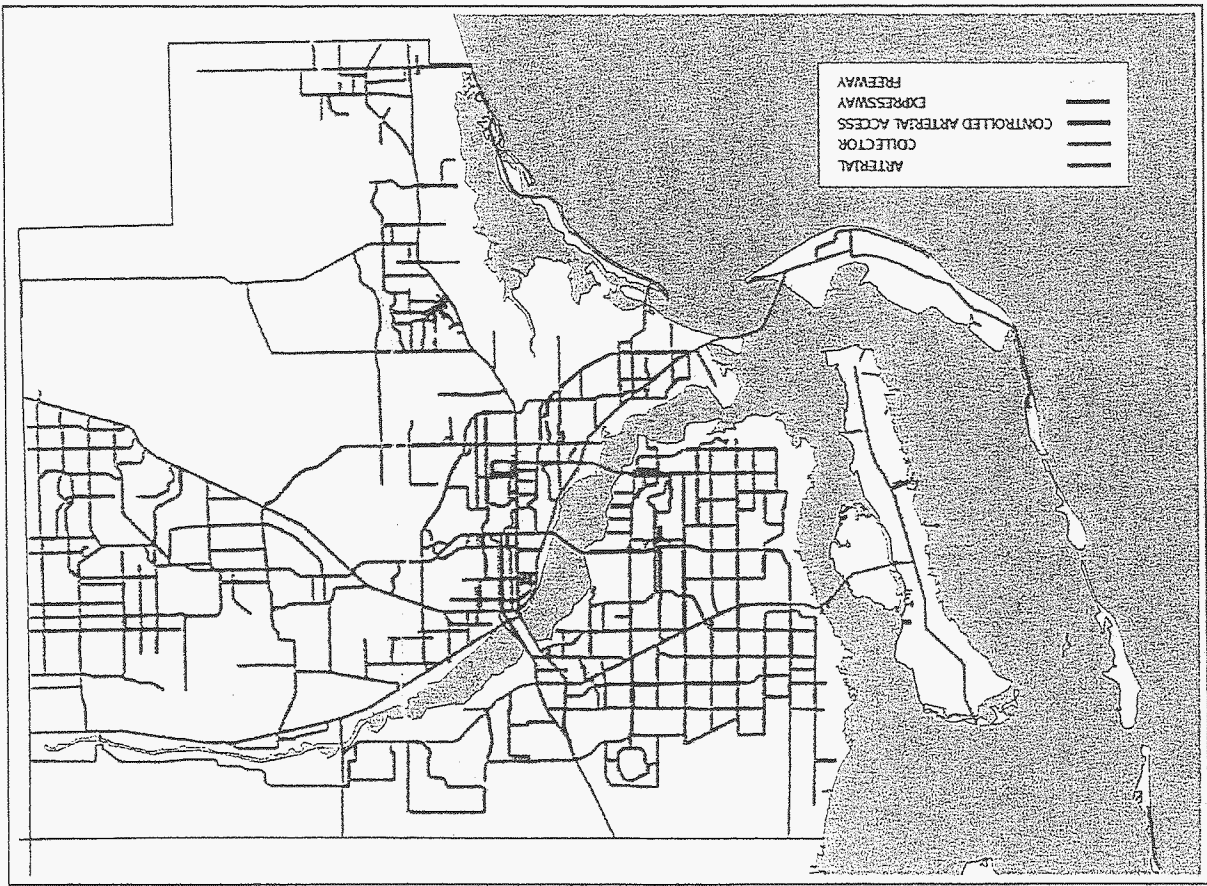


Figure 4
EXISTING MAJOR ROADWAYS

METHODOLOGY

This section describes the methodology used to develop the road impact fees. A key concept in any road impact fee methodology is the definition of the "service unit," which is described first. Then the "demand-driven" model used in this study is explained. Finally, the formula used to calculate the road impact fees is described.

Service Unit

A service unit creates the link between supply (roadway capacity) and demand (traffic generated by new development). An appropriate service unit basis for road impact fees is vehicle-miles of travel (VMT). Vehicle-miles is a combination of the number of vehicles traveling during a given time period and the distance (in miles) that these vehicles travel.

The two time periods most often used in traffic analysis are the 24-hour day (average daily trips or ADT) and the single hour of the day with the highest traffic volume (peak hour trips or PHT). Lee County's current road impact fee system is based on ADT. The regional transportation model is also based on ADT. However, the County's comprehensive plan sets forth desired level of service standards that are based on PHT.

The region's retirement population and tourist orientation suggest that peak hour trip generation rates based on national data may not be representative of all land uses in Lee County. However, traffic studies in Lee County have shown that national average daily trip generation rates are representative of Lee County. For this reason, we recommend continuing to base the County's road impact fees on average daily trip generation. Consequently, average daily VMT will continue to be used as the service unit for the County's road impact fees.

Demand-Driven Model

Consistent with previous updates, the proposed road impact fee methodology is based on a "demand-driven" model. The demand-driven model charges a new development the cost of replacing the capacity it consumes on the major roadway system. That is, for every vehicle-mile of travel (VMT) generated by the development, the road impact fee charges the net cost to construct an additional vehicle-mile of capacity (VMC).

Since travel is never evenly distributed throughout a roadway system, actual roadway systems require more than one unit of capacity for every unit of demand for the system to function at an acceptable level of service. Suppose for example, that the County completes a major arterial widening project. The completed arterial is likely to have a significant amount of excess capacity for some period of time. If the entire system has just enough capacity to accommodate all of the vehicle-miles of travel, then the excess capacity on this segment must be balanced by another segment operating over-capacity. Roadway systems in the real world need more total aggregate capacity than the total aggregate demand, because the traffic does not always precisely match the available capacity. The standard demand-driven model is a conservative, legally-defensible approach that has been upheld by the Florida courts. This update will continue to be based on the demand-driven model.

In most rapidly growing communities, some roadways will experience an unacceptable level of congestion at any given point in time. However, it is not necessary to address existing deficiencies in a demand-driven system. Unlike an improvements-driven system, the demand-driven system is not designed to recover the full costs to maintain the desired LOS on all roadway segments. Instead, it is only designed to maintain a minimum one-to-one overall ratio between system demand and system capacity. Virtually all major roadway systems have more capacity (VMC) than demand (VMT) on a system-wide basis. Consequently, under a demand-driven system, the level of service standard is really a system-wide VMC/VMT ratio of one. Since the County's major roadway system currently operates at a LOS better than this, there are no existing deficiencies on a system-wide basis.

Impact Fee Formula

The recommended impact fee formula is presented in Figure 5.

**Figure 5
ROAD IMPACT FORMULA**

IMPACT FEE	=	VMT x NET COST/VMT
<u>Where:</u>		
VMT	=	ADT x % NEW x LENGTH x ADJUST ÷ 2
ADT	=	Trip ends during average weekday
% NEW	=	Percent of trips that are primary trips, as opposed to pass-by or diverted-link trips
LENGTH	=	Average length of a trip on the major roadway system
ADJUST	=	Adjustment factor to calibrate national travel demand factors to local conditions
÷ 2	=	Avoids double-counting trips for origin and destination
NET COST/VMT	=	COST/VMT - CREDIT/VMT
COST/VMT	=	COST/LANE-MILE ÷ AVG LANE CAPACITY
COST/LANE-MILE	=	Average cost to add a new lane to the major roadway system
AVG LANE CAPACITY	=	Average daily capacity of a lane at desired LOS
CREDIT/VMT	=	\$/GAL ÷ MPG x 365 x NPV
\$/GAL	=	Capacity-expanding funding for roads per gallon of gasoline consumed
MPG	=	Miles per gallon, average for U.S. motor vehicle fleet
365	=	Days per year (used to convert daily VMT to annual VMT)
NPV	=	Net present value factor (i.e., 13.21 for 20 years at 4.33% discount)

COST PER SERVICE UNIT

There are two components to determining the average cost to add a unit of capacity to the major road system: the cost of a set of improvements, and the capacity added by those improvements. This section describes both of the average cost components in order to calculate the average cost per service unit.

Cost per Lane-Mile

One of the key inputs into the road impact fee formula is the cost per lane-mile to construct new roadway capacity. While the most obvious component of roadway construction is the physical roadway itself, other elements are involved. All components add to the cost to the project. Other components include professional services (planning and design), actual construction costs, right-of-way (land) costs, environmental mitigation costs and utility relocation costs.

In a demand-driven impact fee system, roadway construction costs are entered into the formula as an average cost for providing new roadway capacity. Using this method, assuming there are no dramatic changes to the type of construction contemplated, it is not necessary to revisit impact fees each time that the capital improvement program changes. Updates at reasonable periodic intervals are sufficient to analyze potential changes to average costs.

In the 2000 and 2003 updates, all of the road improvements used to determine the average cost and capacity per new lane-mile were drawn from the Lee County Capital Improvements Program. In this update, several planned City of Fort Myers improvements have also been included. The 2003 update also provided the option of basing the fees on the costs of State road improvement. Including State road improvements is reasonable, because the County increasingly participates in the cost of State road improvements. The travel demand used to calculate the fees in this update as well as in previous studies includes travel on State, County and municipal roads. Finally, motor fuel tax credits are provided for the portion of gasoline taxes that are used to fund State road improvements.

For these reasons, it is reasonable to include the cost of State road improvements in determining the average cost to add capacity to the major roadway system. The inclusion of State road improvement costs will bring the impact fees closer to the true cost of accommodating the impacts of growth on the major roadway system. Because including State road costs could affect the fee calculation, two alternative costs per service unit will be calculated, one based on local (County and Fort Myers) planned road improvements only, and the other based on both local and State planned road improvements.

The average cost to add capacity to the major roadway system is determined by examining the most recent cost data available. The roadway improvements shown in Table 4 come from Lee County's *FY 2006/2007-2010/2011 Capital Improvements Program*, the City of Fort Myers improvements and State roadway improvements listed in the Lee County Metropolitan Planning Organization's *Transportation Improvement Program, FY 2005/2006-2009/10*. The Lee County MPO document incorporates the Florida Department of Transportation's *District One Adopted Work Program, FY 2005/06-2009/10*. Projects that are anticipated to be funded primarily by toll revenues have been excluded. In total, the projects on which the average cost per lane-mile is based will add approximately 219 new lane-miles and cost \$957.1 million.

**Table 4
PLANNED IMPROVEMENT PROJECT COSTS**

Roadway	Segment	Miles	No. of Lanes			Lane-miles	Cost*
			Ex.	Fut.	New		
Alico Rd	Dusty Ln to Three Oaks	2.30	2	6	4	9.20	\$18,801,000
Bonita Beach Rd II	Old 41 to Lime St	0.90	4	6	2	1.80	\$12,097,000
Buckingham	Orange R. Blvd to SR 80	2.55	2	4	2	5.10	\$29,015,000
Business 41	Littleton to US 41	2.54	2	4	2	5.08	\$22,090,000
Colonial Blvd	I-75 to SR 82	2.65	4	6	2	5.30	\$16,931,000
Corkscrew Rd*	B H Griffin to Bella Terra	2.78	2	4	2	5.56	\$1,000,000
Daniels Pkwy	Chamberlin to Gateway	1.70	4	6	2	3.40	\$11,730,000
Estero Pkwy	Three Oaks to B H Griffin	0.70	0	4	4	2.80	\$45,887,000
Gladiolus Dr	Pine Ridge to Bass	1.53	2	4	2	3.06	
Gladiolus Dr	Bass Rd to Winkler	0.78	2	6	4	3.12	\$19,582,000
Bass Rd	Healthpark to Gladiolus	1.03	2	4	2	2.06	
Gunnery Rd	SR 82 to Lee	2.20	2	4	2	4.40	\$13,323,000
Homestead St	Sunrise Blvd to Alabama Rd	1.50	2	4	2	3.00	\$14,050,000
Imperial St	Bonita Beach to Imperial	0.27	2	4	2	0.54	
Imperial St	Imperial R. Bridge	0.23	0	4	4	0.92	\$25,081,000
Imperial St	Imperial R. to Terry St	0.50	2	4	2	1.00	
Joel Blvd	17 th St to SR 80	3.24	2	4	2	6.48	\$29,420,000
Luckett Rd	Ortiz to I-75	0.46	2	4	2	0.92	\$7,920,000
Ortiz Ave	Luckett Rd to SR 80	1.33	2	4	2	2.66	\$18,291,000
Ortiz Ave	SR 82 to Luckett Rd	1.25	2	4	2	2.50	\$15,809,000
Ortiz Ave	SR 884 to SR 82	1.73	2	4	2	3.46	\$14,100,000
Plantation Ext	Idlewild to Colonial	1.00	0	4	4	4.00	\$9,493,000
Plantation	Six Mi Cypress to Daniels Pkwy	1.25	2	4	2	2.50	\$11,445,000
Sandy Ln	Corkscrew to Estero	1.43	0	2	2	2.86	\$18,595,000
Six Mi Cypress	Daniels to Winkler Ext	2.30	2	4	2	4.60	\$12,519,000
Summerlin Rd	Cypress Lake to College	0.78	4	6	2	1.56	
Summerlin Rd	College to Boy Scout	1.84	4	6	2	3.68	\$40,354,000
Summerlin Rd	San Carlos to Gladiolus	4.26	4	6	2	8.52	
Winkler Rd	Summerlin to Gladiolus	0.20	2	4	2	0.40	\$43,905,000
Gladiolus	Winkler to Summerlin	0.44	4	6	2	0.88	
Three Oaks	N of Alico to Daniels	3.50	0	4	4	14.00	\$35,566,000
Three Oaks	E Terry to The Brooks	4.15	0	4	4	16.60	\$52,449,000
Three Oaks	Corkscrew to Alico	4.60	2	4	2	9.20	\$26,652,000
Plantation Grdn*	Treeline to N of Comm. Lk	1.33	0	4	4	5.32	\$1,684,000
Commerce Lk*	Plant. Grdn to Commerce	0.93	0	2	2	1.86	\$1,181,000
Hanson St	Cocos to Palmetto	1.19	0	4	4	4.76	\$10,270,000
Hanson St	Ortiz to SR 82	1.15	0	4	4	4.60	\$5,484,350
Subtotal, County Road Projects		62.52				157.70	\$584,724,350

Roadway	Segment	Miles	No. of Lanes			Lane-miles	Cost*
			Ex.	Fut.	New		
SR 739	Six Mile Cypress to Daniels	1.26	4	6	2	2.52	\$23,590,000
SR 739	Hanson to SR 82	1.25	2	3	1	1.25	\$21,672,227
Hanson Rd	Fowler to Evans	0.12	2	4	2	0.24	
I-75	Bonita Beach to Corkscrew	7.32	4	6	2	14.64	\$74,310,914
I-75	Corkscrew to Daniels	7.72	4	6	2	15.44	\$66,765,672
I-75	Daniels Interchange	1.63	4	6	2	3.26	\$44,033,383
I-75	Daniels to Colonial	3.70	4	6	2	7.40	\$25,240,229
I-75	Colonial to SR 82	1.54	4	6	2	3.08	\$16,782,417
I-75	SR 82 to Lockett Rd	1.58	4	6	2	3.16	\$18,277,365
I-75	Lockett Rd to SR 80	1.89	4	6	2	3.78	\$15,363,227
I-75	SR 80 Interchange	0.89	4	6	2	1.78	\$39,734,345
US 41	Corkscrew to San Carlos	2.24	4	6	2	4.48	\$26,628,644
Total		92.40				218.73	\$957,122,773

* Road cost excludes developer contributions

Source: Projects from Lee County, FY 06/07-10/11 Capital Improvements Program, Florida Department of Transportation, District One Work Program, FY 2005/2006-2009/10 and Lee County Metropolitan Planning Organization, 2030 Transportation Plan (adopted June 17, 2005, amended December 7, 2005); total project costs exclude funds from developer contributions and toll road revenue programmed for non-toll road projects; state project costs adjusted to 2006 values by deducting the FDOT inflation factors of 1.045 for 2006/07, 1.087 for 2007/08, 1.125 for 2008/09 and 1.162 for 2009/10 obtained from Steven Walls on April 5, 2006.

The average cost per lane-mile added by the planned improvements can be determined by dividing the total cost by the total new lane-miles. The average cost per lane-mile ranges from \$3.7 million to \$4.4 million for local (County/City of Fort Myers) and combined local/State road improvements, respectively, as shown in Table 5.

**Table 5
ROAD COST PER LANE-MILE**

	Local Projects	Local/State Projects
Planned Improvement Project Costs	\$584,724,350	\$957,122,773
New Lane-Miles	157.70	218.73
Average Cost per New Lane-Mile	\$3,707,827	\$4,375,818

Source: Planned improvement project costs and new lane-miles from Table 4.

Roadway Capacity

Nationally-accepted transportation level of service (LOS) categories have been developed by the transportation engineering profession. Six categories, ranging from LOS A to LOS F, describe driving conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow, while LOS F represents the breakdown of traffic flow, characterized by stop-and-go conditions.

In contrast to LOS, service volume capacity is a quantitative measure, expressed in terms of the rate of flow (vehicles passing a point during a period of time). Service volume capacity represents the

maximum rate of flow that can be accommodated by a particular type of roadway while still maintaining a specified LOS. The service volume capacity at LOS E represents that maximum volume that can be accommodated before the flow breaks down into stop-and-go conditions that characterize LOS F, and thus represents the ultimate capacity of the roadway.

The analysis of the capacity of Lee County's major roadway system has been based on the generalized planning capacity estimates promulgated by the Florida Department of Transportation (FDOT), as modified by Lee County based on local data. These capacity estimates are based on Highway Capacity Manual procedures and take into consideration roadway cross-sections, left turn bays at intersections, posted speed limits, the spacing of signalized intersections and the characteristics of the area (i.e., rural, rural developed, transitioning to urban and urbanized).

The generalized capacity estimates developed for planning purposes by Lee County are hourly capacities, rather than average daily capacities. These capacities are essentially the same for LOS D and LOS E, since the capacities of the intersections have already been reached by the time the segment volumes reach LOS D. The hourly capacity numbers also contain a directional split (*D*) factor. The *D* factor used in the generalized Lee County calculations is 0.58, which represents a typical peak hour directional split of 58% in the dominant direction and 42% in the opposite direction.

Average daily capacities are calculated by applying a specific peak hour factor to the peak hour capacity. To convert from peak hour to daily capacity, the hourly capacity is divided by the percentage of daily travel occurring in the peak hour. Where AM and PM peaks differ, the higher peak is used.

In most road impact fee analysis, a generalized peak factor is used (e.g., 10 percent of daily trips occur during the peak hour). However, the *Lee County Traffic Count Report* contains the peaking characteristics for each count station in the County. This allows application of appropriate peaking characteristics to each project used in the cost calculations, and also defends against charges that Lee County's peaking characteristics are unique due to the retiree population. Where the capacity improvement is planned on an existing transportation facility, the count station assigned to the facility in the *Lee County Traffic Count Report* was used. For new facilities, the count station judged to be the most likely to reflect traffic peaking characteristics on the new facility was used.

The average capacity per new lane-mile is determined based on the same set of improvements used to determine the average cost per lane-mile. In all, capacity-expanding projects adding approximately 2,350,904 vehicle-miles of capacity (VMC) to the major roadway system are under construction or in the planning process in Lee County (see Table 6).

**Table 6
CAPACITY ADDED BY PLANNED IMPROVEMENT PROJECTS**

Roadway	Segment	Miles	New Lanes	New Lane-Miles	Pk Hr Capacity			Pk Hr Factor	New Daily Capacity	New Daily VMIC
					Before	After	New			
Alico Rd	Dusty Ln to Three Oaks	2.30	4	9.20	1,710	5,400	3,690	0.095	38,842	89,337
Bonita Beach Rd	Old 41 to Lime St	0.90	2	1.80	3,600	5,400	1,800	0.094	19,149	17,234
Buckingham	Orange R. Blvd to SR 80	2.55	2	5.10	1,710	3,600	1,890	0.102	18,529	47,249
Business 41	Littleton to US 41	2.54	2	5.08	1,710	3,600	1,890	0.113	16,726	42,484
Colonial Blvd	I-75 to SR 82	2.65	2	5.30	3,600	5,400	1,800	0.101	17,822	47,228
Corkscrew Rd	B H Griffin to Bella Terra	2.78	2	5.56	1,710	3,600	1,890	0.102	18,529	51,511
Daniels Pkwy	Chamberlin to Gateway	1.70	2	3.40	3,760	5,640	1,880	0.119	15,798	26,857
Estero Pkwy	Three Oaks to B H Griffin	0.70	4	2.80	0	3,600	3,600	0.102	35,294	24,706
Gladiolus Dr	Pine Ridge to Bass	1.53	2	3.06	1,710	3,600	1,890	0.089	21,236	32,491
Gladiolus Dr	Bass Rd to Winkler	0.78	4	3.12	1,710	5,400	3,690	0.089	41,461	32,340
Bass Rd	Healthpark to Gladiolus	1.03	2	2.06	1,710	3,600	1,890	0.087	21,724	22,376
Gunnery Rd	SR 82 to Lee	2.20	2	4.40	1,710	3,600	1,890	0.101	18,713	41,169
Homestead Rd	Sunrise to Alabama	1.50	2	3.00	1,710	3,600	1,890	0.097	19,485	29,228
Imperial St	Bonita Beach to Imperial	0.27	2	0.54	1,710	3,600	1,890	0.098	19,286	5,207
Imperial St	Imperial R. Bridge	0.23	4	0.92	0	3,600	3,600	0.098	36,735	8,449
Imperial St	Imperial R. to Terry St	0.50	2	1.00	1,710	3,600	1,890	0.098	19,286	9,643
Joel Blvd	17 th St to SR 80	3.24	2	6.48	1,710	3,600	1,890	0.097	19,485	63,131
Luckett Rd	Ortiz to I-75	0.46	2	0.92	1,710	3,600	1,890	0.096	19,688	9,056
Ortiz Ave	Luckett Rd to SR 80	1.33	2	2.66	1,710	3,600	1,890	0.102	18,529	24,644
Ortiz Ave	SR 82 to Luckett Rd	1.25	2	2.50	1,710	3,600	1,890	0.102	18,529	23,161
Ortiz Ave	SR 884 to SR 82	1.73	2	3.46	1,710	3,600	1,890	0.102	18,529	32,055
Plantation Ext	Idlewild to Colonial	1.00	4	4.00	0	3,600	3,600	0.114	31,579	31,579
Plantation	Six Mi Cypress to Daniels	1.25	2	2.50	1,710	3,600	1,890	0.107	17,664	22,080
Sandy Ln	Corkscrew to Estero	1.43	2	2.86	0	1,710	1,710	0.102	16,765	23,974
Six Mi Cypress	N of Daniels to S of Winkler	2.30	2	4.60	1,790	3,760	1,970	0.102	19,314	44,422
Summerlin Rd	Cypress Lake to College	0.78	2	1.56	3,760	5,640	1,880	0.104	18,077	14,100
Summerlin Rd	College to Boy Scout	1.84	2	3.68	3,760	5,640	1,880	0.104	18,077	33,262
Summerlin Rd	San Carlos to Gladiolus	4.26	2	8.52	3,760	5,640	1,880	0.087	21,609	92,054
Winkler Rd	Summerlin to Gladiolus	0.20	2	0.40	1,710	3,600	1,890	0.087	21,724	4,345
Gladiolus	Winkler to Summerlin	0.44	2	0.88	3,600	5,640	2,040	0.082	24,878	10,946
Three Oaks	N of Alico to Daniels	3.50	4	14.00	0	3,600	3,600	0.102	35,294	123,529
Three Oaks	E Terry to The Brooks	4.15	4	16.60	0	3,600	3,600	0.102	35,294	146,470
Three Oaks	Corkscrew to Alico	4.60	2	9.20	1,710	3,600	1,890	0.102	18,529	85,233
Plantation Grd	Treeline to N of Comm. Lk	1.33	4	5.32	0	3,600	3,600	0.119	30,252	40,235
Commerce Lk	Plant. Grdn to Commerce	0.93	2	1.86	0	1,800	1,800	0.119	15,126	14,067
Hanson St	Cocos to Palmetto	1.19	4	4.76	0	3,600	3,600	0.093	38,710	46,065
Hanson St	Ortiz to SR 82	1.15	4	4.60	0	3,600	3,600	0.096	37,500	43,125
Subtotal, Local Road Projects		62.52		157.70						1,455,042
SR 739	Six Mi Cypress to Daniels	1.26	2	2.52	3,600	5,400	1,800	0.100	18,000	22,680
SR 739	Hanson to SR 82	1.25	1	1.25	1,660	2,920	1,260	0.099	12,727	15,909
Hanson Rd	Fowler to Evans	0.12	2	0.24	1,660	3,490	1,830	0.099	18,485	2,218
I-75	Bonita Beach to Corkscrew	7.32	2	14.64	5,250	8,110	2,860	0.092	31,087	227,557

Roadway	Segment	Miles	New Lanes	New Lane-Miles	Pk Hr Capacity			Pk Hr Factor	New Daily Capacity	New Daily VMC
					Before	After	New			
I-75	Corkscrew to Daniels	7.72	2	15.44	5,250	8,110	2,860	0.092	31,087	239,992
I-75	Daniels Interchange	1.63	2	3.26	5,250	8,110	2,860	0.092	31,087	50,672
I-75*	Daniels to Colonial	3.70	2	7.40	5,250	8,110	2,860	0.092	31,087	115,022
I-75	Colonial to SR 82	1.54	2	3.08	5,250	8,110	2,860	0.092	31,087	47,874
I-75	SR 82 to Lockett Rd	1.58	2	3.16	5,250	8,110	2,860	0.092	31,087	49,117
I-75	Lockett Rd to SR 80	1.89	2	3.78	5,250	8,110	2,860	0.092	31,087	58,754
I-75*	SR 80 Interchange	0.89	2	1.78	5,250	8,110	2,860	0.092	31,087	27,667
US 41	Corkscrew to San Carlos	2.24	2	4.48	3,600	5,400	1,800	0.105	17,143	38,400
Total		93.66		218.73						2,350,904

Source: Projects from Lee County, FY 06/07-10/11 Capital Improvements Program, Florida Department of Transportation, District One Work Program, FY 2005/2006-2009/10 and Lee County Metropolitan Planning Organization, Transportation Improvement Program, adopted June 17, 2005, amended December 7, 2005; peak hour capacities are LOS E from Lee County Generalized Two-Way Peak Hour Service Volumes, July 2004; new daily capacity is new peak hour capacity divided by peak hour factor; new daily VMC is new daily capacity times segment miles.

To calculate the average daily capacity per new lane, the total new daily VMC for all listed capacity-expanding projects is divided by the total number of new lane-miles that will be constructed as a result of the capacity-expanding improvements. As shown in Table 7, the average daily capacity per new lane, for both LOS D and LOS E, will be about 10,748 vehicles per day for this representative set of planned road improvements. If only local (County/City of Fort Myers) road improvements are considered, the capacity added per lane is somewhat lower.

**Table 7
AVERAGE DAILY CAPACITY PER LANE**

	Local Road Projects	Local & State Road Projects
New Daily Vehicle-miles of Capacity (VMC)	1,455,042	2,350,904
New Lane-miles	157.70	218.73
Average Capacity per New Lane	9,227	10,748

Source: New daily VMC and new lane-miles from Table 6.

Cost per Service Unit Summary

The average cost per unit of capacity added by the planned improvements can be determined by dividing the average cost of a new lane-mile by the average daily capacity added per lane. As shown in Table 8, the average cost per service unit ranges from \$402 per VMT for local (County and City of Fort Myers) road improvements to \$407 per VMT for local and State improvements.

It is interesting to note that including State road improvements has little effect on the cost per service unit. The cost per service unit with State road improvements is only about one percent higher than the cost per service unit based on local project costs. This is due to the fact that roadways constructed by the State tend to be "higher" type of facilities. While the cost to build these facilities is higher on a lane-mile basis, these facilities are also able to carry more vehicles per lane. In calculating average cost per service unit, these factors offset each other.

Table 8
ROAD COST PER SERVICE UNIT

	Local Projects	Local/State Projects
Average Cost per New Lane-Mile	\$3,707,827	\$4,375,818
Average Capacity per New Lane	9,227	10,748
Average Cost per Vehicle-Mile of Travel (VMT)	\$402	\$407

Source: Average costs per new lane-mile from Table 5; average capacity per new lane-mile from Table 7.

REVENUE CREDITS

When calculating the impact of new development on infrastructure costs, credit will be given for revenue generated by new development that will be used to pay for capacity-related capital improvements. In Lee County, capacity-expanding road improvements are funded almost exclusively with road impact fees and Federal, State and local motor fuel taxes. In the past few years the County has started to program capacity improvements with funding from excess toll revenue. In addition, there is some outstanding County debt for past road improvements, but these bonds are being retired with the County's gas tax receipts.

In the calculation of the proposed road impact fee, credit will be given for that portion of Federal, State and local motor fuel taxes that are used to fund capacity-expanding capital improvements on the major roadway system. An additional credit will be provided to account for the use of County toll road revenue utilized for capacity improvement on non-toll roads.

Gas Tax Credit

The amount of Federal and State motor fuel tax revenue applied toward funding capacity-expanding capital improvements is determined based on construction and right-of-way projects in the first year of each of the last five Florida Department of Transportation Five-Year Work Programs for Lee County, as shown in Table 9.

**Table 9
FEDERAL/STATE FUEL TAX CAPACITY FUNDING, 2002-2006**

Facility	Improvement	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06
I-75 @ Alico Rd	Interchange Imp	\$314,000	\$3,621,000	\$11,516,000	\$35,606,300	\$987,000
I-75 @ Daniels Parkway	Interchange Imp		\$3,069,000	\$42,000	\$31,000	
I-75, Bonita Beach-Corkscrew	Add Lanes		\$3,944,000	\$47,000	\$429,000	\$15,209,000
I-75 @ Corkscrew	Interchange Imp		\$2,058,000	\$10,000	\$278,000	\$13,000
I-75, Corkscrew-Daniels Parkway	Add Lanes		\$3,548,000	\$52,000	\$506,000	\$21,743,000
I-75 @ Colonial, Northbound Ramp	Interchange Imp	\$20,000	\$798,000	\$101,000	\$1,000	
I-75 @ Colonial, Southbound Ramp	Interchange Imp	\$15,000	\$983,000	\$79,000		
I-75 @ SR 80 Interchange	Interchange Imp				\$2,976,000	\$1,110,000
I-75 @ SR 82 Interchange	Interchange Imp				\$1,904,000	\$5,000
I-75 @ Airport Access	Interchange Imp				\$2,485,000	
I-75, Daniels Pwy to Colonial	Add Lanes				\$2,432,000	
I-75, Colonial Blvd to SR 82	Add Lanes				\$1,308,000	
I-75, Lockett Rd to SR 80	Add Lanes				\$1,462,000	
I-75, SR 80 to SR 78	Add Lanes					\$4,426,000
I-75, SR 82 to Lockett Rd	Add Lanes				\$1,383,000	
Ft Myers Regional TMC System	Freeway Mgt				\$3,552,000	\$288,000
SR 739, US 41-Six Mile Cypress	New Road Ext.	\$14,972,000	\$644,000	\$17,870,000	\$4,128,000	\$6,127,000
SR 739, Six Mi. Cypress to Daniels	Add Lanes	\$1,000,000		\$6,000	\$1,665,000	\$11,520,000
SR 739, Winkler Ave-SR 82	Add Lanes	\$177,000	\$190,000	\$1,540,000	\$3,730,000	\$8,329,000
SR 739, Hanson-SR 82	Add Lanes	\$1,898,000	\$1,763,000	\$3,050,000	\$1,514,000	\$33,288,000
SR 78, E of Chiquita-W of S Barb	Add Lanes	\$1,656,000	\$2,158,000	\$1,334,000	\$7,381,000	\$287,000

Facility	Improvement	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06
SR 78, Slater-I-75	Add Lanes	\$1,254,000	\$1,580,000	\$21,734,000	\$471,000	\$2,805,000
SR 78 @ Hancock Bridge Pkwy	Traffic Signals	\$150,000				
SR 80, E of Hickey Cr-Iverson	Add Lanes	\$21,000	\$443,000	\$49,000	\$63,000	\$183,000
SR 80, Hickey Cr-Hendry Co	Add Lanes	\$16,154,000	\$1,672,000	\$1,169,000	\$203,000	\$553,000
SR 82 @ Jackson St	Intersection Imp				\$103,000	\$65,000
SR 82, Owen Ave-40th St SW	Add Turn Lanes				\$2,000	\$1,223,000
SR 82, Michigan-Ortiz Ave	Add Lanes	\$5,408,000	\$178,000	\$276,000	\$5,000	\$26,000
SR 82, Evans Ave-Michigan Link	Add Lanes	\$754,000	\$24,000	\$3,000	\$3,000	
SR 884 @ Ortiz Ave	Add Turn Lanes				\$370,000	
US 41 Bus, Marianna-Littleton	Add Lanes	\$7,168,000	\$2,220,000	\$405,000	\$51,000	\$271,000
US 41, Collier Co-Bonita Beach	Add Lanes	\$566,000	\$9,755,000	\$113,000	\$1,458,000	\$326,000
US 41, Bonita Beach-Old US 41	Add Lanes	\$2,000	\$19,639,000	\$192,000	\$2,447,000	\$1,948,000
US 41, Old US 41-Corkscrew	Add Lanes	\$11,140,000	\$47,000	\$1,116,000	\$906,000	\$399,000
US 41, Corkscrew to San Carlos Blvd	Add Lanes		\$1,709,000	\$562,000	\$2,372,000	\$6,905,000
Pine Ridge @ SR 865	Add Turn Lanes		\$175,000		\$153,000	
Gunnery Rd, SR 82-Lee Blvd	Add Lanes					\$1,990,000
Veterans Mem, Pine-Midpoint	New Road Ext.		\$640,000	\$1,140,000	\$1,406,000	\$1,406,000
Total Capacity Funding		\$62,669,000	\$60,858,000	\$62,406,000	\$82,784,300	\$121,432,000

Source: FY 2001/2002 through FY 2005/2006 capacity-expanding improvement programmed costs from Florida Department of Transportation (FDOT), Work Program - Adopted Work Program Six Year History, FY 2001/2002 - 2005/2006 and FY 2005/2006 FDOT, Work Program - Adopted Work Programs, FY 2005/2006 - 2009/2010 (<http://www2.dot.state.fl.us/programdevelopmentoffice/wp/default.asp>).

Total motor fuel tax revenue collected in Lee County for each year is estimated based on the gallons of motor fuel sold in Lee County and the Federal/State tax rate per gallon in effect at the time. On average, over the five-year period, it is estimated that 69 percent of Federal and State motor fuel taxes collected in Lee County have been spent on capacity-expanding improvements to the major roadway system, as shown in Table 10.

Table 10
PERCENT OF FEDERAL/STATE FUEL TAX FUNDING TO CAPACITY

Fiscal Year	Gallons Sold in Lee County	Fed/State Tax/Gallon*	Fed/State Taxes Paid	FDOT Capacity Funding	Percent Capacity
FY 2001/2002	271,876,944	\$0.353	\$95,972,561	\$62,669,000	65%
FY 2002/2003	279,287,701	\$0.358	\$99,984,997	\$60,858,000	61%
FY 2003/2004	298,951,074	\$0.361	\$107,921,338	\$62,406,000	58%
FY 2004/2005	328,562,336	\$0.367	\$120,582,377	\$82,784,300	69%
FY 2005/2006	346,961,827	\$0.373	\$129,416,761	\$121,432,000	94%
Five-Year Average					69%

* Fed/State Tax Gallon excludes \$0.02 of constitutional fuel tax.

Source: Total gallons of fuel sold in Lee County (includes gasoline and diesel) for FY 2001/02 through FY 2004/05 from the Florida Department of Revenue; estimated gallons for FY 2005/06 based on annual increase of 5.6%; federal/state motor fuel tax per gallon from the Florida Legislative Committee on Intergovernmental Relations; FDOT capacity-expanding improvement funding from Table 9.

Based on the historical percentage of Federal and State fuel tax funding for capacity and the current tax structure, it can be reasonably anticipated that approximately 25.7 cents of the 37.3 cents per gallon of

Federal and State fuel taxes will be available in the future for capacity-expanding capital improvements (see Table 11).

As summarized in Table 11, local motor fuel taxes amount to 16 cents per gallon. The amount of local motor fuel tax applied towards capacity-expanding capital improvements is determined by examining financial reports prepared by the State of Florida and Lee County.

The State imposes a 2-cent per gallon excise tax on motor fuels that is distributed to local governments. The original intent of the Constitutional Fuel Tax (also known as the 5th/6th Cent Fuel Tax) was to provide the necessary revenue to cover debt service managed by the Florida Board of Administration, with the remaining balance distributed to local governments. The state no longer retains a portion of these funds for debt service, since the 1973 Road/Bridge Bond Issue (Mantanzas Pass and Hurricane Bay Bridges) has been retired. The funds are available for either capital projects or transportation operations, but the County has dedicated the revenue to fund transportation operating costs since 1996.

The County Fuel Tax, also known as the 7th Cent Fuel Tax, is distributed to counties via the same distribution formula used for the Constitutional Fuel Tax. However, the state retains 30% of the tax funds for collection fees, refunds, administrative costs and service charges. The proceeds of the 7th Cent Fuel Tax are used by Lee County solely for the operation and maintenance of the existing major roadway system.

The Municipal Fuel Tax, also known as the 8th Cent Fuel Tax, is joined with non-transportation revenues and distributed to the cities from the Revenue Sharing Trust Fund for Municipalities. This revenue source is not earmarked for transportation purposes.

Local governments in Florida are authorized to levy up to 12 cents of local option fuel taxes in the form of three separate levies. All 12 cents are authorized for Lee County. The County uses a portion of the local fuel tax to retire debt service on the 1993 and 1997 Series Gas Tax Bonds and the 2004 Five Cent Local Option Gas Tax Refunding Bond. The remaining revenues are distributed among the County and municipal governments according to interlocal agreement or statutory formula.

The Six Cent Tax is a tax of six cents per gallon of motor and diesel fuel sold within the County. The entire six cents is pledged to retire the 1993 and 1997 Series Gas Tax Bonds. However, only two cents, or one-third, is actually used for debt service. The remaining two-thirds is split between the Transportation Capital Improvement Fund, where it is informally earmarked for road resurfacing and rehabilitation, and LeeTran transit.

The Five Cent Tax is a tax of five cents per gallon of motor and diesel fuel sold within the County. All of the five-cent local option gas tax revenues are used for capacity-expanding improvements. Approximately one-half is dedicated to debt service for East/West Corridor improvements associated with the Midpoint Memorial Bridge, while the other half is used for other capacity-expanding projects.

The 9th Cent Tax is a tax of one cent per gallon of motor and diesel fuel sold in the County. The County is not required to share the proceeds of the 9th Cent Tax with the municipalities, and the funds are only used for transportation purposes. Approximately 41 percent of the 9th Cent Tax revenues are used to retire debt service on the 1993 Series Gas Tax Bonds (this bond was refunded with the Series 2003 Road

Improvement Revenue Bond issued in October 2003). The balance is used for the operation and maintenance of the existing major roadway system.¹¹

The motor fuel tax credits per gallon are summarized in Table 11. For every gallon of gasoline sold in Lee County, motorists currently pay approximately 53 cents per gallon in motor fuel taxes. Of the 53 cents, approximately 33 cents per gallon are available for capacity-expanding improvements to the major roadway system based on past experience, or about 62 percent of motor fuel taxes paid.

**Table 11
MOTOR FUEL TAX CREDIT PER GALLON**

Type of Motor Fuel Tax	Tax Rate/ Gallon	% to Capacity	Capacity \$/Gal.
Federal Motor Tax	\$0.184		
State Motor Tax (Less Constitutional Fuel Tax)	\$0.129		
State Comprehensive Enhanced Transportation (SCETS) Tax	\$0.060		
Subtotal, Federal/State Motor Fuel Tax per Gallon	\$0.373	69%	\$0.257
5 th and 6 th Cent Tax (Constitutional Fuel Tax)	\$0.020	0%	\$0.000
7 th Cent Tax (County Fuel Tax)	\$0.010	0%	\$0.000
8 th Cent Tax (Municipal Fuel Tax)	\$0.010	0%	\$0.000
Six Cent Local Option Tax	\$0.060	33%	\$0.020
Five Cent Local Option Tax	\$0.050	100%	\$0.050
9 th Cent Tax	\$0.010	41%	\$0.004
Subtotal, Local Motor Fuel Tax per Gallon	\$0.160	46%	\$0.074
Total Motor Fuel Tax per Gallon	\$0.533	62%	\$0.331

Source: Federal, State and SCETS tax rates per gallon as of January 1, 2006 from the Florida Department of Revenue; local fuel tax rates per gallon from *Lee County Annual Budget, FY 2005/06*; percent federal/state capacity funding per gallon from Table 10;); percentages for local motor fuel taxes derived from the *Lee County Annual Budget, FY 2005/2006* and the *Lee County 2005 Debt Manual* (<http://www.lee-county.com/onlinedocuments.htm>).

Over the 20-year useful life of most road improvements, new development can be expected to generate approximately \$92 in capacity-expanding road funding for every daily vehicle-mile of travel (see Table 12). This is the amount of credit that should be applied against the cost of accommodating the transportation demands of new development.

¹¹ In 2004, Lee County received \$3,321,700 in 9th Cent Tax, of which \$1,351,200 was used to retire the debt service on the 1993 Series Gas Tax Bonds, with the balance used for the operation and maintenance of roadway system (from the *Lee County Budget, FY 2005/06* and the *Lee County Debt Manual, FY 2005*).

Table 12
MOTOR FUEL TAX CREDIT PER SERVICE UNIT

Total Federal, State and Local Motor Fuel Tax Capacity-Expanding Improvement Funding per Gallon	\$0.331
Average Miles per Gallon	17.0
Capacity-Expanding Improvement Funding per Daily Vehicle-Mile	\$0.0195
Days per Year	365
Annual Capacity-Expanding Improvement Funding per Daily Vehicle-Mile	\$7.12
Net Present Value Factor (4.55% discount rate over 20 years)	12.95
Motor Fuel Tax Credit per Daily Vehicle-Mile of Travel (VMT)	\$92

Source: Motor fuel tax funding per gallon from Table 10; average miles per gallon is average for all motor vehicles for 2003 from US Census Bureau, *Statistical Abstract of the United States*, 2006, Table 1085; net present value based on 4.55% discount rate, which is the average interest rate on 20-year AAA municipal bonds cited on www.fmsbonds.com on June 29, 2006.

Excess Toll Revenue Credit

Lee County toll road facilities include the Cape Coral toll facility and parallel span bridges, Midpoint Memorial toll facility and bridge and Sanibel Causeway toll facility and drawbridge. Since these facilities are self-supporting through toll revenue, they are not included in the average trip length used in the impact fee analysis. However, in recent years, the County has programmed excess toll road revenue for capital improvements on non-toll roads. In this update, a separate credit will be provided to account for excess toll road revenue. Excluding toll-funded projects from the list of projects used to determine the average cost per lane-mile does not eliminate the need for an excess toll funding credit. Travel on toll roads was taken out of total VMT used to calculate the average trip length, so a credit is unnecessary for toll revenue used to improve toll roads or pay toll road debt. However, that option is not available for non-toll facilities that may receive excess toll funding. For this reason, a credit has been calculated for the present value of future excess toll revenue expected to be generated by new development.

Table 13 shows the non-toll road projects that are programmed to be funded with excess toll revenue from the Cape and Midpoint Bridges in the County's draft 2006/07 to 2010/11 CIP (the County does not expect any surplus tolls from the Sanibel toll bridge in this time frame). It is estimated that the County will spend \$45.3 million of excess toll revenue for capacity improvements on non-toll roads over the next five years. Beyond the surplus toll revenue, a couple of projects also assume bonding against new tolls. These include the right-of-way and construction phases of the Colonial Expressway, and the design phase of the CR 951 Extension South (from Immokalee Road to Bonita Beach Road). However, it remains to be seen whether these projects will actually be toll-feasible and these phases funded with toll bonds. If these new roads are toll facilities, they will not be included in the average trip length in the next road impact fee update.

**Table 13
EXCESS TOLL REVENUE CREDIT**

Burnt Store Road Widening	\$19,830,233
Colonial Expressway	\$15,500,000
Veterans Parkway/Del Prado Overpass	\$7,700,000
Veterans Parkway/Santa Barbara Overpass	\$2,250,000
Total Excess Toll Revenue Funding, FY 2007-2011	\$45,280,233
Years	5
Annual Excess Toll Revenue Funding	\$9,056,047
Existing VMT on Major Road System	11,431,937
Annual Excess Toll Funding per VMT	\$0.79
Net Present Value Factor (4.55% discount rate over 20 years)	12.95
Excess Toll Credit per Daily Vehicle-Mile of Travel (VMT)	\$10

Source: Projects and programmed excess toll revenue from Lee County, draft FY 2006/07-2010/11 Capital Improvement Program; existing VMT from Table 16; net present value based on 4.55% discount rate, which is the average interest rate on 20-year AAA municipal bonds cited on www.fmsbonds.com on June 29, 2006.

TRAVEL DEMAND

The travel demand generated by specific land use types in Lee County is a product of four factors: 1) trip generation, 2) percent new trips, 3) average trip length and 4) a local adjustment factor to calibrate VMT based on national travel characteristics to reflect local travel demand.

Trip Generation

Trip generation rates are based on information published in the most recent edition of the Institute of Transportation Engineers' (ITE) Trip Generation manual. Trip generation rates represent trip ends, or driveway crossings at the site of a land use. Thus, a single one-way trip from home to work counts as one trip end for the residence and one trip end for the work place, for a total of two trip ends. To avoid over-counting, all trip rates have been divided by two. This places the burden of travel equally between the origin and destination of the trip and eliminates double-charging for any particular trip.

New Trip Factor

Trip rates must also be adjusted by a "new trip factor" to exclude pass-by and diverted-link trips. This adjustment is intended to reduce the possibility of over-counting by only including primary trips generated by the development. Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a development on that route. For example, a stop at a convenience store on the way home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted-link trip is similar to a pass-by trip, but a diversion is made from the regular route to make an interim stop. The reduction for pass-by and diverted-link trips was drawn from ITE and other published information.

Average Trip Length

In the context of a road impact fee based on a demand-driven methodology, we are interested in determining the average length of a trip on the major roadway system within Lee County. As part of the prior impact fee update, an analysis was conducted of origin-destination survey data collected at several major intersections in Lee County.¹² The analysis found average trip lengths comparable to national average trip lengths. Based on this finding, the consultant and Lee County transportation staff agreed it would be better to use national data for both trip generation rates and average trip lengths, and to calibrate total VMT to local conditions using a local adjustment factor.

Table 14 below shows national average trip lengths by trip purpose. The U.S. Department of Transportation's 2001 *National Household Travel Survey* identifies average trips lengths for specific trip purposes, including home-to-work trips, doctor/dentist, school/church, shopping, and other personal trips. In addition, an average residential trip length was calculated using a weighting of 25 percent work trips and 75 percent average trips, based on the fact that a single-family unit in Lee County has an

¹² CRSPE, Inc., *Lee County Trip Length Study*, January 2003

average of 1.15 workers,¹³ who could be expected to generate 2.30 of the 9.57 trip ends generated by a typical single-family unit during a weekday.

Table 14
AVERAGE TRIP LENGTH BY TRIP PURPOSE

Trip Purpose	Length (miles)
To or from work	12.19
Residential	10.41
Doctor/Dentist	9.89
Average	9.82
School/Church	7.50
Family/Personal	7.43
Shopping	6.61

Source: US. Department of Transportation, *National Household Travel Survey*, 2001 residential trip length is weighted 25% local work trip length and 75% average trip length.

Local Adjustment Factor

As noted above, it is necessary to calibrate the VMT expected from various land use types derived from national data to reflect observed volumes on Lee County's major roadway system. The first step in developing the adjustment factor for local travel demand is to estimate the total daily vehicle-miles of travel (VMT) expected on Lee County's major roadway system based on national travel demand characteristics. Existing land use data were compiled using information from the Lee County Property Appraiser for all jurisdictions in the County. Existing land uses are multiplied by average daily trip generation rates, percent of primary trips and average trip lengths and summed to estimate total county-wide VMT. As shown in Table 15, existing county-wide land uses, using national trip generation and trip length data, would be expected to generate approximately 19 million VMT every day.

Table 15
COUNTY-WIDE VEHICLE-MILES OF TRAVEL

Land Use Type	JTE Code	Unit	Existing Units	Trip Rate	Primary Trips	Daily Trips	Length (miles)	Daily VMT
Single-Family Detached	210	Dwelling	181,714	4.79	100%	870,410	10.41	9,060,968
Multi-Family	220	Dwelling	93,442	3.36	100%	313,965	10.41	3,268,376
Mobile Home/RV Park	240	Pad	8,253	2.50	100%	20,633	10.41	214,790
Hotel/Motel	310/320	Rooms	15,841	4.51	80%	57,154	10.41	594,973
Shop Center/Gen. Retail	820	1000 sq ft	39,030	21.47	62%	519,544	6.61	3,434,186
Office	710	1000 sq ft	15,855	5.51	75%	65,521	9.82	643,416
Public/Institutional	710	1000 sq ft	26,809	5.51	75%	110,788	9.82	1,087,938
Industrial Park	130	1000 sq ft	8,193	3.48	95%	27,086	10.41	281,965
Warehouse	150	1000 sq ft	14,996	2.48	95%	35,331	10.41	367,796
Total						2,020,432		18,954,408

Source: Existing units from the Lee County Department of Community Development, October 2005; single-family detached includes mobile and manufactured home on individual lot; trip rates, primary trips and trip lengths from Table 18, public/institutional trip rate based on office rate; daily trips is product of trip rate and primary trips; daily VMT is product of daily trips and trip length.

¹³ Derived from 2000 U.S. Census 5% Public-Use Microdata Sample (PUMS) for Lee County

The next step in developing the local travel demand adjustment factor is to determine actual county-wide VMT on Lee County's major roadway system. An inventory of the existing major roadway system was prepared as part of this update (see Table 22 of the Appendix). Roadway segment lengths, recent travel volumes and peak season factors are used to determine actual daily VMT.

The majority of the average daily traffic volumes for 2004 were obtained from Lee County's Department of Transportation and FDOT. The County monitors average daily traffic for all arterials maintained by the State or County. These counts were supplemented by counts maintained by the City of Cape Coral.

Counts provided by all agencies were average annual counts. However, there is a significant seasonal variation in traffic in Lee County, and it was necessary to convert average annual counts to peak season counts. Conversion of the counts was based on the permanent count station assigned to a particular link. In the few cases where a count station has not been assigned, the count station judged to be the most likely to reflect traffic peaking characteristics on the new facility was used. As part of the reporting generated by the permanent count stations, variations in monthly traffic are calculated. These variations are reported as a percentage of traffic during a particular month as compared to average annual traffic. In Lee County, traffic is heaviest during February and March. For purposes of converting traffic counts to peak season volumes, traffic characteristics for March were used. In the instances where March data was unavailable, data for February was used.

Once traffic counts were converted to peak season, conversion to total county-wide VMT was straightforward. Counts for each segment were multiplied by the centerline length of the segment to calculate VMT for the link. VMT for individual links were totaled to arrive at an actual county-wide VMT. The detailed count data, peaking factor and VMT for each roadway segment are presented in Table 22 of the Appendix.

Before the projected VMT could be compared to actual VMT, the actual VMT must be reduced by the amount of travel associated with "through trips" that do not have an origin or destination in the County. Data interpolated from the 1990 and 2020 regional travel demand models indicate that "external-to-external" trips are equivalent to 1.2 percent of trips generated within Lee County. However, since the area covered by the model extends beyond Lee County into adjoining counties, the model may be under-estimating the percent of through trips. To compensate for this, the percentage of through trips were assumed to be twice that predicted by the model, or 2.4 percent. Applying this percentage to the number of trips estimated to be generated within Lee County by existing land use yields an estimate of through trips. Since the majority of through trips are likely to occur on I-75, multiplying through trips by the length of I-75 through the county provides a reasonable estimate of VMT associated with through traffic.

Actual VMT should also be reduced by the amount of travel on the three toll bridges, since these facilities have a separate funding source. Subtracting through trip and toll bridge VMT from total VMT results in the VMT associated with non-toll road travel generated by development within the county. As shown in Table 16, locally-generated, non-toll road travel account for about 11.4 million VMT on the major roadway system every day during the peak season.

**Table 16
MAJOR ROADWAY SYSTEM TRAVEL DEMAND**

Total Daily Trips Generated by Land Uses in Lee County	2,020,432
Percent Through Trips	2.40%
Daily Through Trips	48,490
Average Length of Through Trips (miles)	34.34
Daily Through Trip VMT	1,665,147
Daily Sanibel Causeway Toll Road VMT	53,179
Daily Cape Coral Bridge Toll Road VMT	82,129
Daily Midpoint Bridge Toll Road VMT	167,324
Total Daily Through Trip and Toll Road VMT	1,967,779
Total Daily VMT on Major Roadway System	13,399,716
Locally-Generated, Non-Toll Road Daily VMT	11,431,937

Source: Total daily trips generated within Lee County from Table 15; percent trips through Lee County with no origin or destination in county estimated from regional travel demand model; average length of through trips based on length of I-75 through county; VMT on toll roads from CRSPE, Inc., June 28, 2006; total daily VMT from Table 3.

Comparing the results of the last two tables, it can be seen that projected VMT using existing land use data and national travel demand characteristics significantly over-estimates VMT actually observed on the major roadway system. Consequently, it is necessary to develop an adjustment factor to account for this variation. The local travel demand adjustment factor is the ratio of actual to projected VMT on the major roadway system. As shown in Table 17, the average daily demand for each land use should be multiplied by a local adjustment factor of 0.6.

**Table 17
LOCAL ADJUSTMENT FACTOR**

Actual Daily Vehicle-miles of Travel (VMT)	11,431,937
Projected Daily Vehicle-miles of Travel (VMT)	18,954,408
Local Adjustment Factor	0.60

Source: Actual daily VMT from Table 15; projected daily VMT Table 15.

Travel Demand Summary

The result of combining trip generation rates, primary trip factors, average trip lengths and a local adjustment factor is a travel demand schedule. The travel demand schedule establishes the average daily VMT generated by various land use types per unit of development for Lee County (see Table 18).

**Table 18
TRAVEL DEMAND SCHEDULE**

Land Use Type	ITE Code	Unit	1-Way Trips	Primary Trips	Length (miles)	Adjust. Factor	Daily VMT
Single-Family Detached	210	Dwelling	4.79	100%	10.41	0.60	29.92
Multi-Family	220	Dwelling	3.36	100%	10.41	0.60	20.99
Mobile Home/RV Park	240	Pad	2.50	100%	10.41	0.60	15.62
Elderly/Disabled Housing	252	Dwelling	1.74	100%	10.41	0.60	10.87
Adult Cong. Living Facility (ACLF)	253	Dwelling	1.08	100%	10.41	0.60	6.75
Hotel/Motel	310/320	Room	4.51	80%	10.41	0.60	22.54
RETAIL/COMMERCIAL							
Shopping Center/General Retail	820	1,000 sq. ft.	21.47	62%	6.61	0.60	52.79
Bank	911	1,000 sq. ft.	78.24	27%	6.61	0.60	83.78
Car Wash, Self Service	947	Stall	10.05	44%	6.61	0.60	17.54
Convenience Store w/Gas Sales	853	1,000 sq. ft.	422.80	16%	3.31	0.60	134.35
Golf Course (open to public)	430	Acre	2.52	80%	7.43	0.60	8.99
Movie Theater	443	1,000 sq. ft.	39.03	50%	6.61	0.60	77.40
Restaurant, Sit-Down	931	1,000 sq. ft.	44.98	38%	6.61	0.60	67.79
Restaurant, Fast Food	934	1,000 sq. ft.	248.06	30%	3.31	0.60	147.79
OFFICE/INSTITUTIONAL							
Office, General	710	1,000 sq. ft.	5.51	75%	9.82	0.60	24.35
Office, Medical	720	1,000 sq. ft.	18.07	75%	9.89	0.60	80.42
Hospital	610	1,000 sq. ft.	8.79	75%	9.89	0.60	39.12
Nursing Home	620	1,000 sq. ft.	3.05	75%	9.89	0.60	13.57
Church	560	1,000 sq. ft.	4.56	75%	7.43	0.60	15.25
Day Care Center	565	1,000 sq. ft.	39.63	24%	7.50	0.60	42.80
Elementary/Sec. School (private)	520/522/530	1,000 sq. ft.	6.86	24%	7.50	0.60	7.41
INDUSTRIAL							
Industrial Park	130	1,000 sq. ft.	3.48	95%	10.41	0.60	20.65
Warehouse	150	1,000 sq. ft.	2.48	95%	10.41	0.60	14.72
Mini-Warehouse	151	1,000 sq. ft.	1.25	95%	7.43	0.60	5.29

Source: "1-Way Trips" = 1/2 of average daily trips (ADT) during weekday from Institute of Transportation Engineers (ITE), *Trip Generation*, 7th ed., 2003; primary trip percentages for shopping center (additional 10% deducted for diverted-link trips), bank, convenience store w/gas sales, and restaurant (sit-down and fast food) from ITE, *Trip Generation Handbook*, March 2001; car wash, self service, ADT and primary trip percentage from Metro Transportation Group, Inc., *Independent Fee Calculation Study for Self Serve Car Wash Facilities - Hancock Bridge Parkway Location*, October 24, 2000; percentage for elementary/secondary school and day care center based on Preston Hitchens, "Trip Generation of Day Care Centers," 1990 *ITE Compendium*; average trip lengths from Table 14; retail average trip length reduced by 50% for convenience stores and fast food restaurants; local adjustment factor from Table 17.

FEE SCHEDULE

Using the impact fee formula and the inputs calculated in this report, the updated road impact fees for various land uses are shown in Table 19, based on local (County and City of Fort Myers) road improvements, and in Table 20, based on both local and State road improvements.

Table 19
UPDATED ROAD IMPACT FEES (LOCAL PROJECTS)

Land Use Type	Unit	Daily VMT	Cost/VMT	Cost/Unit	Credit/VMT	Credit/Unit	Net Cost/Unit
Single-Family Detached	Dwelling	29.92	\$402	\$12,028	\$102	\$3,052	\$8,976
Multi-Family	Dwelling	20.99	\$402	\$8,438	\$102	\$2,141	\$6,297
Mobile Home/RV Park	Pad	15.62	\$402	\$6,279	\$102	\$1,593	\$4,686
Elderly/Disabled Housing	Dwelling	10.87	\$402	\$4,370	\$102	\$1,109	\$3,261
Adult Cong. Living Facility (ACLF)	Dwelling	6.75	\$402	\$2,714	\$102	\$689	\$2,025
Hotel/Motel	Room	22.54	\$402	\$9,061	\$102	\$2,299	\$6,762
RETAIL/COMMERCIAL							
Shopping Center/General Retail	1,000 sq. ft.	52.79	\$402	\$21,222	\$102	\$5,385	\$15,837
Bank	1,000 sq. ft.	83.78	\$402	\$33,680	\$102	\$8,546	\$25,134
Car Wash, Self Service	Stall	17.54	\$402	\$7,051	\$102	\$1,789	\$5,262
Convenience Store w/Gas Sales	1,000 sq. ft.	134.35	\$402	\$54,009	\$102	\$13,704	\$40,305
Golf Course (open to public)	Acre	8.99	\$402	\$3,614	\$102	\$917	\$2,697
Movie Theater	1,000 sq. ft.	77.40	\$402	\$31,115	\$102	\$7,895	\$23,220
Restaurant, Sit-Down	1,000 sq. ft.	67.79	\$402	\$27,252	\$102	\$6,915	\$20,337
Restaurant, Fast Food	1,000 sq. ft.	147.79	\$402	\$59,412	\$102	\$15,075	\$44,337
OFFICE/INSTITUTIONAL							
Office, General	1,000 sq. ft.	24.35	\$402	\$9,789	\$102	\$2,484	\$7,305
Office, Medical	1,000 sq. ft.	80.42	\$402	\$32,329	\$102	\$8,203	\$24,126
Hospital	1,000 sq. ft.	39.12	\$402	\$15,726	\$102	\$3,990	\$11,736
Nursing Home	1,000 sq. ft.	13.57	\$402	\$5,455	\$102	\$1,384	\$4,071
Church	1,000 sq. ft.	15.25	\$402	\$6,131	\$102	\$1,556	\$4,575
Day Care Center	1,000 sq. ft.	42.80	\$402	\$17,206	\$102	\$4,366	\$12,840
Elementary/Sec. School (private)	1,000 sq. ft.	7.41	\$402	\$2,979	\$102	\$756	\$2,223
INDUSTRIAL							
Industrial Park	1,000 sq. ft.	20.65	\$402	\$8,301	\$102	\$2,106	\$6,195
Warehouse	1,000 sq. ft.	14.72	\$402	\$5,917	\$102	\$1,501	\$4,416
Mini-Warehouse	1,000 sq. ft.	5.29	\$402	\$2,127	\$102	\$540	\$1,587

Source: Daily VMT per unit from Table 18; cost per VMT from Table 8; credit per VMT from Table 12.

**Table 20
UPDATED ROAD IMPACT FEES (ALL PROJECTS)**

Land Use Type	Unit	Daily VMT	Cost/ VMT	Cost/ Unit	Credit/ VMT	Credit/ Unit	Net Cost/ Unit
Single-Family Detached	Dwelling	29.92	\$407	\$12,177	\$102	\$3,052	\$9,125
Multi-Family	Dwelling	20.99	\$407	\$8,543	\$102	\$2,141	\$6,402
Mobile Home/RV Park	Pad	15.62	\$407	\$6,357	\$102	\$1,593	\$4,764
Elderly/Disabled Housing	Dwelling	10.87	\$407	\$4,424	\$102	\$1,109	\$3,315
Adult Cong. Living Facility (ACLF)	Dwelling	6.75	\$407	\$2,747	\$102	\$689	\$2,058
Hotel/Motel	Room	22.54	\$407	\$9,174	\$102	\$2,299	\$6,875
RETAIL/COMMERCIAL							
Shopping Center/General Retail	1,000 sq. ft.	52.79	\$407	\$21,486	\$102	\$5,385	\$16,101
Bank	1,000 sq. ft.	83.78	\$407	\$34,098	\$102	\$8,546	\$25,552
Car Wash, Self Service	Stall	17.54	\$407	\$7,139	\$102	\$1,789	\$5,350
Convenience Store w/Gas Sales	1,000 sq. ft.	134.35	\$407	\$54,680	\$102	\$13,704	\$40,976
Golf Course (open to public)	Acre	8.99	\$407	\$3,659	\$102	\$917	\$2,742
Movie Theater	1,000 sq. ft.	77.40	\$407	\$31,502	\$102	\$7,895	\$23,607
Restaurant, Sit-Down	1,000 sq. ft.	67.79	\$407	\$27,591	\$102	\$6,915	\$20,676
Restaurant, Fast Food	1,000 sq. ft.	147.79	\$407	\$60,151	\$102	\$15,075	\$45,076
OFFICE/INSTITUTIONAL							
Office, General	1,000 sq. ft.	24.35	\$407	\$9,910	\$102	\$2,484	\$7,426
Office, Medical	1,000 sq. ft.	80.42	\$407	\$32,731	\$102	\$8,203	\$24,528
Hospital	1,000 sq. ft.	39.12	\$407	\$15,922	\$102	\$3,990	\$11,932
Nursing Home	1,000 sq. ft.	13.57	\$407	\$5,523	\$102	\$1,384	\$4,139
Church	1,000 sq. ft.	15.25	\$407	\$6,207	\$102	\$1,556	\$4,651
Day Care Center	1,000 sq. ft.	42.80	\$407	\$17,420	\$102	\$4,366	\$13,054
Elementary/Sec. School (private)	1,000 sq. ft.	7.41	\$407	\$3,016	\$102	\$756	\$2,260
INDUSTRIAL							
Industrial Park	1,000 sq. ft.	20.65	\$407	\$8,405	\$102	\$2,106	\$6,299
Warehouse	1,000 sq. ft.	14.72	\$407	\$5,991	\$102	\$1,501	\$4,490
Mini-Warehouse	1,000 sq. ft.	5.29	\$407	\$2,153	\$102	\$540	\$1,613

Source: Daily VMT per unit from Table 18; cost per VMT from Table 8; credit per VMT from Table 12.

Comparative Fees

The two alternative sets of fees calculated in this report are compared with the current fees in Table 21. If the fees are based solely on the average cost of adding capacity with local road improvement projects, the updated fees will be, on average, about 202 percent higher than existing fees. Alternatively, if the fees are based on the average cost of local and State road improvement projects, the updated fees will be 207 percent higher, on average, than existing fees.

The fee increases are primarily related to the increased cost of construction due to commodity price increases for energy, concrete and steel and increased land costs for right-of-way acquisition. Variation

among specific land-use categories is due to application of the updated national trip generation rate data utilized in this study.

**Table 21
COMPARISON OF CURRENT AND UPDATED ROAD FEES**

Land Use Type	Unit	Current Fee	Updated Fees		Percent Change	
			Local	All Projects	Local	All Projects
Single-Family Detached	Dwelling	\$2,971	\$8,976	\$9,125	202%	207%
Multi-Family	Dwelling	\$2,059	\$6,297	\$6,402	206%	211%
Mobile Home/RV Park	Pad	\$1,488	\$4,686	\$4,764	215%	220%
Elderly/Disabled Housing	Dwelling	\$1,017	\$3,261	\$3,315	221%	226%
Adult Cong. Living Facility (ACLF)	Dwelling	\$670	\$2,025	\$2,058	202%	207%
Hotel/Motel	Room	\$2,237	\$6,762	\$6,875	202%	207%
RETAIL/COMMERCIAL						
Shopping Center	1,000 sq. ft.	\$5,063	\$15,837	\$16,101	213%	218%
Bank	1,000 sq. ft.	\$8,038	\$25,134	\$25,552	213%	218%
Car Wash, Self Service	Stall	\$1,683	\$5,262	\$5,350	213%	218%
Convenience Store w/Gas Sales	1,000 sq. ft.	\$11,250	\$40,305	\$40,976	258%	264%
Golf Course (open to public)	Acre	\$862	\$2,697	\$2,742	213%	218%
Movie Theater	1,000 sq. ft.	\$7,427	\$23,220	\$23,607	213%	218%
Restaurant, Sit-Down	1,000 sq. ft.	\$6,504	\$20,337	\$20,676	213%	218%
Restaurant, Fast Food	1,000 sq. ft.	\$12,763	\$44,337	\$45,076	247%	253%
OFFICE/INSTITUTIONAL						
Office, General	1,000 sq. ft.	\$2,336	\$7,305	\$7,426	213%	218%
Office, Medical	1,000 sq. ft.	\$7,716	\$24,126	\$24,528	213%	218%
Hospital	1,000 sq. ft.	\$3,582	\$11,736	\$11,932	228%	233%
Nursing Home	1,000 sq. ft.	\$1,004	\$4,071	\$4,139	305%	312%
Church	1,000 sq. ft.	\$1,467	\$4,575	\$4,651	212%	217%
Day Care Center	1,000 sq. ft.	\$4,107	\$12,840	\$13,054	213%	218%
Elementary/Sec. School (private)	1,000 sq. ft.	\$643	\$2,223	\$2,260	246%	251%
INDUSTRIAL						
Industrial Park	1,000 sq. ft.	\$2,050	\$6,195	\$6,299	202%	207%
Warehouse	1,000 sq. ft.	\$1,461	\$4,416	\$4,490	202%	207%
Mini-Warehouse	1,000 sq. ft.	\$508	\$1,587	\$1,613	212%	218%

Source: Current fees from Lee County Land Development Code Sec. 2-266; potential fees from Table 19.

APPENDIX: MAJOR ROAD INVENTORY

**Table 22
EXISTING MAJOR ROADWAY INVENTORY**

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
I 75	Collier County Line	Bonita Beach Rd	42,500	1.22	1.092	56,620
I 75	Bonita Beach Rd	Corkscrew Rd	63,000	7.35	1.092	505,651
I 75	Corkscrew Rd	Alico Rd	67,500	4.31	1.092	317,690
I 75	Alico Rd	Daniels Pkwy	82,000	3.76	1.092	336,685
I 75	Daniels Pkwy	Colonial Blvd	66,500	4.60	1.092	334,043
I 75	Colonial Blvd	M.L.K.	69,000	1.56	1.092	117,543
I 75	M.L.K.	Luckett Rd	77,000	1.51	1.092	126,967
I 75	Luckett Rd	SR 80	75,000	1.92	1.092	157,248
I 75	SR 80	SR 78	55,500	2.35	1.092	142,424
I 75	SR 78	Charlotte Co Line	38,000	5.76	1.092	239,017
Subtotal, Interstate				34.34		2,333,888
Alico Rd	Three Oaks	I-75	20,400	0.38	1.12	8,682
Alico Rd	I-75	Ben Hill Griffin Pkwy	14,500	0.68	1.13	11,142
Bus 41 (Edison Br)	N Tamiami Trl	Fowler St	15,400	1.06	1.04	16,977
Bus 41 (Edison Br)	N Tamiami Trl	First St	15,400	1.09	1.04	17,457
Bus 41 (Evans Ave)	Dr MLK	First St	15,400	0.54	1.04	8,649
Bus 41 (Fowler St)	Hanson St	Dr MLK	26,200	1.27	1.08	35,936
Bus 41 (Fowler St)	Dr MLK	First Street	15,400	0.43	1.04	6,887
Bus 41 (Tamiami Trl)	Edison Bridge	Pondella Rd	30,800	0.63	1.04	20,180
Bus 41 (Tamiami Trl)	Pondella Rd	Pine Island Rd	26,900	1.05	1.04	29,375
Bus 41 (Tamiami Trl)	Pine Island Rd	Littleton Rd	18,600	1.10	1.04	21,278
Bus 41 (Tamiami Trl)	Littleton Rd	Laurel Dr	13,800	0.59	1.04	8,468
Bus 41 (Tamiami Trl)	Laurel Dr	N Cleveland Ave	9,800	0.75	1.04	7,644
Bus 41 (Tamiami Trl)	Bus 41	Del Prado Blvd	23,500	0.92	1.07	23,133
Bus 41 (Tamiami Trl)	Del Prado Blvd	County Line	18,000	3.43	1.07	66,062
Challenger Blvd	Colonial Blvd	Winkler Ave Ext	1,500	0.64	1.08	1,037
Colonial Blvd	Cleveland Ave	Fowler St	52,000	0.55	1.04	29,744
Colonial Blvd	Fowler St	Metro Pkwy	58,000	0.77	1.04	46,446
Colonial Blvd	Metro Pkwy	V Shoemaker Blvd	49,600	0.58	1.15	33,083
Colonial Blvd	V Shoemaker Blvd	Challenger Blvd	55,100	0.98	1.15	62,098
Colonial Blvd	Challenger Blvd	Winler Ave Ext	55,100	0.55	1.01	30,608
Colonial Blvd	Winkler Ave Ext	Ortiz Ave	60,500	0.68	1.01	41,551
Colonial Blvd	Ortiz Ave	I-75	59,000	0.49	1.01	29,199
Colonial Blvd	I-75	SR 82	30,700	2.35	1.01	72,866
Daniels Pkwy	I-75	Treeline Ave	53,500	0.54	1.18	34,090
Hanson St	Fowler St	Metro Pkwy	122	0.62	1.08	82
McGregor Blvd	San Carlos Blvd	Pine Ridge Rd	26,900	0.76	1.22	24,942
McGregor Blvd	Pine Ridge Rd	Cypress Lake Dr	38,200	2.03	1.09	84,525
McGregor Blvd	Cypress Lake Dr	College Pkwy	38,200	0.82	1.09	34,143
McGregor Blvd	College Pkwy	Winkler Rd	17,800	1.43	1.09	27,745

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
McGregor Blvd	Winkler Rd	Whiskey Creek Dr	21,000	0.30	1.09	6,867
McGregor Blvd	Whiskey Creek Dr	Royal Palm Sq Blvd	24,200	0.95	1.09	25,059
McGregor Blvd	Royal Palm Sq Blvd	Colonial Blvd	38,200	0.34	1.09	14,157
Metro Pkwy	Six Mile Cypress Pkwy	Daniels Pkwy	10,400	1.25	1.13	14,690
Metro Pkwy	Daniels Pkwy	Crystal Dr	25,400	1.26	1.13	36,165
Metro Pkwy	Crystal Dr	Danley Dr	25,300	1.06	1.13	30,304
Metro Pkwy	Danley Dr	Colonial Blvd	35,700	1.25	1.13	50,426
Metro Pkwy	Colonial Blvd	Winkler Ave Ext	21,600	0.50	1.13	12,204
Metro Pkwy	Winkler Ave Ext	Hanson St	21,500	1.27	1.13	30,855
MLK (SR 82)	Cleveland Ave	Fowler St	20,000	0.62	1.01	12,524
MLK (SR 82)	Fowler St	Evans Av	27,100	0.12	1.01	3,285
MLK (SR 82)	Evans Ave	Ford St	21,900	0.75	1.01	16,589
MLK (SR 82)	Ford St	Henderson Ave	24,900	0.14	1.01	3,521
MLK (SR 82)	Henderson Ave	Ortiz Ave	27,800	2.17	1.01	60,929
MLK (SR 82)	Ortiz Ave	I-75	27,300	0.61	1.08	17,985
MLK (SR 82)	I-75	Omni Blvd	24,200	0.69	1.01	16,865
MLK (SR 82)	Omni Blvd	Buckingham Rd	21,100	1.06	1.01	22,590
MLK (SR 82)	Buckingham Rd	Lee Blvd	17,900	0.73	1.01	13,198
MLK (SR 82)	Colonial/lee Blvd	Commerce Lakes Dr	14,700	2.43	1.01	36,078
MLK (SR 82)	Commerce Lakes Dr	Gunnery Rd	9,400	1.82	1.01	17,279
MLK (SR 82)	Daniels/gunnery	Alabama Rd	15,400	3.57	1.03	56,627
MLK (SR 82)	Alabama Rd	Grant Blvd	14,900	0.34	1.05	5,319
MLK (SR 82)	Grant Blvd	Parkdale Blvd	14,400	1.20	1.05	18,144
MLK (SR 82)	Parkdale Blvd	Jaguar Blvd	13,900	0.54	1.05	7,881
MLK (SR 82)	Jaguar Blvd	Nimitz Blvd	13,400	0.75	1.05	10,553
MLK (SR 82)	Nimitz Blvd	Homestead Rd	12,900	0.37	1.05	5,012
MLK (SR 82)	Homestead Rd	Bell Blvd	12,400	1.04	1.05	13,541
MLK (SR 82)	Bell Blvd	Eisenhower Blvd	11,900	1.13	1.05	14,119
MLK (SR 82)	Eisenhower Blvd	Columbus Blvd	11,900	0.97	1.05	12,120
MLK (SR 82)	Columbus Blvd	County Line	11,600	0.60	1.03	7,169
Omni Blvd	Colonial Blvd	SR 82	2,300	1.42	1.08	3,527
San Carlos Blvd	Esterro Blvd	N End Matanzas Br	22,900	0.60	1.13	15,526
San Carlos Blvd	Matanzas Pass Br	Pine Ridge Road	22,900	2.04	1.13	52,789
San Carlos Blvd	Pine Ridge Rd	Summerlin Rd	28,600	0.44	1.09	13,717
San Carlos Blvd	Summerlin Rd	Kelly Rd	15,900	1.02	1.22	19,786
San Carlos Blvd	Kelly Rd	Gladiolus Dr	15,900	0.48	1.22	9,311
SR 31	Palm Beach Blvd	Bayshore Rd	10,100	1.40	1.17	16,544
SR 31	Bayshore Rd	Charlotte Co Line	7,200	3.26	1.1	25,819
SR 78 (Bayshore Rd)	Business 41	Hart Rd	35,700	1.15	1.1	45,161
SR 78 (Bayshore Rd)	Hart Rd	Slater Rd	27,300	1.23	1.1	36,937
SR 78 (Bayshore Rd)	Slater Rd	Williams Rd	24,700	0.41	1.1	11,140
SR 78 (Bayshore Rd)	Williams Rd	Williamsburg Dr	22,000	2.08	1.1	50,336
SR 78 (Bayshore Rd)	Williamsburg Dr	I-75	22,000	0.41	1.1	9,922
SR 78 (Bayshore Rd)	I-75	Leetana Rd	11,900	0.32	1.1	4,189
SR 78 (Bayshore Rd)	Leetana Rd	Nalle Rd	11,900	0.28	1.1	3,665

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
SR 78 (Bayshore Rd)	Nalle Rd	SR 31	11,900	2.68	1.1	35,081
SR 78 (Pine Island)	Burnt Store Rd	Chiquita Blvd	11,500	2.04	1.2	28,152
SR 78 (Pine Island)	Chiquita Blvd	Skyline Blvd	15,700	0.82	1.2	15,449
SR 78 (Pine Island)	Skyline Blvd	Nicholas Pkwy	19,900	0.57	1.2	13,612
SR 78 (Pine Island)	Nicholas Pkwy	Santa Barbara Blvd	25,700	0.85	1.2	26,214
SR 78 (Pine Island)	Santa Barbara Blvd	Andalusia Blvd	25,700	1.22	1.06	33,235
SR 78 (Pine Island)	Andalusia Blvd	Del Prado Blvd	31,400	1.07	1.06	35,614
SR 78 (Pine Island)	Del Prado Blvd	Pondella Rd	28,100	0.33	1.06	9,829
SR 78 (Pine Island)	Pondella Rd	Corbett Rd	24,700	1.40	1.04	35,963
SR 78 (Pine Island)	Corbett Rd	N Cleveland Ave	27,800	0.96	1.06	28,289
SR 78 (Pine Island)	N Cleveland Ave	N Tamiami Trl	30,800	1.11	1.06	36,239
SR 80 (Bay St)	US 41	First St	4,900	0.36	1.08	1,905
SR 80 (Bay St)	Main Street	Edison Bridge Nb	4,900	0.34	1.08	1,799
SR 80 (First St)	Caloosahatchee Br	Edison Bridge	4,900	0.24	1.08	1,270
SR 80 (First St)	Edison Bridge	Cranford Ave	14,800	0.27	1.08	4,316
SR 80 (First St)	Cranford Ave	Marsh Ave	14,800	2.21	1.08	35,325
SR 80 (Palm Bch Bvd)	Marsh Ave	Tice St	27,800	0.44	1.17	14,311
SR 80 (Palm Bch Bvd)	Tice St	Ortiz Ave	27,800	0.54	1.17	17,564
SR 80 (Palm Bch Bvd)	Ortiz Ave	I-75	27,000	1.18	1.17	37,276
SR 80 (Palm Bch Bvd)	I-75	SR 31	25,800	2.70	1.17	81,502
SR 80 (Palm Bch Bvd)	SR 31	Buckingham Rd	29,400	2.48	1.17	85,307
SR 80 (Palm Bch Bvd)	Buckingham Rd	Hickey Creek Rd	18,900	2.57	1.17	56,830
SR 80 (Palm Bch Bvd)	Hickey Creek Rd	Broadway St	21,000	4.36	1.17	107,125
SR 80 (Palm Bch Bvd)	Broadway St	Hendry County Line	12,600	2.75	1.17	40,541
US 41 (Caloos. Br)	SR 82	North Key Dr	49,900	1.46	1.07	77,954
US 41 (Cleveland Av)	Colonial Blvd	Winkler Ave	49,200	0.51	1.06	26,598
US 41 (Cleveland Av)	Winkler Ave	Hanson St	48,200	1.26	1.06	64,376
US 41 (Cleveland Av)	Hanson St	McGregor Blvd	47,400	1.28	1.06	64,312
US 41 (Cleveland Av)	Caloosahatchee Br	Hancock Bridge Pkwy	49,900	0.35	1.07	18,688
US 41 (Cleveland Av)	Hancock Bridge Pkwy	Pondella Rd	31,600	0.30	1.07	10,144
US 41 (Cleveland Av)	Pondella Rd	SR 78	28,900	1.28	1.07	39,581
US 41 (Cleveland Av)	SR 78	Littleton Rd	24,700	1.01	1.07	26,693
US 41 (Cleveland Av)	Littleton Rd	bus 41	20,000	1.10	1.07	23,540
US 41 (Cleveland Av)	Daniels Pkwy	College Pkwy	60,100	0.70	1.06	44,594
US 41 (Cleveland Av)	College Pkwy	Brantley Rd	61,100	0.31	1.06	20,077
US 41 (Cleveland Av)	Brantley Rd	South Rd	62,100	1.06	1.06	69,776
US 41 (Cleveland Av)	South Rd	Boy Scout Dr	61,200	0.43	1.06	27,895
US 41 (Cleveland Av)	Boy Scout Dr	North Airport Rd	45,900	0.75	1.06	36,491
US 41 (Cleveland Av)	North Airport Rd	Colonial Blvd	52,900	0.23	1.06	12,897
US 41 (Tamiami Trl)	Collier County Line	Bonita Beach Rd	36,900	0.99	1.18	43,107
US 41 (Tamiami Trl)	Bonita Beach Road	West Terry Street	43,700	1.14	1.18	58,785
US 41 (Tamiami Trl)	West Terry Street	Old 41	40,000	2.29	1.14	104,424
US 41 (Tamiami Trl)	Old 41	Corkscrew Road	48,300	3.52	1.14	193,818
US 41 (Tamiami Trl)	Corkscrew Rd	San Carlos Blvd	40,800	2.53	1.14	117,675
US 41 (Tamiami Trl)	San Carlos Blvd	Alico Rd	42,500	2.37	1.14	114,827

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
US 41 (Tamiami Trl)	Alico Rd	Island Park Rd	58,700	0.96	1.14	64,241
US 41 (Tamiami Trl)	Island Park Rd	Briarcliff Rd	55,900	1.01	1.14	64,363
US 41 (Tamiami Trl)	Briarcliff Rd	Gladiolus Dr	66,800	0.97	1.14	73,867
US 41 (Tamiami Trl)	Gladiolus Dr	Cypress Lake Dr	47,100	1.27	1.06	63,406
Subtotal, State Arterials				136.65		3,989,330
23rd St SW	Gunnery Rd	Sunshine Blvd	7,800	2.08	1.01	16,386
23rd St SW	Sunshine Blvd	Beth Stacey Rd	3,900	1.49	1.05	6,102
Alabama Rd S	SR 82	Milwaukee Blvd	5,100	1.88	1.03	9,876
Alabama Rd S	Milwaukee Blvd	Leeland Heights Blvd	8,100	1.64	1.05	13,948
Alico Rd	S Tamiami Trl	Lee Rd	19,800	2.03	1.12	45,017
Alico Rd	Lee Rd	Three Oaks Pkwy	20,000	0.77	1.12	17,248
Alvin Ave	Lee Blvd	Buckingham Rd	2,000	1.07	1.06	2,268
Ben Hill Griffin Pwy	Corkscrew Rd	Alico Rd	8,200	4.24	1.12	38,940
Beth Stacey Blvd	23rd St	Homestead Rd	6,500	1.14	1.06	7,855
Bonita Beach Rd SE	US 41	Old US 41	27,000	1.65	1.27	56,579
Bonita Beach Rd SE	Old US 41	Imperial St	30,900	1.03	1.06	33,737
Bonita Beach Rd SE	Imperial St	I-75	29,100	0.79	1.06	24,368
Bonita Beach Rd SE	I-75	Bonita Grande Dr	15,300	0.71	1.06	11,515
Bonita Beach Rd SE	Bonita Grande Dr	Pioneer Rd	3,800	4.02	1.06	16,193
Bonita Beach Rd SW	Hickory Blvd	Vanderbilt Dr	16,100	1.57	1.04	26,288
Bonita Beach Rd SW	Vanderbilt Dr	Windsor Rd	19,100	0.50	1.04	9,932
Bonita Beach Rd SW	Windsor Rd	S Tamiami Trl	23,900	0.33	1.27	10,016
Boy Scout Dr	Summerlin Rd	US 41	28,500	0.48	1.09	14,911
Buckingham Rd	SR 82	Alvin Ave	4,500	2.03	1.06	9,683
Buckingham Rd	Alvin Ave	Orange River Rd	4,500	3.35	1.06	15,980
Buckingham Rd	Orange River Rd	Orange River Blvd	6,300	1.69	1.06	11,286
Buckingham Rd	Orange River Blvd	Palm Beach Blvd	8,000	2.56	1.06	21,709
Burnt Store Rd	Pine Island Rd	Embers Pkwy	11,600	1.01	1.06	12,419
Burnt Store Rd	Embers Pkwy	Tropicana Pkwy	9,300	1.02	1.06	10,055
Burnt Store Rd	Tropicana Pkwy	Yucatan Pkwy	8,100	0.51	1.06	4,379
Burnt Store Rd	Yucatan Pkwy	Diplomat Pkwy	7,000	0.24	1.06	1,781
Burnt Store Rd	Diplomat Pkwy	Gulfstream Pkwy	4,600	0.31	1.16	1,654
Burnt Store Rd	Gulfstream Pkwy	Van Buren Pkwy	4,600	0.53	1.16	2,828
Burnt Store Rd	Van Buren Pkwy	Kismet Pkwy	4,600	0.46	1.16	2,455
Burnt Store Rd	Kismet Pkwy	Caloosa Pkwy	4,600	2.04	1.16	10,885
Burnt Store Rd	Caloosa Pkwy	Charlotte Co Line	4,600	3.03	1.16	16,168
Cape Coral Br Rd	Del Prado Blvd	McGregor Blvd	45,700	2.15	1.08	106,115
Challenger Blvd	Winkler Ave Ext	Ortiz Ave	1,500	0.48	1.08	778
College Pkwy	McGregor Blvd	Winkler Rd	38,000	0.76	1.10	31,768
College Pkwy	Winkler Rd	Whiskey Creek Dr	39,500	0.58	1.10	25,201
College Pkwy	Whiskey Creek Dr	Summerlin Rd	51,300	0.20	1.10	11,286
College Pkwy	Summerlin Rd	Cleveland Ave	36,100	0.85	1.10	33,754
Colonial Blvd	McGregor Blvd	Summerlin Rd	60,000	0.41	1.04	25,584
Colonial Blvd	Summerlin Rd	Cleveland Ave	58,600	0.77	1.04	46,927

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Corkscrew Rd	S Tamiami Trl	Three Oaks Pkwy	13,200	1.37	1.22	22,062
Corkscrew Rd	Three Oaks Pkwy	I-75	26,100	0.70	1.22	22,289
Corkscrew Rd	I-75	Ben Hill Griffin Pkwy	13,300	0.52	1.22	8,438
Corkscrew Rd	Ben Hill Griffin Pkwy	Wildcat Run Dr	8,700	1.45	1.22	15,390
Corkscrew Rd	Wildcat Run Dr	Alico Rd	8,700	2.94	1.22	31,205
Corkscrew Rd	Alico Rd	Katydid Ln	4,200	10.30	1.22	52,777
Cypress Lake Dr	Cal Cove Dr	McGregor Blvd	2,000	0.64	1.16	1,485
Cypress Lake Dr	McGregor Blvd	South Pointe Blvd	19,000	0.42	1.16	9,257
Cypress Lake Dr	South Pointe Blvd	Winkler Rd	23,800	0.58	1.16	16,013
Cypress Lake Dr	Winkler Rd	Summerlin Rd	30,900	0.71	1.16	25,449
Cypress Lake Dr	Summerlin Rd	S Cleveland Ave	32,200	0.94	1.16	35,111
Daniels Pkwy	Cleveland Ave	Metro Pkwy	39,900	1.17	1.16	54,152
Daniels Pkwy	Metro Pkwy	Six Mile Cypress Dr	49,700	0.82	1.16	47,275
Daniels Pkwy	Six Mile Cypress Pkwy	Eagle Ridge Dr	60,700	0.48	1.15	33,506
Daniels Pkwy	Eagle Ridge Dr	Fiddlesticks Blvd	60,700	1.70	1.15	118,669
Daniels Pkwy	Fiddlesticks Blvd	I-75	53,700	0.56	1.15	34,583
Daniels Pkwy	Treeline Ave	Chamberlin Pkwy	25,600	0.66	1.15	19,430
Daniels Pkwy	Chamberlin Pkwy	Commonwealth Dr	25,600	1.78	1.15	52,403
Daniels Pkwy	Commonwealth Dr	SR 82	16,800	2.95	1.04	51,542
Del Prado Blvd N	Hancock Bridge Pkwy	Pine Island Rd	25,000	1.10	1.04	28,600
Del Prado Blvd S	Cape Coral Pkwy	Coronado Pkwy	30,700	0.97	1.09	32,459
Del Prado Blvd S	Coronado Pkwy	Cornwallis Pkwy	43,700	1.36	1.09	64,781
Del Prado Blvd S	Veterans Pkwy	Viscaya Pkwy	57,700	1.97	1.04	118,216
Del Prado Blvd S	Viscaya Pkwy	Bolado Pkwy	49,100	0.55	1.04	28,085
Del Prado Blvd S	Bolado Pkwy	Hancock Bridge Pkwy	40,500	0.53	1.04	22,324
Estero Blvd	New Pass Bridge	Big Carlos Pass Br	8,100	3.81	1.04	32,095
Estero Blvd	Big Carlos Bridge	Avenida Pescadora	8,300	2.79	1.04	24,083
Estero Blvd	Avenida Pescadora	Denora St	13,900	1.75	1.04	25,298
Estero Blvd	Denora St	Virginia Ave	16,100	0.86	1.04	14,400
Estero Blvd	Virginia Avenue	San Carlos Blvd	17,400	0.49	1.04	8,867
Estero Pkwy	Tamiami Trl	Three Oaks Pkwy	5,900	1.82	1.22	13,100
Fowler St	S Cleveland Ave	Fowler St	27,900	0.08	1.08	2,411
Fowler St	Fowler St	N Airport Rd	27,900	0.85	1.08	25,612
Fowler St	N Airport Rd	Colonial Blvd	29,100	0.38	1.08	11,943
Fowler St	Colonial Blvd	Winkler Ave Ext	26,600	0.51	1.08	14,651
Fowler St	Winkler Ave	Hanson St	26,900	1.26	1.08	36,606
Gladiolus Dr	San Carlos Blvd	Pine Ridge Rd	10,700	0.55	1.11	6,532
Gladiolus Dr	Pine Ridge Rd	A & W Bulb Rd	14,000	1.05	1.11	16,317
Gladiolus Dr	A & W Bulb Rd	Bass Rd	17,200	0.49	1.11	9,355
Gladiolus Dr	Bass Rd	Winkler Rd	19,800	0.78	1.16	17,915
Gladiolus Dr	Winkler Rd	Lakewood Blvd	22,400	0.23	1.16	5,976
Gladiolus Dr	Lakewood Blvd	Summerlin Rd	22,400	0.21	1.16	5,457
Gladiolus Dr	Summerlin Rd	Tamiami Trl	35,900	1.54	1.20	66,343
Gunnery Rd N	23rd St SW	Lee Blvd	13,800	1.72	1.03	24,448
Gunnery Rd N	Lee Blvd	Buckingham Rd	13,700	1.81	1.01	25,045

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Gunnery Rd S	SR 82	23rd St SW	13,900	0.69	1.03	9,879
Hancock Br Pkwy	Del Prado Blvd	SE 24th	22,000	1.07	1.04	24,482
Hancock Br Pkwy	SE 24th Ave	Orange Grove Blvd	23,900	0.52	1.04	12,925
Hancock Br Pkwy	Orange Grove Blvd	Moody Rd	25,800	1.20	1.04	32,198
Hancock Br Pkwy	Moody Rd	Palm Av	27,900	0.54	1.04	15,669
Hancock Br Pkwy	Palm Ave	N Cleveland Ave	27,900	0.34	1.04	9,865
Hickory Blvd	Bonita Beach Rd	McLaughlin Blvd	13,100	1.01	1.04	13,760
Hickory Blvd	McLaughlin Blvd	Bay Rd	10,600	0.67	1.04	7,386
Hickory Blvd	Bay Rd	New Pass Bridge	7,900	0.62	1.04	5,094
Homestead Rd N	Alabama Rd	Beth Stacey Blvd	22,800	0.74	1.05	17,716
Homestead Rd N	Beth Stacey Blvd	Lee Blvd	20,100	0.34	1.05	7,176
Homestead Rd S	SR 82	Nimitz Blvd	1,000	0.28	1.05	294
Homestead Rd S	Nimitz Blvd	Jaguar Blvd	1,000	0.72	1.05	756
Homestead Rd S	Jaguar Blvd	Parkdale Blvd	2,000	0.71	1.05	1,491
Homestead Rd S	Parkdale Blvd	Milwaukee Blvd	2,000	0.57	1.05	1,197
Homestead Rd S	Milwaukee Blvd	Alabama Rd	9,700	3.09	1.05	31,472
Joel Blvd	Leeland Heights Blvd	23 St E	13,600	6.03	1.06	86,928
Joel Blvd	23 St E	SR 80	6,000	1.77	1.06	11,257
Lee Blvd	SR 82	Leonard Blvd	33,000	1.18	1.01	39,329
Lee Blvd	Leonard Blvd	Gunnery Rd	23,300	2.25	1.01	52,949
Lee Blvd	Gunnery Rd	Sunshine Blvd	27,000	1.97	1.01	53,722
Lee Blvd	Sunshine Blvd	Homestead Rd	30,600	1.73	1.01	53,467
Lee Blvd	Homestead Rd	Williams Ave	20,800	0.56	1.05	12,230
Lee Blvd	Williams Ave	Delaware Rd	16,000	0.09	1.01	1,454
Lee Blvd	Delaware Rd	Leeland Heights	11,100	0.94	1.01	10,538
Leeland Hgts Bvd W	Homestead Rd	Lee Blvd	14,000	0.41	1.01	5,797
Leeland Hgts Bvd W	Lee Blvd	Bell Blvd	17,000	1.56	1.01	26,785
Leonard Blvd S	Gunnery Rd	Westgate Blvd	7,300	2.95	1.01	21,750
Luckett Rd	Ortiz Ave	I-75	12,900	0.77	1.01	10,032
McGregor @ Sanibel	Sanibel Causeway	Port Comfort Rd	16,300	1.46	1.45	34,507
McGregor Blvd	Port Comfort Rd	Shell Point Blvd	19,800	0.42	1.45	12,058
McGregor Blvd	Shell Point Blvd	Summerlin Rd	19,800	0.26	1.45	7,465
McGregor Blvd	Summerlin Rd	John Morris Rd	10,800	0.82	1.45	12,841
McGregor Blvd	John Morris Rd	Kelly Rd	10,800	0.93	1.27	12,756
McGregor Blvd	Kelly Rd	Thorton Rd	14,900	0.35	1.27	6,623
McGregor Blvd	Thorton Rd	San Carlos Blvd	14,900	0.57	1.22	10,361
Midpoint Bridge	Cape Coral Shoreline	McGregor Blvd	47,600	1.74	1.04	86,137
N River Rd	SR 31	Villadel Rio Dr	3,100	4.73	1.17	17,156
N River Rd	Villadel Rio Dr	Parkinson Rd	1,700	4.75	1.17	9,448
N River Rd	Parkinson Rd	Broadway St	1,700	0.82	1.17	1,631
N River Rd	Broadway St	Persimmon Ridge	2,100	0.73	1.17	1,794
N River Rd	Persimmon Ridge	Hendry Co Line	2,100	2.63	1.17	6,462
Ortiz Ave	Colonial Blvd	SR 82	18,100	1.74	1.08	34,014
Ortiz Ave	SR 82	Ballard St	15,100	1.00	1.08	16,308
Ortiz Ave	Ballard St	Tice St	15,100	1.25	1.08	20,385

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Ortiz Ave	Tice St	SR 80	9,200	0.33	1.08	3,279
Pine Island Rd	Stringfellow Rd	Matlacha Bridge	12,200	3.92	1.22	58,345
Pine Island Rd	Matlacha Bridge	Burnt Store Rd	12,200	1.56	1.22	23,219
Pondella Rd	Pine Island Rd	Orange Grove Blvd	12,700	1.39	1.06	18,712
Pondella Rd	Orange Grove Blvd	Moody Rd	16,500	1.00	1.06	17,490
Pondella Rd	Moody Rd	Betmar Blvd	20,200	0.25	1.06	5,353
Pondella Rd	Betmar Blvd	Palm Av	20,200	0.25	1.06	5,353
Pondella Rd	Palm Av	N Cleveland Ave	19,400	0.08	1.06	1,645
Pondella Rd	US 41	Bus 41	19,400	0.58	1.06	11,927
Sanibel Causeway	Sanibel Shoreline	Toll Plaza	16,300	2.11	1.45	49,870
Six Mi Cypress Pkwy	US 41	Metro Pkwy	36,900	1.15	1.15	48,800
Six Mi Cypress Pkwy	Metro Pkwy	Daniels Pkwy	25,400	1.69	1.15	49,365
Six Mi Cypress Pkwy	Daniels Pkwy	Winkler Ext	19,900	3.68	1.08	79,091
Six Mi Cypress Pkwy	Winkler Ext	Challenger Blvd	16,900	0.82	1.08	14,967
Six Mi Cypress Pkwy	Challenger Blvd	Colonial Blvd	13,900	0.50	1.08	7,506
Slater Rd	Bayshore Rd	Rich Rd	6,200	3.10	1.10	21,142
Stringfellow Rd	Berkshire Rd	Pine Island Rd	9,900	2.56	1.33	33,708
Stringfellow Rd	Pine Island Rd	Ficus Tree Ln	9,000	3.26	1.33	39,022
Stringfellow Rd	Ficus Tree Ln	Howard Rd	6,300	1.95	1.33	16,339
Stringfellow Rd	Howard Rd	Main St	3,600	1.87	1.33	8,954
Summerlin Rd	McGregor Blvd	John Morris Rd	15,300	0.64	1.45	14,198
Summerlin Rd	John Morris Rd	Kelly Cove Dr	15,300	1.01	1.45	22,407
Summerlin Rd	Kelly Cove Dr	San Carlos Blvd	20,800	0.51	1.45	15,382
Summerlin Rd	San Carlos Blvd	Pine Ridge Rd	24,500	0.51	1.23	15,369
Summerlin Rd	Pine Ridge Rd	Bass Rd	26,800	1.64	1.23	54,061
Summerlin Rd	Bass Rd	Winkler Rd	37,600	1.12	1.23	51,798
Summerlin Rd	Winkler Road	Gladiolus Dr	32,600	0.62	1.23	24,861
Summerlin Rd	Gladiolus Dr	Cypress Lake Dr	26,700	1.82	1.23	59,771
Summerlin Rd	Cypress Lake Dr	College Pkwy	31,200	0.77	1.09	26,186
Summerlin Rd	College Pkwy	Brantley Rd	33,900	0.31	1.09	11,455
Summerlin Rd	Brantley Rd	Park Meadows Dr	36,300	0.41	1.09	16,222
Summerlin Rd	Park Meadows Dr	Boy Scout Dr	39,900	1.12	1.09	48,710
Summerlin Rd	Boy Scout Dr	Colonial Blvd	25,400	1.17	1.09	32,393
Sunshine Blvd N	Lee Blvd	12th St W	5,600	0.57	1.01	3,224
Sunshine Blvd S	SR 82	Lee Blvd	2,800	3.60	1.01	10,181
Three Oaks Pkwy	Coconut Rd	Corkscrew Rd	12,500	2.58	1.22	39,345
Three Oaks Pkwy	Corkscrew Rd	San Carlos Blvd	12,700	2.97	1.22	46,017
Three Oaks Pkwy	San Carlos Blvd	Alico Rd	8,000	1.73	1.22	16,885
Treeline Ave S	Alico Rd	Daniels Rd	2,900	3.76	1.13	12,322
Veterans Pkwy	SW Pine Island Rd	Surfside Blvd	10,600	2.85	1.06	32,023
Veterans Pkwy	Surfside Blvd	Chiquita Blvd	13,800	1.01	1.06	14,774
Veterans Pkwy	Chiquita Blvd	Skyline Blvd	23,900	1.00	1.06	25,334
Veterans Pkwy	Skyline Blvd	Santa Barbara Blvd	32,500	1.06	1.06	36,517
Veterans Pkwy	Santa Barbara Blvd	Country Club Blvd	48,000	1.12	1.06	56,986
Veterans Pkwy	Country Club Blvd	Del Prado Blvd	50,800	0.96	1.06	51,694

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Veterans Pkwy	Del Prado Blvd	Toll Plaza	47,600	0.28	1.04	13,861
Veterans Pkwy	Toll Plaza	Cape Coral Shoreline	47,600	1.36	1.04	67,325
Westgate Blvd	Leonard Blvd	Lee Blvd	7,300	0.36	1.01	2,654
Winkler Rd	Summerlin Rd	Gladiolus Dr	7,300	0.41	1.23	3,681
Winkler Rd	Gladiolus Dr	Cypress Lake Dr	13,200	1.76	1.23	28,575
Winkler Rd	Cypress Lake Dr	College Pkwy	15,600	0.74	1.10	12,698
Winkler Rd	College Pkwy	McGregor Blvd	8,300	1.25	1.09	11,309
Subtotal, Lee County Arterials				245.14		4,355,678
1st St W	Sunshine Blvd	Arita Ave	2,000	1.00	1.05	2,100
2nd St E	Country Club Pkwy	Lakeview Dr	1,000	0.54	1.05	567
2nd St E	Lakeview Dr	Moore Ave	1,000	1.06	1.05	1,113
2nd St E	Moore Ave	Hendry Co Line	1,000	0.53	1.05	557
6th St E/W	Williams Ave	Joel Blvd	3,300	2.99	1.01	9,966
7th St E	Richmond Ave	Joel Blvd	1,000	1.68	1.05	1,764
8th St SW	Gunnery Rd	Sunshine Blvd	2,000	2.13	1.01	4,303
10th St E	Richmond Ave	Joel Blvd	1,000	1.72	1.05	1,806
10th St E	Joel Blvd	Moore Ave	1,000	1.42	1.05	1,491
10th St E	Moore Ave	Hendry Co Line	1,000	0.53	1.05	557
12th St E	Joel Blvd	Moore Ave	1,000	1.45	1.05	1,523
12th St E	Moore Ave	Hendry Co Line	1,000	0.53	1.05	557
12th St W	Gunnery Rd	Sunniland Blvd	2,000	1.36	1.01	2,747
12th St W	Sunniland Blvd	Sunshine Blvd	2,000	0.47	1.01	949
12th St W	Williams Ave	Richmond Ave	1,600	1.32	1.01	2,133
12th St W	Richmond Ave	Joel Blvd	1,000	1.68	1.05	1,764
12th St W	Sunshine Blvd	Williams Ave	3,400	1.16	1.01	3,983
14th St E	Richmond Ave	Joel Blvd	1,000	1.72	1.05	1,806
14th St E	Joel Blvd	Moore Ave	1,000	1.42	1.05	1,491
14th St E	Moore Ave	Hendry Co Line	1,000	0.53	1.05	557
21st St E	Joel Blvd	Hines Ave	1,000	1.93	1.04	2,007
23rd E	Joel Blvd	Fitch Ave	2,000	1.99	1.05	4,179
40th St SW	SR 82	Sunshine Blvd	2,000	1.32	1.03	2,719
A & W Bulb Rd	Gladiolus Dr	McGregor Blvd	4,700	1.24	1.22	7,110
Abrams Blvd	Lee Blvd	Buckingham Rd	2,000	1.07	1.06	2,268
Alico Rd	Ben Hill Griffin Pkwy	Corkscrew Rd	2,100	6.94	1.12	16,323
Am.colony Blvd	Eagle Ridge Dr	Daniels Pkwy	2,000	0.52	1.15	1,196
Austin St	Bell Tower Dr	Woodland Blvd	2,000	0.36	1.16	835
Austin St	Woodland Blvd	Sunrise Blvd	2,000	0.43	1.06	912
Austin St	Sunrise Blvd	Aldridge Ave	2,000	0.05	1.06	106
Babcock Rd	S Tamiami Trl	Rockefeller Cir	1,700	0.30	1.12	571
Ballard Rd	Ortiz Ave	End of Pavement	2,000	0.23	1.12	515
Barbie Ln	Tucker Ln	Mellow Dr	3,500	0.17	1.10	655
Barrett Rd	Pondella Rd	Ruby Dr	3,300	0.27	1.04	927
Barrett Rd	Ruby Dr	Lansdale Dr	3,300	0.07	1.04	240
Barrett Rd	Lansdale Dr	Westcreek Cir	3,300	0.16	1.04	549

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Barrett Rd	Westcreek Cir	Queens Dr	3,300	0.29	1.04	995
Barrett Rd	Queens Dr	NE Pine Island Rd	3,300	0.20	1.04	686
Bass Rd	Summerlin Rd	Gladiolus Dr	7,400	1.18	1.23	10,740
Beacon Blvd	Crystal Dr	Beacon Manor Dr	5,000	0.68	1.13	3,842
Beacon Manor Dr	Cleveland Ave	Beacon Blvd	5,000	0.27	1.13	1,526
Beacon St	Harvard Ave	Sunrise Blvd	2,000	0.37	1.06	784
Beacon St	Sunrise Blvd	Crystal Dr	2,000	0.11	1.06	233
Bell Blvd S	SR 82	Nimitz Blvd	2,100	0.57	1.03	1,233
Bell Blvd S	Nimitz Blvd	Jaguar Blvd	2,100	0.71	1.03	1,536
Bell Blvd S	Jaguar Blvd	Milwaukee Blvd	2,100	1.01	1.03	2,185
Bell Blvd S	Milwaukee Blvd	Joel Blvd	4,900	2.99	1.05	15,384
Birkdale Ave	SE 24th Ave	Orange Grove Blvd	5,000	0.56	1.04	2,912
Bonita Grande Dr	Bonita Beach Rd	E Terry St	7,400	1.02	1.06	8,001
Brantley Rd	Summerlin Rd	Cleveland Ave	4,100	0.78	1.09	3,486
Briarcliff Rd	S Tamiami Trl	Country Ct	6,400	2.79	1.12	19,999
Broadway	Carrel Rd	Hanson St	8,000	1.12	1.08	9,677
Broadway E	S Tamiami Trl	Tanglewood Ln	2,000	0.87	1.14	1,984
Broadway St	Palm Beach Blvd	N River Rd	5,700	0.51	1.06	3,081
Broadway W	Armada Ct	Tamiami Trl	3,700	1.63	1.12	6,755
Brookshire Lk Bvd	Daniels Pkwy	Southwell Dr	2,000	0.15	1.08	324
Brookshire Lk Bvd	Southwell Dr	Six Mile Cypress Pkwy	2,000	0.43	1.08	929
Bunche Beach Rd	San Carlos Bay	Summerlin Rd	1,200	1.19	1.45	2,071
Captiva Dr	Blind Pass	Lands End Village	5,800	3.26	1.45	27,417
Carribbean Blvd	Fifth St	Olga Rd	2,000	0.65	1.17	1,521
Cemetery Rd	Buckingham Rd	End of Pavement	3,800	2.26	1.06	9,103
Chatham St	Woodland Blvd	Sunrise Blvd	2,000	0.49	1.06	1,039
Chatham St	Sunrise Blvd	Crystal Dr	2,000	0.11	1.06	233
Coconut Rd	Tamiami Trl	Old Lighthouse Rd	14,100	2.01	1.22	34,576
Coconut Rd	Beginning	Spring Creek Dr	2,000	0.62	1.22	1,513
Coconut Rd	Spring Creek Dr	S Tamiami Trl	8,000	0.96	1.22	9,370
Columbus Blvd	Genoa Ave	SR 82	1,000	0.48	1.05	504
Columbus Blvd	SR 82	Nimitz Blvd	1,000	1.01	1.05	1,061
Columbus Blvd	Nimitz Blvd	Jaguar Blvd	1,000	0.88	1.05	924
Columbus Blvd	Jaguar Blvd	Milwaukee Blvd	1,000	1.11	1.05	1,166
Columbus Blvd	Milwaukee Blvd	Sentinel Blvd	1,000	2.38	1.05	2,499
Constitution Blvd	S Tamiami Trl	Constitution Blvd	2,000	0.31	1.12	694
Constitution Cir	Iris Rd	Constitution Blvd	2,000	0.41	1.12	918
Constitution Cir	Constitution Blvd	Cypress Point Rd	2,000	0.18	1.12	403
Coon Rd	Donald Rd	SR 78	2,000	0.15	1.10	330
Corbett Rd	NE Pine Island Rd	Diplomat Pkwy E	2,000	0.32	1.06	678
Corbett Rd	Diplomat Pkwy E	Littleton Rd	2,000	0.95	1.06	2,014
Country Club Pkwy	Dania St	Joel Blvd	1,000	0.67	1.05	704
Country Lakes Dr	Luckett Rd	Tice St	2,000	1.02	1.17	2,387
Crystal Dr	Cleveland Ave	Metro Pkwy	13,200	1.16	1.06	16,231
Crystal Dr	Metro Pkwy	Plantation Rd	4,600	0.37	1.13	1,923

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Cypress Dr N	Phlox Dr	Lee Rd	2,000	0.47	1.12	1,053
Cypress Dr N	Lee Rd	Oriole Rd	3,000	0.53	1.14	1,813
Cypress Dr N	Oriole Rd	Three Oaks Pkwy	3,000	0.69	1.14	2,360
Cypress Point Rd	Constitution Cir	Pebble Beach Rd	2,000	0.13	1.12	291
Danley Dr	Beach Manor Dr	Metro Pkwy	7,000	1.37	1.13	10,837
Davis Blvd	SR 80	Fifth St	2,000	0.28	1.17	655
Davis Rd	McGregor Blvd	Iona Rd	1,900	0.99	1.45	2,727
Deal Rd	Durrance Rd	Old Bayshore Rd	2,000	1.76	1.10	3,872
Delaware Rd	Homestead Rd	Lee Blvd	2,000	0.80	1.06	1,696
Donald Rd	Bayshore Rd	Bonita Blvd	2,000	0.99	1.10	2,178
Durrance Rd	SR 78	Deal Rd	2,000	1.61	1.10	3,542
Eagle Ridge Dr	Beginning	Daniels Pkwy	2,000	1.08	1.15	2,484
Edison Ave	End of Pavement	W 5th St	1,000	0.25	1.05	263
Edison Ave	W 5th St	W 6th St	1,000	0.25	1.05	263
Edison Ave	6th St	7th St	1,000	0.48	1.05	504
Edison Ave	7th St	12th St	1,000	0.97	1.05	1,019
Edison Ave	12th St	16th St	1,000	0.95	1.05	998
Edison Ave	16th St	18th St	1,000	0.47	1.05	494
Eisenhower Blvd	SR 82	Nimitz Blvd	1,500	0.74	1.05	1,166
Eisenhower Blvd	Nimitz Blvd	Jaguar Blvd	1,500	0.89	1.05	1,402
Eisenhower Blvd	Jaguar Blvd	Milwaukee Blvd	1,000	0.93	1.05	977
Eisenhower Blvd	Milwaukee Blvd	Grant Blvd	1,000	1.26	1.05	1,323
Eisenhower Blvd	Grant Blvd	Mcarthur Blvd	1,000	0.24	1.05	252
Evergreen Rd	Herron Rd	Bus 41	2,000	1.20	1.06	2,544
Evergreen Rd	Captiva Blvd	Sanibel Blvd	2,000	0.21	1.12	470
Evergreen Rd	Sanibel Blvd	San Carlos Blvd	2,000	0.18	1.12	403
Evergreen Rd	San Carlos Blvd	Hickory Dr	2,000	0.27	1.12	605
Fiddlesticks Blvd	Beginning	Daniels Pkwy	8,500	1.06	1.15	10,362
Fifth St	Davis Blvd	Caribbean Blvd	2,000	1.37	1.17	3,206
Fordham St	Woodland Blvd	Sunrise Blvd	2,000	0.49	1.06	1,039
Fordham St	Sunrise Blvd	Crystal Dr	2,000	0.11	1.06	233
Gasparilla Rd	Charlotte Cnty Line	End of Island	4,600	2.64	1.06	12,873
Grant Blvd	SR 82	Milwaukee Blvd	1,000	1.67	1.05	1,754
Grant Blvd	Milwaukee Blvd	Ranier Ave	1,000	0.76	1.05	798
Grant Blvd	Eads Filer Dr	Bell Blvd	1,000	0.99	1.05	1,040
Grant Blvd	Bell Blvd	Mcarthur Blvd	1,000	0.65	1.05	683
Grant Blvd	McArthur Blvd	Eisenhower Blvd	1,000	0.35	1.05	368
Grant Blvd	Eisenhower Blvd	Sentinel Blvd	1,000	1.59	1.05	1,670
Greenbriar Blvd	Wingford Ave	Richmond Ave	1,000	1.76	1.05	1,848
Greenbriar Blvd	Richmond Ave	Joel Blvd	1,000	1.61	1.05	1,691
Hart Rd	Bayshore Rd	Tucker Ln	7,600	2.58	1.10	21,569
Idlewild St	Metro Pkwy	Ranchette Rd	6,400	0.74	1.13	5,352
Iona Rd	Davis Rd	John Morris Rd	2,000	0.73	1.45	2,117
Iona Rd	John Morris Rd	McGregor Blvd	8,800	1.98	1.09	18,992
Iris Rd	Constitution Cir	Sanibel Blvd	2,000	0.52	1.12	1,165

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Island Park Rd	S Tamiami Trl	Park Rd	10,300	1.56	1.06	17,032
Jaguar Blvd	SR 82	Homestead Rd	1,000	1.11	1.05	1,166
Jaguar Blvd	Homestead Rd	Bell Blvd	1,000	1.00	1.05	1,050
Jaguar Blvd	Bell Blvd	Eisenhower Blvd	1,000	1.01	1.05	1,061
Jaguar Blvd	Eisenhower Blvd	Columbus Blvd	1,000	0.98	1.05	1,029
Jaguar Blvd	Columbus Blvd	Hendry Co Line	1,000	0.44	1.05	462
John Morris Rd	Summerlin Rd	McGregor Blvd	3,200	0.42	1.45	1,949
John Morris Rd	McGregor Blvd	Iona Rd	2,000	0.85	1.45	2,465
Kelly Cove Dr	Caravel Cir	Kelly Woods Dr	2,000	1.04	1.45	3,016
Kelly Rd	McGregor Blvd	San Carlos Blvd	3,900	0.77	1.27	3,814
Kelly Rd	San Carlos Blvd	Pine Ridge Rd	2,100	0.50	1.27	1,334
Lakeview Dr	2nd St	Joel Blvd	1,000	1.34	1.05	1,407
Lakewood Blvd	Gladiolus Dr	Summerlin Rd	2,000	0.86	1.16	1,995
Laurel Dr	Business 41	Hart Rd	8,200	1.92	1.04	16,374
Lee Rd	San Carlos Blvd	Alico Rd	6,200	1.56	1.12	10,833
Littleton Rd	NE 24th Av	Corbett Rd	5,600	0.29	1.09	1,770
Littleton Rd	Corbett Rd	US 41	7,300	1.22	1.06	9,440
Littleton Rd	US 41	Bus 41	7,000	0.66	1.04	4,805
Luckett Rd	I-75	Country Lakes Dr	4,500	0.42	1.01	1,909
Luckett Rd	Country Lakes Dr	Angus Ln	2,000	0.19	1.17	445
Maple Dr	Summerlin Rd	End	3,400	0.67	1.09	2,483
Marsh Ave	Ballard Rd	Palm Beach Blvd	5,000	1.04	1.12	5,824
Matanzas Rd	Gary Rd	Sanibel Blvd	2,000	0.52	1.12	1,165
Matanzas Rd	Sanibel Blvd	San Carlos Blvd	2,000	0.18	1.12	403
Matanzas Rd	San Carlos Blvd	Oriole Rd	2,000	1.02	1.12	2,285
McArthur Ave	Sentinela Blvd	2nd St	1,000	0.58	1.05	609
McArthur Blvd	Milwaukee Blvd	Grant Blvd	1,000	0.89	1.05	935
McArthur Blvd	Grant Blvd	Eisenhower Blvd	1,000	0.34	1.05	357
McArthur Blvd	Eisenhower Blvd	Sentinela Blvd	1,000	1.36	1.05	1,428
Mellow Dr	N Tamiami Tr	Slater Rd	4,900	3.39	1.09	18,106
Miami Blvd	Tangelo Blvd	Pineapple Rd	2,000	0.15	1.12	336
Miami Blvd	Pineapple Rd	San Carlos Pkwy	2,000	0.78	1.12	1,747
Milwaukee Blvd	Homestead Rd	Bell Blvd	1,000	1.31	1.05	1,376
Milwaukee Blvd	Bell Blvd	Eisenhower Blvd	300	1.09	1.05	343
Milwaukee Blvd	Eisenhower Blvd	Columbus Blvd	300	1.03	1.05	324
Moody Rd	Hancock Bridge Pkwy	Pondella Rd	3,000	0.52	1.06	1,654
Moody Rd	Skyline Dr	Hancock Bridge Pkwy	2,000	0.50	1.04	1,040
Moore Ave	Sentinela Blvd	E 2nd St	500	0.64	1.05	336
Moore Ave	E 2nd St	E 10th St	1,000	2.01	1.05	2,111
Moore Ave	E 10th St	E 12th St	1,000	0.52	1.05	546
Moore Ave	E 12th St	E 14th St	1,000	0.53	1.05	557
Moore Ave	E 14th St	E 21st St	1,000	1.72	1.05	1,806
N Airport Rd	S Cleveland Av	N Airport Rd	5,000	0.33	1.08	1,782
Nalle Grade Rd	Slater Rd	Nalle Rd	1,200	3.01	1.10	3,973
Nalle Rd	Bayshore Rd	Nalle Grade Rd	2,500	2.78	1.10	7,645

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Neal Rd	Buckingham Rd	Orange River Blvd	1,500	2.81	1.06	4,468
Nimitz Blvd	SR 82	Meadow Rd	1,000	0.06	1.05	63
Nimitz Blvd	Meadow Rd	Roswell Av	1,000	0.11	1.05	116
Nimitz Blvd	Roswell Av	Millcreek St	1,000	0.08	1.05	84
Nimitz Blvd	Millcreek St	Homestead Rd S	1,000	0.25	1.05	263
Nimitz Blvd	Homestead Blvd	Bell Blvd	1,000	1.00	1.05	1,050
Nimitz Blvd	Bell Blvd	Eisenhower Blvd	1,000	1.13	1.05	1,187
Nimitz Blvd	Eisenhower Blvd	Columbus Blvd	1,000	0.92	1.05	966
Nimitz Blvd	Columbus Blvd	Hendry Co Line	1,000	0.44	1.05	462
Old Bayshore Rd	SR 78	SR 31	2,000	2.10	1.10	4,620
Old Olga Rd	Palm Beach Blvd	Palm Beach Blvd	2,900	2.58	1.06	7,931
Orange Grove Blvd	Hancock Bridge Pkwy	Pondella Rd	10,700	1.02	1.04	11,351
Orange Grove Blvd	Hunter Blvd	Birkdale Ave	2,000	0.82	1.06	1,738
Orange Grove Blvd	Birkdale Ave	Hancock Bridge Pkwy	9,700	1.05	1.06	10,796
Orange River Blvd	Palm Beach Blvd	Staley Rd	7,400	1.48	1.17	12,814
Orange River Blvd	Staley Rd	Buckingham Rd	5,900	2.75	1.17	18,983
Oriole Rd	End of Pavement	Alico Rd	2,300	1.04	1.12	2,679
Overlook Dr	Brentwood Rd S	Cypress Lake Dr	2,000	0.94	1.16	2,181
Palm Ave	Hancock Bridge Pkwy	Pondella Rd	2,000	0.42	1.04	874
Palomino Ln	Daniels Pkwy	Penzance Blvd	2,000	1.51	1.15	3,473
Panther Ln	Myerlee Cc Blvd	Cypress Lake Dr	2,000	0.49	1.16	1,137
Park Meadows Dr	Summerlin Rd	Cleveland Ave	3,900	0.75	1.06	3,101
Parkdale Blvd	SR 82	Homestead Rd	1,000	1.60	1.05	1,680
Penzance Blvd	Caisson Ln	Palomino Ln	2,000	1.12	1.15	2,576
Penzance Blvd	Ranchette Rd	Six Mile Cypress Pkwy	2,500	0.82	1.13	2,317
Phlox Dr	San Carlos Blvd	Sanibel Blvd	2,000	0.18	1.12	403
Phlox Dr	Sanibel Blvd	Cypress Dr	2,000	0.42	1.12	941
Phlox Dr	Cypress Dr	New Jersey Blvd	2,000	0.46	1.12	1,030
Phlox Dr	Winged Foot Dr	Alico Rd	4,000	0.58	1.12	2,598
Pine Ridge Rd	San Carlos Blvd	Summerlin Rd	12,000	0.91	1.09	11,903
Pine Ridge Rd	Summerlin Rd	Kelly Rd	6,100	1.02	1.09	6,782
Pine Ridge Rd	Kelly Rd	Gladiolus Dr	6,200	0.63	1.09	4,258
Pine Ridge Rd	Gladiolus Dr	McGregor Blvd	6,200	0.42	1.09	2,838
Pineapple Rd	Miami Blvd	Three Oaks Pkwy	2,000	0.65	1.22	1,586
Plantation Rd	Six Mile Cypress Blvd	Daniels Pkwy	2,700	1.17	1.15	3,633
Plantation Rd	Daniels Pkwy	Idlewild St	8,000	2.51	1.13	22,690
Pritchett Pkwy	Bayshore Rd	Rich Rd	1,700	2.62	1.10	4,899
Ranchette Rd	Penzance Blvd	Ranchette Rd	1,900	0.85	1.13	1,825
Rich Rd	Slater Rd	Pritchett Pkwy	1,200	1.60	1.10	2,112
Richmond Ave N	Leeland Heights Blvd	E Bougainvillea Rd	1,000	0.05	1.05	53
Richmond Ave N	E Jasmine Rd	Schoolside Dr	1,000	0.10	1.05	105
Richmond Ave N	Schoolside Dr	E 3rd St	1,000	0.19	1.05	200
Richmond Ave N	E 3rd St	E 4th St	1,000	0.25	1.05	263
Richmond Ave N	E 4th St	E 5th St	1,000	0.27	1.05	284
Richmond Ave N	E 5th St	E 6th St	1,000	0.25	1.05	263

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Richmond Ave N	E 6th St	E 7th St	1,000	0.25	1.05	263
Richmond Ave N	E 7th St	E 8th St	1,000	0.25	1.05	263
Richmond Ave N	E 8th St	E 9th St	1,200	0.25	1.05	315
Richmond Ave N	E 9th St	E 10th St	1,000	0.25	1.05	263
Richmond Ave N	E 10th St	E 11th St	1,000	0.25	1.05	263
Richmond Ave N	E 11th St	E 12th St	1,000	0.27	1.05	284
Richmond Ave N	W 12th St	E 14th St	900	0.54	1.05	510
Richmond Ave N	E 14th St	Greenbriar Blvd	1,000	1.89	1.05	1,985
River Ranch Rd	Williams Rd	Corkscrew Rd	1,700	0.75	1.22	1,556
San Carlos Blvd	S Tamiami Trl	Three Oaks Pkwy	5,500	2.38	1.14	14,923
Sandy Ln	Corkscrew Rd	Broadway Ave	2,000	0.73	1.14	1,664
Sanibel Blvd	S Tamiami Trl	Cypress Dr	9,700	1.11	1.12	12,059
Sanibel Blvd	Cypress Dr	Lee Rd	2,000	0.11	1.12	246
Sentinela Blvd	Bell Blvd	McArthur Ave	1,000	1.03	1.05	1,082
Sentinela Blvd	McArthur Ave	Grant Blvd	1,000	0.53	1.05	557
Sentinela Blvd	Grant Blvd	Moore Ave	1,000	0.53	1.05	557
Sentinela Blvd	Moore Ave	Hendry Co Line	700	0.41	1.05	301
Shell Point Blvd	McGregor Blvd	David Dr	4,200	1.64	1.45	9,988
Skyline Dr	Hancock Br	Moody Rd	2,000	0.74	1.04	1,539
Skyline Dr	Moody Rd	Overriver Dr	2,000	0.23	1.04	478
Slater Rd	Rich Rd	Nalle Grade Rd	1,500	0.88	1.10	1,452
South Pointe Blvd	Cypress Lake Dr	College Pkwy	11,600	0.80	1.09	10,115
South Rd	US 41	Danley Dr	2,000	0.28	1.13	633
Staley Rd	Luckett Rd	Tice St	2,000	1.00	1.17	2,340
Staley Rd	Tice St	Orange River Blvd	2,600	0.57	1.17	1,734
Stringfellow Rd	York Rd	Berkshire Rd	5,700	5.52	1.33	41,847
Sunniland Blvd	Lee Blvd	12th St W	2,000	0.50	1.05	1,050
Sunniland Blvd	12th St W	Park Ave	2,000	1.60	1.05	3,360
Sunrise Blvd	S Cleveland Ave	Austin St	2,000	0.08	1.06	170
Sunrise Blvd	Austin St	Beacon St	2,000	0.15	1.06	318
Sunrise Blvd	Beacon St	Chatham St	2,000	0.07	1.06	148
Sunrise Blvd	Chatham St	Fordham St	2,000	0.67	1.06	1,420
Sunshine Blvd N	12th St W	Orange River Blvd	4,000	5.44	1.01	21,978
Thornton Rd	Iona Rd	Red Poinciana Dr	2,000	0.23	1.22	561
Thornton Rd	Red Poinciana Dr	Live Oak Dr	2,000	0.05	1.22	122
Thornton Rd	Live Oak Dr	Palm Dr	2,000	0.08	1.22	195
Tice St	Palm Beach Blvd	Ortiz Ave	3,700	0.63	1.17	2,727
Tice St	Ortiz Ave	I-75	2,400	0.80	1.17	2,246
Tice St	I-75	Staley Rd	2,000	1.45	1.17	3,393
Treeline Ave	Daniels Pkwy	End of Pavement	2,000	1.51	1.15	3,473
Tucker Ln	Barbie Ln	Hart Rd	3,500	0.76	1.10	2,926
V. Shoemaker Blvd	Colonial Blvd	Winkler Ave Ext	1,000	0.53	1.08	572
W 14th St	End	Richmond	800	2.20	1.01	1,778
Whiskey Creek Dr	College Pkwy	McGregor Blvd	7,800	1.78	1.09	15,134
Williams Ave	Williams Av	W 5th St	1,000	0.18	1.05	189

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Williams Ave	W 5th St	6th St	1,000	0.25	1.05	263
Williams Ave	6th St	12th St	10,000	1.50	1.01	15,150
Williams Ave	12th St	18th St	1,000	1.52	1.05	1,596
Williams Rd	W Bay Blvd	S Tamiami Trl	2,000	1.06	1.22	2,586
Williams Rd	S Tamiami Trl	River Ranch Rd	3,900	1.04	1.01	4,097
Williams Rd	River Ranch Rd	Three Oaks Pkwy	2,000	0.39	1.01	788
Winkler Rd	Winkler Rd	Summerlin Rd	7,100	2.14	1.23	18,689
Woodland Blvd	Cleveland Ave	Chatham St	9,300	0.25	1.06	2,465
Woodland Blvd	Chatham St	Fordham St	4,700	0.67	1.06	3,338
Subtotal, Lee County Collectors				263.26		957,420
Ballard Rd	Santa Lucia	Marsh Ave	5,000	0.75	1.12	4,200
Ballard Rd	Marsh Ave	Ortiz Ave	5,800	1.00	1.01	5,858
Braman Ave	McGregor Blvd	US 41	1,000	0.75	1.08	810
Broadway Ave	Hanson St	SR 82	4,100	1.26	1.08	5,579
Cortez Blvd	Braman	US 41	2,600	1.25	1.08	3,510
Edison Ave	US 41	Fowler St	7,000	0.63	1.08	4,763
Edison Ave	Fowler St	Rockfill Rd	4,100	2.00	1.08	8,856
Evans Ave	Colonial Blvd	Winkler Ave Ext	7,000	0.63	1.08	4,763
Evans Ave	Hanson St	Dr ML King	5,800	1.28	1.08	8,018
Evans Ave	Winkler Ave Ext	Hanson St	8,600	1.26	1.08	11,703
Ford St	Hanson St	M.L.K.	9,800	0.45	1.08	4,763
Ford St	Edison Ave	Hanson St	11,000	0.81	1.08	9,623
Ford St Ext	Colonial Blvd	Winkler Ave Ext	2,000	0.49	1.13	1,107
Hanson St	Magnolia St	Cleveland Ave	2,000	0.50	1.08	1,080
Hanson St	Cleveland Ave	Broadway	8,000	0.25	1.08	2,160
Hanson St	Broadway	Fowler St	9,900	0.38	1.08	4,063
Hanson St	Metro Pkwy	Ford St	2,000	0.25	1.08	540
Hanson St	Ford St	Palmetto Ave	2,000	0.66	1.08	1,426
Henderson Ave	Jeffcott St	M.L.K.	2,000	0.99	1.08	2,138
Henderson Ave	M.L.K.	Michigan Ave	2,000	0.51	1.08	1,102
Hill Ave	McGregor Blvd	US 41	2,000	0.93	1.08	2,009
Linhart Ave	McGregor Blvd	US 41	1,500	0.74	1.08	1,199
Luckett Rd	Nuna Av	Ortiz Av	2,000	0.38	1.01	768
Marsh Ave	Michigan Linkk Ave	Ballard Rd	2,000	0.33	1.12	739
Marsh Ave	Palm Beach Blvd	Edgewood Av	4,100	0.21	1.17	1,007
McGregor Blvd	Colonial Blvd	Cleveland Ave	17,100	3.37	1.13	65,119
Michigan Ave	Seaboard St	V Shoemaker Blvd	4,500	0.90	1.08	4,374
Michigan Ave	V Shoemaker Blvd	Marsh Ave	10,600	0.75	1.08	8,586
Michigan Ave	Marsh Ave	SR 82	8,900	0.49	1.08	4,710
Soloman Ave	Colonial Blvd	Winkler Ave	10,400	0.50	1.08	5,616
Soloman Ave	Winkler Ave	Broadway Ave	7,000	0.20	1.08	1,512
V. Shoemaker Blvd	SR 82	Michigan Ave	9,100	0.51	1.08	5,012
V. Shoemaker Blvd	Michigan Ave	Palm Beach Blvd	5,500	0.84	1.08	4,990
Winkler Ave	US 41	Solomon Blvd	13,600	0.30	1.08	4,406

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Winkler Ave	Solomon Blvd	Fowler St	19,300	0.32	1.08	6,670
Winkler Ave Ext	Fowler St	Metro Pkwy	23,400	0.70	1.08	17,690
Winkler Ave Ext	Metro Pkwy	V. Shoemaker Blvd	21,400	0.67	1.08	15,485
Winkler Ave Ext	V. Shoemaker Blvd	Colonial Blvd	19,400	1.29	1.08	27,028
Winkler Ave Ext	Colonial Blvd	Challenger Blvd	3,700	0.48	1.08	1,918
Winkler Ave Ext	Challenger Blvd	Six Mile Cypress Pkwy	3,700	0.78	1.08	3,117
Subtotal, Fort Myers Arterials And Collectors				30.79		268,017
12th Ave SW	Rose Garden Rd	El Dorado Pkwy	1,000	0.28	1.07	300
24th Ave NE	NE Pine Island Rd	Diplomat Pkwy	2,500	0.50	1.09	1,363
24th Ave NE	Diplomat Pkwy	Kismet Pkwy	2,100	0.93	1.09	2,129
24th Ave SE	Viscaya Pkwy	Hancock Bridge Pkwy	7,800	1.11	1.04	9,004
26th St SE	Del Prado Blvd	Everest Pkwy	4,200	0.28	1.09	1,282
26th St SE	Kamal Pkwy	Archer Pkwy W	2,200	0.08	1.06	187
26th St SE	Retunda Pkwy E	Everest Pkwy	2,100	0.09	1.06	200
47th Terr SE	Palm Tree Blvd	Coronado Pkwy	12,100	0.50	1.08	6,534
47th Terr SE	Coronado Pkwy	Vincennes Blvd	9,600	0.49	1.08	5,080
47th Terr SE	Vincennes	Del Prado Blvd	7,500	0.39	1.08	3,159
47th Terr SE	Del Prado Blvd	SE 17th Pl	4,800	0.22	1.08	1,140
Academy Blvd	SE 32nd St	Archer Pkwy	2,000	0.55	1.06	1,166
Academy Blvd	Veterans Pkwy	Nicholas Pkwy	2,900	1.73	0.98	4,917
Agualinda Blvd	El Dorado Pkwy	Cape Coral Pkwy	2,200	0.93	1.07	2,189
Agualinda Blvd	Cape Coral Pkwy	Beach Pkwy	3,500	0.75	1.07	2,809
Agualinda Blvd	Beach Pkwy	Savona Pkwy	2,400	0.70	1.10	1,848
Andalusia Blvd	Jacaranda Pkwy	Voginatis Pkwy	499	1.03	1.09	560
Andalusia Blvd	Voginatis Pkwy	Durden Pkwy	499	1.01	1.09	549
Andalusia Blvd	Pine Island Rd	Tropicana Pkwy	4,700	0.33	1.09	1,691
Andalusia Blvd	Tropicana Pkwy	Diplomat Pkwy	3,600	1.22	1.09	4,787
Andalusia Blvd	Diplomat Pkwy	Kismet	2,600	0.94	1.09	2,664
Archer Pkwy E	Country Club Blvd	SE 26th Ter	2,100	0.44	1.06	979
Archer Pkwy W	SE 26th Ter	Academy Blvd	2,200	0.46	1.06	1,073
Archer Pkwy W	Academy Blvd	Country Club Blvd	2,200	0.18	1.06	420
Averill Blvd	Jacaranda Pkwy	Gator Cir	499	0.53	1.09	288
Beach Pkwy	Del Prado Blvd	SE 20 Pl	2,000	0.71	1.09	1,548
Beach Pkwy W	Surfside Blvd	Sands Blvd	2,200	0.41	1.07	965
Beach Pkwy W	Sands Blvd	Oasis Blvd	3,400	0.46	1.07	1,673
Beach Pkwy W	Oasis Blvd	Agualinda Blvd	4,500	0.42	1.07	2,022
Beach Pkwy W	Aguilina Pblvd	Chiquita Blvd	4,500	0.66	1.07	3,178
Bolado Pkwy	Del Prado Blvd	SE 20 Ct	2,000	0.60	1.04	1,248
Caloosa Pkwy	NW 47th Ave	Old Burnt Store Rd	499	0.83	1.16	480
Cape Coral Pkwy E	Santa Barbara Blvd	Palm Tree Blvd	48,800	0.51	1.08	26,879
Cape Coral Pkwy E	Palm Tree Blvd	Coronado Pkwy	39,700	0.49	1.08	21,009
Cape Coral Pkwy E	Coronado Pkwy	Del Prado Blvd	31,200	0.88	1.08	29,652
Cape Coral Pkwy W	Sands Blvd	Aguilinda Blvd	5,300	0.88	1.07	4,990
Cape Coral Pkwy W	Aguilinda Blvd	Chiquita Blvd	9,200	0.65	1.07	6,399

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Cape Coral Pkwy W	Chiquita Blvd	Skyline Blvd	21,600	0.99	1.07	22,881
Cape Coral Pkwy W	Skyline Blvd	Pelican Blvd	27,100	0.50	1.07	14,499
Cape Coral Pkwy W	Pelican Blvd	Santa Barbara Blvd	32,900	0.51	1.08	18,121
Ceitus Pkwy	Old Burnt Store Rd	Burnt Store Rd	1,300	1.07	1.20	1,669
Ceitus Pkwy	Burnt Store Rd	El Dorado Blvd	1,100	0.90	1.20	1,188
Chiquita Blvd N	Embers Pkwy	Tropicana Pkwy	5,600	1.05	1.09	6,409
Chiquita Blvd N	Tropicana Pkwy	Diplomat Pkwy	3,300	1.04	1.09	3,741
Chiquita Blvd N	Diplomat Pkwy	Kismet Pkwy	1,499	1.01	1.09	1,650
Chiquita Blvd N	Kismet Pkwy	Wilmington Pkwy	1,499	0.33	1.09	539
Chiquita Blvd N	Wilmington Pkwy	Jacaranda Pkwy	499	0.66	1.09	359
Chiquita Blvd S	SW 58 Terrace	El Dorado Pkwy	1,000	0.44	1.07	471
Chiquita Blvd S	El Dorado Pkwy	Cape Coral Pkwy	6,400	0.93	1.10	6,547
Chiquita Blvd S	Cape Coral Pkwy	Beach Pkwy	17,300	0.73	1.10	13,892
Chiquita Blvd S	Beach Pkwy	Mohawk Pkwy	17,300	0.29	1.10	5,519
Chiquita Blvd S	Mohawk Pkwy	Savona Pkwy	18,000	0.41	1.10	8,118
Chiquita Blvd S	Savona Pkwy	Gleason Pkwy	18,000	0.60	1.10	11,880
Chiquita Blvd S	Gleason Pkwy	Veterans Pkwy	18,600	0.99	1.10	20,255
Chiquita Blvd S	Veterans Pkwy	Trafalgar Pkwy	10,800	1.09	1.10	12,949
Chiquita Blvd S	Trafalgar Pkwy	Pine Island Rd	10,800	1.08	1.10	12,830
Chiquita Blvd S	Pine Island Rd	Embers Pkwy	6,000	0.92	1.09	6,017
Cornwallis Pkwy	Del Prado Blvd	SE 22nd Ter	2,000	0.90	1.09	1,962
Coronado Pkwy	Lucerne Pkwy	El Dorado Pkwy	3,000	0.30	1.08	972
Coronado Pkwy	El Dorado Pkwy	Cape Coral Pkwy	9,100	0.66	1.08	6,486
Coronado Pkwy	Cape Coral Pkwy	Del Prado Blvd	11,600	1.50	1.09	18,966
Country Club Blvd	Palm Tree Blvd	Wildwood Pkwy	6,400	1.88	1.09	13,115
Country Club Blvd	Wildwood Pkwy	Archer Pkwy	13,200	1.09	1.09	15,683
Country Club Blvd	Archer Pkwy	Veterans Pkwy	14,800	0.35	1.09	5,646
Country Club Blvd	Veterans Blvd	Nicholas Pkwy	15,200	1.66	1.04	26,241
Country Club Blvd	Nicholas Pkwy	SE 9th Ln	16,500	0.25	1.04	4,290
Country Club Blvd	SE 9th Ln	Viscaya Pkwy	15,200	0.35	1.04	5,533
Cultural Park Blvd	Nicholas Pkwy	Hancock Br Pkwy	9,000	1.54	0.98	13,583
Cultural Park Blvd	Hancock Bridge Pkwy	Pine Island Rd	5,600	0.47	1.09	2,869
De Navarra Pkwy	Gator Cir	Garden Blvd	499	0.49	1.09	267
Del Prado Blvd N	NE 9th St	Diplomat Pkwy	16,500	0.99	1.09	17,805
Del Prado Blvd N	NE Pine Island Rd	NE 9th St	16,500	0.05	1.09	899
Del Prado Blvd N	Diplomat Pkwy	Kismet Pkwy	13,000	0.93	1.09	13,178
Del Prado Blvd N	Kismet Pkwy	US 41	10,700	3.46	1.09	40,354
Del Prado Blvd S	El Dorado Pkwy	Miramar St	4,800	0.59	1.08	3,059
Del Prado Blvd S	Miramar St	Cape Coral Pkwy	5,400	0.12	1.08	700
Diplomat Pkwy E	Santa Barbara Blvd	Andalusia Blvd	4,300	1.05	1.04	4,696
Diplomat Pkwy E	Andalusia Blvd	Del Prado Blvd	5,400	0.94	1.04	5,279
Diplomat Pkwy E	Del Prad Blvd	NE 24th Ave	4,400	1.04	1.04	4,759
Diplomat Pkwy E	NE 24th Ave	Corbett Rd	4,000	0.48	1.04	1,997
Diplomat Pkwy E	Corbett Rd	N Cleveland Ave	4,000	1.16	1.06	4,918
Diplomat Pkwy W	Burnt Store Rd	El Dorado Blvd	1,000	1.02	1.16	1,183

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Diplomat Pkwy W	El Dorado Blvd	Chiquita Blvd	1,800	1.10	1.20	2,376
Diplomat Pkwy W	Chiquita Blvd	Nelson Rd	2,499	1.01	1.20	3,029
Diplomat Pkwy W	Nelson Rd	Santa Barbara Blvd	3,400	0.99	1.04	3,501
Driftwood Pkwy	End of Pavement	Lucerne Pkwy	2,000	0.50	1.08	1,080
Durden Pkwy	Andalusia Blvd	Garden Blvd	499	1.78	1.09	968
El Dorado Blvd N	Embers Pkwy	Tropicana Pkwy	1,800	1.02	1.16	2,130
El Dorado Blvd N	Tropicana Pkwy	Diplomat Pkwy	1,400	0.74	1.16	1,202
El Dorado Blvd N	Diplomat Pkwy	Van Buren Pkwy	1,600	0.83	1.16	1,540
El Dorado Blvd N	Van Buren Pkwy	Kismet Pkwy	699	0.46	1.16	373
El Dorado Blvd N	Kismet Pkwy	Jacaranda Pkwy	499	0.99	1.09	538
El Dorado Blvd S	Embers Pkwy	Ceitus Pkwy	700	0.77	1.16	625
El Dorado Pkwy E	Bayside Ct	Coronado Pkwy	3,000	1.08	1.08	3,499
El Dorado Pkwy E	Coronado Pkwy	Del Prado Blvd	4,300	0.65	1.08	3,019
El Dorado Pkwy W	Sands Blvd	Aguilinda Blvd	1,500	0.88	1.07	1,412
El Dorado Pkwy W	Aguilinda Blvd	Chiquita Blvd	3,000	0.66	1.07	2,119
El Dorado Pkwy W	Chiquita Blvd	Canal	2,100	0.25	1.07	562
El Dorado Pkwy W	Canal	SW 12th Ave	2,100	0.13	1.07	292
El Dorado Pkwy W	SW 12th Ave	Skyline Blvd	2,100	0.58	1.07	1,303
El Dorado Pkwy W	Skyline Blvd	Pelican Blvd	1,200	0.50	1.07	642
El Dorado Pkwy W	Pelican Blvd	Bayside Ct	1,000	0.40	1.07	428
Embers Pkwy	El Dorado Blvd	Chiquita Blvd	4,700	1.01	1.20	5,696
Embers Pkwy	Chiquita Blvd	Nelson Rd	4,700	1.01	1.20	5,696
Embers Pkwy W	Old Burnt Store Rd	Burnt Store Rd	1,500	0.98	1.20	1,764
Embers Pkwy W	Burnt Store Road	El Dorado Blvd	1,900	1.01	1.20	2,303
Everest Pkwy	SE 26th Ter	Del Prado Blvd	700	0.73	1.06	542
Everest Pkwy	SE 26th St	Cape Coral Shore	4,400	1.46	1.09	7,002
Everest Pkwy	Veterans Pkwy	Everest Pkwy	2,000	0.09	1.09	196
Garden Blvd	Del Prado Blvd	De Navarrfa Pkwy	499	0.73	1.09	397
Garden Blvd	De Navarra Pkwy	Durden Pkwy	499	1.05	1.09	571
Gator Cir S	Averill Blvd	Averill Blvd	499	4.02	1.09	2,187
Gleason Pkwy	Surfside Blvd	Oasis Blvd	2,000	0.68	1.10	1,496
Gleason Pkwy	Chiquita Blvd	Skyline Blvd	4,300	0.99	1.10	4,683
Gleason Pkwy	Skyline Blvd	Pelican Blvd	5,200	0.52	1.06	2,866
Gleason Pkwy	Pelican Blvd	Santa Barbara Blvd	9,000	0.52	1.06	4,961
Gulfstream Pkwy	End of Pavement	Old Burnt Store Rd	499	0.45	1.16	260
Gulfstream Pkwy	Old Burnt Store Rd	Burnt Store Rd	999	1.01	1.16	1,170
Hancock Br Pkwy	Santa Barbara Blvd	Cultural Park Blvd	14,200	0.97	1.20	16,529
Hancock Br Pkwy	Cultural Park Blvd	Del Prado Blvd	15,000	1.09	1.04	17,004
Hancock Crk S Blvd	NE Pine Island Rd	Pondella Rd	2,200	0.59	1.09	1,415
Jacaranda Pkwy E	Santa Barbara Blvd	Andalusia Blvd	999	1.04	1.09	1,132
Jacaranda Pkwy E	Andalusia Blvd	Averill Blvd	999	1.01	1.09	1,100
Jacaranda Pkwy W	El Dorado Blvd	Chiquita Blvd	499	1.02	1.09	555
Juanita Pl NW	Pine Island Rd	Tropicana Pkwy	5,000	1.02	1.09	5,559
Kamal Pkwy	Santa Barbara Blvd	Veterans Pkwy	1,500	0.79	1.06	1,256
Kismet Pkwy E	Santa Barbara Blvd	Andalusia Blvd	7,000	1.06	1.09	8,088

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Kismet Pkwy E	Andalusia Blvd	Del Prado Blvd	7,700	0.92	1.04	7,367
Kismet Pkwy E	Del Prado Blvd	NE 24th Ave	3,200	1.06	1.04	3,528
Kismet Pkwy W	End of Pavement	Old Burnt Store Rd	499	0.37	1.16	214
Kismet Pkwy W	Old Burnt Store Rd	Burnt Store Rd	999	1.01	1.16	1,170
Kismet Pkwy W	El Dorado Blvd	Chiquita Blvd	999	1.01	1.09	1,100
Kismet Pkwy W	Chiquita Blvd	Nelson Rd	2,499	1.00	1.09	2,724
Kismet Pkwy W	Nelson Rd	Santa Barbara Blvd	3,900	0.99	1.09	4,208
Lucerne Pkwy	Coronado Pkwy	Driftwood Pkwy	2,500	0.35	1.08	945
Miramar St	Coronado Pkwy	Del Prado Blvd	4,000	0.87	1.08	3,758
Mohawk Pkwy	Chiquita Blvd	Skyline Blvd	2,700	0.99	1.07	2,860
Mohawk Pkwy	Skyline Blvd	Pelican Blvd	2,600	0.52	1.07	1,447
Nelson Rd N	Embers Pkwy	Tropicana Pkwy	4,000	1.05	1.09	4,578
Nelson Rd N	Tropicana Pkwy	Diplomat Blvd	4,000	1.04	1.09	4,534
Nelson Rd N	Diplomat Pkwy	Kismet Pkwy	1,499	1.01	1.09	1,650
Nelson Rd N	Kismet Pkwy	Wilmington Pkwy	1,499	0.87	1.09	1,422
Nelson Rd S	Pine Island Rd	Nicholas Pkwy	5,000	0.47	1.09	2,562
Nicholas Pkwy E	Santa Barbara Blvd	Cultural Park Blvd	12,700	0.97	1.06	13,058
Nicholas Pkwy E	Cultural Park Blvd	Country Club Blvd	11,300	0.20	1.06	2,396
Nicholas Pkwy NW	Santa Barbara Blvd	Pine Island Rd	5,300	1.35	1.20	8,586
Nicholas Pkwy NW	Pine Island Rd	Nelson Rd	6,500	0.45	1.20	3,510
Oasis Blvd	Beach Pkwy	Oasis Blvd	2,000	1.23	1.10	2,706
Old Burnt Store Rd	Embers Pkwy	Tropicana Pkwy	999	1.03	1.16	1,194
Old Burnt Store Rd	Tropicana Pkwy	Yucatan Pkwy	999	0.48	1.16	556
Old Burnt Store Rd	Yucatan Pkwy	Gulfstream Pkwy	999	0.55	1.16	637
Old Burnt Store Rd	Gulfstream Pkwy	Kismet Pkwy	999	1.02	1.16	1,182
Old Burnt Store Rd	Kismet Pkwy	Caloosa Pkwy	999	1.98	1.16	2,295
Old Burnt Store Rd	Caloosa Pkwy	Charlotte Co Line	999	1.78	1.16	2,063
Old Burnt Store Rd	Ceitus Pkwy	Embers Pkwy	999	0.55	1.16	637
Palaco Grande Pwy	Del Prado Blvd	SE 22nd PI	2,000	0.85	1.09	1,853
Palm Tree Blvd	Cape Coral Pkwy	Country Club Blvd	5,900	0.26	1.06	1,626
Palm Tree Blvd	Country Club Blvd	Wildwood Pkwy	5,900	1.23	1.06	7,692
Pelican Blvd	El Dorado Pkwy	Cape Coral Pkwy	6,800	0.93	1.07	6,767
Pelican Blvd	Cape Coral Pkwy	Mohawk Pkwy	5,700	1.09	1.07	6,648
Pelican Blvd	Mohawk Pkwy	Gleason Pkwy	5,300	0.95	1.06	5,337
Rose Garden Rd	End of Pavement	El Dorado Pkwy	1,500	1.50	1.07	2,408
Sands Blvd	El Dorado Pkwy	Cape Coral Pkwy	1,600	0.93	1.07	1,592
Sands Blvd	Cape Coral Pkwy	Beach Pkwy	2,200	0.74	1.07	1,742
Santa Barbara Blvd	Cape Coral Pkwy	Gleason Pkwy	14,100	2.05	1.06	30,639
Santa Barbara Blvd	Gleason Pkwy	Kamal Pkwy	23,500	0.55	1.06	13,701
Santa Barbara Blvd	Kamal Pkwy	Veterans Pkwy	23,500	0.25	1.06	6,228
Santa Barbara Blvd	Veterans Pkwy	Trafalgar Pkwy	26,200	1.28	0.98	32,865
Santa Barbara Blvd	Trafalgar Pkwy	Nicholas Pkwy	26,200	0.68	0.98	17,460
Santa Barbara Blvd	Nicholas Pkwy	Hancock Bridge Pkwy	18,900	1.26	0.98	23,338
Santa Barbara Blvd	Hancock Bridge Pkwy	Pine Island Rd	18,900	0.08	1.09	1,648
Santa Barbara Blvd	Tropicana Pkwy	Diplomat Pkwy	4,800	1.04	1.09	5,441

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Santa Barbara Blvd	Diplomat Pkwy	Kismet Pkwy	2,600	0.96	1.09	2,721
Santa Barbara Blvd	Kismet Pkwy	Jacaranda Pkwy	2,000	1.05	1.09	2,289
Santa Barbara Blvd	Jacaranda Pkwy	Wilmington Pkwy	999	0.34	1.09	370
Savona Pkwy	Del Prado Blvd	SE 21 Pl	2,000	0.78	1.09	1,700
Savona Pkwy W	Aqualinda Blvd	Chiquita Blvd	3,200	0.66	1.07	2,260
Shelby Pkwy	SE 26th Ter	Del Prado Blvd	2,300	0.72	1.06	1,755
Skyline Blvd	El Dorado Pkwy	Cape Coral Pkwy	6,000	0.93	1.07	5,971
Skyline Blvd	Cape Coral Pkwy	Mohawk Pkwy	9,900	1.07	1.07	11,335
Skyline Blvd	Mohawk Pkwy	Gleason Pkwy	11,900	0.98	1.10	12,828
Skyline Blvd	Gleason Pkwy	Veterans Pkwy	12,500	1.01	1.06	13,383
Skyline Blvd	Veterans Pkwy	Trafalgar Pkwy	8,900	1.09	0.98	9,507
Skyline Blvd	Trafalgar Pkwy	Pine Island Rd	6,200	1.43	0.98	8,689
Surfside Blvd	Beach Pkwy	Gleason Pkwy	2,100	1.28	1.10	2,957
Surfside Blvd	Gleason Pkwy	Veterans Pkwy	4,100	1.47	1.10	6,630
Surfside Blvd	Veterans Pkwy	Trafalgar Pkwy	2,100	1.05	1.10	2,426
Trafalgar Pkwy	Surfside Blvd	Chiquita Blvd	2,100	1.00	1.20	2,520
Trafalgar Pkwy	Chiquita Blvd	Skyline Blvd	5,500	0.98	1.20	6,468
Trafalgar Pkwy	Skyline Blvd	Santa Barbara Blvd	8,200	1.05	1.20	10,332
Tropicana Pkwy E	Juanita Pl	Andalusia Blvd	1,300	1.10	1.20	1,716
Tropicana Pkwy W	Old Burnt Store Rd	Burnt Store Rd	999	0.98	1.20	1,175
Tropicana Pkwy W	Burnt Store Rd	El Dorado Blvd	1,000	1.02	1.20	1,224
Tropicana Pkwy W	El Dorado Blvd	Chiquita Blvd	1,300	1.01	1.20	1,576
Tropicana Pkwy W	Chiquita Blvd	Nelson Rd	1,300	1.01	1.20	1,576
Tropicana Pkwy W	Nelson Rd	Santa Barbara Blvd	1,300	1.00	1.20	1,560
Van Buren Pkwy	Burnt Store Rd	El Dorado Blvd	1,000	1.01	1.16	1,172
Vincennes Blvd	Cape Coral Pkwy	SE 47th Terr	4,600	0.08	1.09	401
Vincennes Blvd	SE 47th Terr	Coronado Pkwy	3,500	0.48	1.09	1,831
Viscaya Pkwy	Country Club Blvd	Del Prado Blvd	17,300	0.55	1.04	9,896
Viscaya Pkwy	Del Prado Blvd	SE 24th Ave	12,500	1.03	1.04	13,390
Vogiantzis Pkwy	Andalusia Blvd	Gator Cir	499	0.42	1.09	228
Wildwood Pkwy	Palm Tree Blvd	Country Club Blvd	3,800	0.59	1.08	2,421
Wilmington Pkwy	Chiquita Blvd	Nelson Rd	999	1.15	1.09	1,252
Wilmington Pkwy	Nelson Rd	Santa Barbara Blvd	999	1.12	1.09	1,220
Yucatan Pkwy	Old Burnt Store Rd	Burnt Store Rd	999	0.99	1.16	1,147
Subtotal, Cape Coral Arterials And Collectors				174.33		1,061,199
Arroyal Rd	Bonita Beach Rd	Pennsylvania Ave	6,200	0.49	1.06	3,220
Cockleshell Dr	Old US 41	Maddox Ln	2,000	0.92	1.06	1,950
Dean St	Old US 41	Matheson Ave	2,000	0.50	1.06	1,060
Dean St	Matheson Ave	Imperial St	2,000	0.50	1.06	1,060
Hunters Ridge Blvd	Hunters Lake Ct	Bonita Beach Rd	2,000	1.01	1.06	2,141
Imperial Harbor Blvd	End of Pavement	Old US 41	2,000	0.59	1.06	1,251
Imperial St	Bonita Beach Rd	Dean St	2,000	0.25	1.06	530
Imperial St	S of East Terry St	East Terry Street	2,000	0.50	1.06	1,060
Imperial St	Oaks Cir	Bonita Beach Rd	12,400	1.01	1.06	13,275

Roadway	From	To	2004 AADT	Miles	Peak Season Factor	Peak Season VMT
Matheson Ave	Dean St	Terry St	2,000	0.82	1.06	1,738
Morton Ave	Terry St	Cutting Horse Ln	2,000	1.01	1.06	2,141
North Carolina Dr	Williamsburg Dr	Southern Pines Dr	2,000	0.52	1.06	1,102
Old 41 Rd	Collier County Line	Bonita Beach Rd	13,700	1.19	1.10	17,933
Old 41 Rd	Bonita Beach Rd	West Terry St	18,500	0.99	1.10	20,147
Old 41 Rd	W Terry St	Imperial Harbor Blvd	24,600	1.21	1.10	32,743
Old 41 Rd	Imperial Harbor Blvd	Cockleshell Dr	2,000	0.10	1.06	212
Old 41 Rd	Cockleshell Dr	S Tamiami Trl	14,200	1.78	1.10	27,804
Pennsylvania Ave	Pennsylvania Ave	Old US 41	4,000	1.54	1.06	6,530
Southern Pines Dr	North Carolina Dr	Terry St	2,000	0.85	1.06	1,802
Spring Creek Dr	Saltfish St	Coconut Rd	2,000	1.45	1.22	3,538
Terry St W	S Tamiami Trl	Old US 41	12,000	1.77	1.06	22,514
Terry St	Old 41	Southern Pines Dr	6,000	1.49	1.06	9,476
Terry St	Southern Pines Drive	Boca Grande Dr	3,000	1.02	1.06	3,244
Windsor Rd	Gulf Harbor Ct	Bonita Beach Rd	2,000	0.49	1.04	1,019
Windsor Rd	Bonita Beach Rd	2nd Ave	2,000	0.29	1.04	603
Subtotal, Bonita Springs Arterials and Collectors				22.29		178,093
Causeway Blvd	Periwinkle Rd	Sanibel Causeway	16,300	1.18	1.45	27,889
Periwinkle Way	Tarpon Bay Rd	West Gulf Dr	13,500	1.41	1.45	27,601
Periwinkle Way	West Gulf Dr	Causeway Blvd	17,800	1.31	1.45	33,811
Periwinkle Way	Causeway Blvd	SE End of Island	4,800	1.69	1.45	11,762
Sanibel-captiva Rd	Clam Bayou Ln	Tarpon Bay Rd	9,300	7.37	1.45	99,384
Tarpon Bay Rd	West Gulf Dr	Periwinkle Way	6,700	0.83	1.45	8,063
Tarpon Bay Rd	Periwinkle Way	Sanibel Captiva Rd	13,500	0.30	1.45	5,873
West Gulf Dr	End of Pavement	Tarpon Bay Rd	3,400	3.31	1.45	16,318
West Gulf Dr	Tarpon Bay Rd	Periwinkle Way	6,700	2.19	1.45	21,276
Subtotal, Sanibel Arterials and Collectors				19.59		251,977
Estero Blvd	San Carlos Blvd	Bowditch Point	4,300	0.92	1.04	4,114
Subtotal, Ft. Myers Beach Arterials				0.92		4,114
Total				927.31		13,399,716

Note: 2004 AADT in *italics* are estimates based on adjacent road segments or road characteristics.

Source: Lee County Department of Transportation, *Traffic Count Report*, 2004, Florida Department of Transportation, *Florida Traffic Information*, 2004, and City of Cape Coral *2004 Traffic Counts*; AADT in *italics* estimated based on adjacent segment lengths and road characteristics from CRSPE, April 14, 2006 road inventory analysis.

LEE COUNTY ORDINANCE 06-_____

AN ORDINANCE AMENDING THE LEE COUNTY LAND DEVELOPMENT CODE (LDC) TO AMEND CHAPTER 2 (ADMINISTRATION), ARTICLE VI (IMPACT FEES), DIVISION ONE (GENERALLY), DIVISION TWO (ROADS IMPACT FEE); AMENDING COMPUTATION OF AMOUNT (SECTION 2-266); PROVIDING FOR CONFLICTS OF LAW, SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

WHEREAS, Goal 39 of the Lee Plan mandates that the County maintain clear, concise, and enforceable development regulations that fully address on-site and off-site development impacts and protect and preserve public transportation facilities; and,

WHEREAS, the Board of County Commissioners has the authority to adopt impact fees pursuant to Article VIII of the Constitution of the State, Florida Statutes, Chapter 125 and Sections 163.3201, 163.3202, and 380.06(16); and,

WHEREAS, Policy 2.3.2. of the Lee County Comprehensive Plan (Lee Plan) provides that the cost for the provision and expansion of services and facilities that benefit new development will be borne primarily by those who benefit, and that such funding may include impact fees; and,

WHEREAS, Lee Plan Policy 38.1.1. requires the County to maintain an effective and fair system of impact fees to ensure that development creating additional impacts on arterial and collector roads pays an appropriate fair share of the costs to mitigate off-site impacts; and,

WHEREAS, pursuant to Lee Plan Policy 38.1.3., road impact fees must be reviewed regularly and updated when necessary to reflect travel characteristics, construction, and right-of-way costs and to determine if the capital impacts of new growth are met by the fees; and,

WHEREAS, Lee Plan Policy 38.1.7. provides that the use of road impact fee revenues to improve State roads is an acceptable application of those funds; and,

WHEREAS, Lee Plan Objective 39.1. requires the County to maintain and enforce development regulations to ensure that impacts of development approvals occur concurrently with adequate roads, and to achieve maximum safety, efficiency, and cost effectiveness; and,

WHEREAS, pursuant to Lee Plan Policy 95.1.3., the "minimum acceptable level of service" is the basis for roadway facility design, for setting impact fees, and, where applicable, for the operation of the Concurrency Management System; and,

WHEREAS, Lee Plan Policy 95.3.1. states that impact fees will be set to capture a substantial portion of the full and real cost of the designated facility, and will be reviewed and updated regularly; and,

WHEREAS, Lee Plan Policy 135.1.5. requires the County to provide financial and technical support, including the payment, waiver, or reduction of impact fee for affordable housing; and,

WHEREAS, Land Development Code, Section 2-266(f), requires the Board of County Commissioners to review the road impact fee schedule every three years and update when necessary; and,

WHEREAS, the Board of County Commissioners approved a contract with Duncan and Associates, Inc., to review and update the County road impact fee schedule; and,

WHEREAS, the study prepared by Duncan and Associates, Inc., entitled "Road Impact Fee Study - Lee County, Florida", dated July 2006, forms the basis of the proposed amendments herein; and,

WHEREAS, the Duncan and Associates, Inc., study and revised fee schedule relies upon the best available technical data and the use of sophisticated methodology to determine the impacts of development in an effort to establish an appropriate level of impact fees based on most recent localized data; and,

WHEREAS, the Florida Impact Fee Act set forth in Section 163.31801, Florida Statutes, requires local governments to provide for accounting and reporting of impact fee collections and expenditures. The Act further requires local governments that impose impact fees to address infrastructure needs to account for the revenues and expenditures of the impact fees in separate accounting funds; and,

WHEREAS, the Florida Impact Fee Act requires that local governments limit administrative charges for the collection of impact fees to actual costs; and,

WHEREAS, the Act requires that audits of financial statements of local governmental entities performed by a certified public accountant pursuant to Section 218.39, Florida Statutes, and submitted to the Auditor General include an affidavit signed by the Chief Financial Officer of the County stating that the county has complied with the accounting and reporting requirements of the Act; and,

WHEREAS, the Land Development Code Advisory Committee reviewed the proposed amendments to the Road Impact Fee Regulations on September 8, 2006; and,

WHEREAS, the Executive Regulatory Oversight Committee reviewed the proposed amendments to the Road Impact Fee Regulations on September 13, 2006; and,

WHEREAS, the Lee County Affordable Housing Committee reviewed the proposed amendments to the Road Impact Fee Regulations on September 19, 2006; and,

WHEREAS, the Local Planning Agency reviewed the proposed amendments to the Road Impact Fee Regulations on September 25, 2006, and found the amendments consistent with the Lee Plan.

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Lee County, Florida:

SECTION ONE, AMENDMENT TO LAND DEVELOPMENT CODE, CHAPTER 2, ARTICLE VI, DIVISION ONE

Lee County Land Development Code, Chapter 2, Article VI, Division One, is amended to read as follows, with underlined text identifying new language:

Sec. 2-231. Compliance with Florida Impact Fee Act

(a) In accordance with the Florida Impact Fee Act adopted as part of Chapter 163, Florida Statutes, the County will provide for accounting and reporting of impact fee collections and expenditures. The County will account for the revenues and expenditures of impact fees that address infrastructure needs in a separate accounting fund.

(b) Audits of County financial statements that are performed by a certified public accountant in accordance with Florida Statutes, Section 218.39, and submitted to the Auditor General, must include an affidavit signed by the Chief Financial Officer of the County confirming that the County has complied with the annual financial audit reporting requirements of the Uniform Local Government Financial Management and Reporting Act and the Florida Impact Fee Act.

(c) The calculation of impact fees must be based on the most recent and localized data available.

(d) The administrative charges for the collection of impact fees must be limited to actual costs.

SECTION TWO. AMENDMENT TO LAND DEVELOPMENT CODE, CHAPTER 2, ARTICLE VI, DIVISION TWO

Lee County Land Development Code, Chapter 2, Article VI, Division 2, is amended to read as follows, with "strike through" identifying deleted language and "underline" identifying new language:

Sec. 2-266. Computation of Amount

(a) At the option of the feepayer, the amount of the roads impact fee may be determined by the schedule set forth in this subsection. The reference in the schedule to square feet refers to the gross square footage of each floor of a building measured to the exterior walls, and not usable, interior, rentable, noncommon or other forms of net square footage. The reference in the schedule to mobile home/RV park site refers to the number of mobile home or recreational vehicle sites permitted by the applicable final development order.

ROADS IMPACT FEE SCHEDULE

<i>Land Use Type</i>	<i>Unit</i>	<i>Roads Impact Fee Due at 100% of Actual Full Cost</i>		
			<u>Local Roads</u>	<u>Local and State Roads</u>
Residential				
Single-family residence	Dwelling unit	\$2,971.00	<u>\$8,976</u>	<u>\$9,125</u>
Multiple-family building, duplex, townhouse, two-family attached	Dwelling unit	\$2,059.00	<u>\$6,297</u>	<u>\$6,402</u>
Mobile home/RV park	Pad/park site	\$1,488.00	<u>\$4,686</u>	<u>\$4,764</u>
Elderly/disabled housing	Dwelling unit	\$1,017.00	<u>\$3,261</u>	<u>\$3,315</u>
Adult Congregate Living facility (ACLF)	Dwelling unit	\$670.00	<u>\$2,025</u>	<u>\$2,058</u>
Hotel/motel or timeshare	Room/unit	\$2,237.00	<u>\$6,762</u>	<u>\$6,875</u>

Retail Commercial			<u>Local Roads</u>	<u>Local and State Roads</u>
Shopping center	1,000 sq. ft.	\$5,063.00	<u>\$15,837</u>	<u>\$16,101</u>
Bank	1,000 sq. ft.	\$8,038.00	<u>\$25,134</u>	<u>\$25,552</u>
Car wash, self-service	Stall	\$1,683.00	<u>\$5,262</u>	<u>\$5,350</u>
Convenience store w/gas sales	1,000 sq. ft.	\$11,250.00	<u>\$40,305</u>	<u>\$40,976</u>
Golf course (open to public)	Acre	\$862.00	<u>\$2,697</u>	<u>\$2,742</u>
Movie theater	1,000 sq. ft.	\$7,427.00	<u>\$23,220</u>	<u>\$23,607</u>
Restaurant, standard	1,000 sq. ft.	\$6,504.00	<u>\$20,337</u>	<u>20,676</u>
Restaurant, fast food	1,000 sq. ft.	\$12,763.00	<u>\$44,337</u>	<u>\$45,076</u>
Office/Institutional				
Office, general	1,000 sq. ft.	\$2,336.00	<u>\$7,305</u>	<u>\$7,426</u>
Office, medical	1,000 sq. ft.	\$7,716.00	<u>\$24,126</u>	<u>\$24,528</u>
Hospital	1,000 sq. ft.	\$3,582.00	<u>\$11,736</u>	<u>\$11,932</u>
Nursing home	1,000 sq. ft.	\$1,004.00	<u>\$4,071</u>	<u>\$4,139</u>
Church	1,000 sq. ft.	\$1,467.00	<u>\$4,575</u>	<u>\$4,651</u>
Day care center	1,000 sq. ft.	\$4,107.00	<u>\$12,840</u>	<u>\$13,054</u>
Elementary/secondary school (private)	1,000 sq. ft.	\$643.00	<u>\$2,223</u>	<u>\$2,260</u>
Industrial				
Industrial park or general industrial	1,000 sq. ft.	\$2,050.00	<u>\$6,195</u>	<u>\$6,299</u>
Warehouse	1,000 sq. ft.	\$1,461.00	<u>\$4,416</u>	<u>\$4,490</u>
Mini-warehouse	1,000 sq. ft.	\$508.00	<u>\$1,587</u>	<u>\$1,613</u>

Notes: **Unchanged**

(b) **Unchanged.**

(c) The fee schedules set forth in section 2-266 ~~were~~ was amended in on October ~~2003~~ 24, 2006. The fee schedule in effect prior to ~~November 3, 2003~~ October 24, 2006, will remain in effect until close of business January 31, 2007 when the new fees take effect as follows:

~~(1) Decreases. Decreases in the existing fee for a use type will be effective November 3, 2003.~~

~~(2) Increases.~~

b. (1) A building permit or mobile home move-on permit or recreational vehicle park development order application submitted after ~~December 3, 2003~~ January 31, 2007, or any building permit or mobile home move-on permit or development order issued after ~~March 3, 2004~~ April 27, 2007, will be subject to the amended impact fee schedule.

a. (2) A building permit or mobile home move-on permit or recreational vehicle park development order application submitted on or before ~~December 3, 2003~~ January 31, 2007, will be assessed an impact fee based upon the fee schedule applicable on ~~November 2, 2003~~ January 31, 2007, but only if the building permit or mobile home move-on permit or recreational vehicle park development order is issued on or before ~~March 3, 2004~~ April 27, 2007.

e. (3) After April 27, 2007, The the director may accept payment according to the fee schedule in effect prior to ~~November 3, 2003~~ January 31, 2007, only if the following conditions are met. The director's decision is not subject to appeal under section 34-145 of this code.

1. a. The application for the permit or development order must have been properly submitted and sufficient for review on or before ~~December 3, 2003~~ January 31, 2007; and,

2. b. The sole grounds for accepting payment under this subsection will be that a governmental action or failure to act in a timely manner caused the issuance of the permit or development order to be delayed beyond ~~March 3, 2004~~ April 27, 2007; and,

3. c. The applicant submits a written request to the director specifying the reasons for the request; and,

4. d. The director's decision must be in writing and it must set forth the governmental action or failure to act that caused

unnecessary delay in the issuance of the permit or development order; and,

~~5. e.~~ The ability and authority to accept such payments will terminate on ~~May 2, 2004~~ June 30, 2007.

Remainder of Section is not changed.

SECTION THREE: CONFLICTS OF LAW

Whenever the requirements or provisions of this Ordinance are in conflict with the requirements or provisions of any other lawfully adopted ordinance or statute, the most restrictive requirements will apply.

SECTION FOUR: SEVERABILITY

It is the Board of County Commissioner's intent that if any section, subsection, clause or provision of this ordinance is deemed invalid or unconstitutional by a court of competent jurisdiction, such portion will be considered a separate provision and will not affect the remaining provisions of this ordinance. The Board of County Commissioners further declares its intent that this ordinance would have been adopted if such invalid or unconstitutional provision was not included.

SECTION FIVE: CODIFICATION AND SCRIVENER'S ERRORS

The Board of County Commissioners intend that this ordinance will be made part of the Lee County Code; and that sections of this ordinance can be renumbered or re-lettered and that the word "ordinance" can be changed to "section", "article" or some other appropriate word or phrase to accomplish codification, and regardless of whether this ordinance is ever codified, the ordinance can be renumbered or re-lettered and typographical errors that do not affect the intent can be corrected with the authorization of the County Manager, or his designee, without the need for a public hearing.

SECTION SIX: EFFECTIVE DATE

The ordinance was adopted on October 24, 2006. The new fee schedule will take effect in accordance with Section Two of this ordinance.

Commissioner _____ made a motion to adopt the foregoing resolution, seconded by Commissioner _____. The vote was as follows:

Robert P. Janes
Douglas St. Cerny
Ray Judah
Tammara Hall
John Albion

DONE AND ADOPTED this 24th of October 2006.

ATTEST:
CHARLIE GREEN, CLERK

LEE COUNTY
BOARD OF COUNTY COMMISSIONERS

BY: _____
Deputy Clerk

BY: _____
Tammara Hall, Chairwoman

DATE: _____

Approved as to form by:

Donna Marie Collins
County Attorney's Office

COMMITTEE REVIEW CHART FOR PROPOSED ORDINANCE
2006 ROAD IMPACT FEE UPDATE

<p>Land Development Code Advisory Committee 9/8/06</p>	<p>1) Accepted the report prepared by Duncan and Associates, Inc., but requested that the report be revised to include explanatory language regarding the use of revenue from toll roads on non toll facilities. 2) Recommended the adoption of the proposed fee schedule that includes both State and local roads.</p>
<p>Executive Regulatory Oversight Committee 9/13/06</p>	<p>Majority of the committee voted not to implement the 2006 Update. Use surplus ad valorem taxes for road construction projects.</p>
<p>Affordable Housing Committee 10/5/06</p>	<p>Majority of the committee voted not to implement the 2006 update.</p>
<p>Local Planning Agency 10/23/06</p>	

**LEE COUNTY, FLORIDA
FINANCIAL & ADMINISTRATIVE IMPACT STATEMENT
PROPOSED COUNTY ORDINANCE**

NAME OF ORDINANCE: 2006 Update to Road Impact Fees

I. DESCRIPTION OF ORDINANCE

A. Statement of Purpose

Revise the road impact fee schedule set forth in Chapter 2 of the Land Development Code in response to the results of a recent study prepared by Duncan and Associates, Inc.

B. Narrative Summary of Ordinance (Several Sentence Summary)

The Lee County Road Impact Fee regulations is an effective system of impact fees that ensure development that will create additional impacts on arterial and collector roads pays a share of the cost to mitigate off-site impacts.

C. Principal Division(s) or Department(s) Affected (List)

Department of Community Development
Department of Transportation

**LEE COUNTY, FLORIDA
FINANCIAL & ADMINISTRATIVE IMPACT STATEMENT
PROPOSED COUNTY ORDINANCE:
Road Impact Fee Update**

II. FISCAL IMPACT ON COUNTY AGENCIES/COUNTY FUNDS.

A. What is estimated Demand? (Develop Indicators)
N/A

B. What is estimated Workload? (Develop Indicators)
N/A

C. What are estimated costs?

	1st Year \$'s		2nd Year \$'s	
	Existing	New	Existing	New
Personnel				
Fringe		N/A		N/A
Operating				
Capital Outlay				
Total				

D. List the anticipated revenues to cover costs identified in II., C., above. If a fee is to be charged, answer the following:

1. What is the basis (rationale) for the fee?
2. Do the anticipated fees cover the full cost of operation? If not, what percentage of the costs are covered?

E. Give a brief narrative analysis of the information contained in II., A. through D., above.

This amendment to the road impact fee ordinance updates the fee schedule from 2003. The 2003 update resulted in a 24% increase in fees. The proposed 2006 update will increase the fees by 200%. The dramatic increase is a reflection of right-of-way acquisition and construction materials costs.

The proposed amendment includes two options:

- 1) Apply the fees to local roads only
- 2) Apply the fees to both local and state roads

The difference in the fee schedule between the two options is \$150. For example, the proposed single family residence road impact fee will increase from \$2,971 to either \$8,976 or \$9,125, depending upon the chosen option. The rationale for considering state roads is the fact that some of the road capacities are inadequate but the state does not have sufficient funds to address these deficiencies (or at least not within a desirable time frame.)

These two options were submitted for consideration in 2003; the Board at that time elected to apply the fees to local roads only.