VILLAGE OF ESTERO, FLORIDA

ORDINANCE NO. 2015 - 20

AN ORDINANCE OF THE VILLAGE COUNCIL OF THE VILLAGE OF ESTERO, FLORIDA, AMENDING THE LAND DEVELOPMENT CODE, CHAPTER 2, ARTICLE VI, IMPACT FEES, DIVISION 2, ROADS IMPACT FEES, SECTION 2-266, REVISING THE ROADS IMPACT FEE SCHEDULE TO UPDATE THE CALCULATIONS OF THE FULL COSTS; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature adopted the Florida Impact Fee Act finding that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth and further finding that impact fees are an outgrowth of the home rule power of local governments to provide certain services within its jurisdiction (Florida Statutes Section 163.31801et seq.); and

WHEREAS, the Village Council has the authority to adopt impact fees pursuant to Article VIII of the Constitution of the State, Florida Statutes, Chapter 166 and Sections 163.3201, 163.3202 and 380.06(16); and

WHEREAS, Policy 2.3.2. of the Village of Estero Transitional Comprehensive Plan ("Comprehensive 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, Comprehensive 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, Florida Statutes Section 163.31801 provides that the calculation of the impact fee shall be based on the most recent and localized data; and

WHEREAS, the study prepared by Duncan Associates, entitled "Road Impact Fee Study – Lee County, Florida", dated January 2015, forms the basis of the proposed amendments herein and is hereby adopted by the Council; and

WHEREAS, the Duncan Associates study and revised fee schedule relies on the use of a 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 Planning and Zoning Board, acting as the Local Planning Agency, reviewed the proposed amendments on December 15, 2015 and found them consistent with the Comprehensive Plan.

NOW, THEREFORE, be it ordained by the Village Council of the Village of Estero, Florida:

Section 1. Amendment to LDC Chapter 2 – Administration.

The Village of Estero Transitional Land Development Code Chapter 2 is amended as follows with strike through identifying deleted text and underline identifying new text.

CHAPTER 2 ADMINISTRATION
ARTICLE VI. IMPACT FEES
DIVISION 2. ROADS IMPACT FEE

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, non-common 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. The reference in the schedule to mine refers to the number of cubic yards excavated.

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ROADS IMPACT FEE SCHEDULE

Land Use Type	Unit	Roads Impact Fee Due at 100% of Actual Full Cost
Residential		**Local Roads**
Single-family residence	**Dwelling Unit**	**~~$6,701~~ $6,458**
Multiple-family building, duplex, townhouse, two-family attached	**Dwelling Unit**	**~~$4,659~~ $4,517**
Mobile home /RV park	**Pad/Park site**	**~~$3,499~~ $3,391**
Elderly/disabled housing	**Dwelling Unit**	**~~$2,435~~ $2,333**
Adult Congregate Living Facility (ACLF)	**Dwelling Unit**	**~~$1,512~~ $1,369**
Hotel/Motel or timeshare	**Room/unit**	**~~$3,861~~ $3,745**
Retail Commercial		
Shopping Center	**1,000 sq. ft.**	**~~$7,933~~ $7,648**
Bank	**1,000 sq. ft.**	**~~$17,187~~ $16,665**
Car wash / Self service	**Stall**	**~~$3,800~~ $3,685**
Convenience store with gas sales	**1,000 sq. ft.**	**~~$29,116~~ $28,228**
Golf course (open to public)	**Acre**	**~~$1,907~~ $1,850**
Movie theater	**1,000 sq. ft.**	**~~$16,769~~ $16,259**
Restaurant, Standard	**1,000 sq. ft.**	**~~$14,688~~ $14,240**
Restaurant, Fast Food	**1,000 sq. ft.**	**~~$32,028~~ $31,053**
Office/Institutional		
Office	**1,000 sq. ft.**	**~~$5,355~~ $5,191**
Hospital	**1,000 sq. ft.**	**~~$7,576~~ $5,887**
Nursing Home	**1,000 sq. ft.**	**~~$3,481~~ $3,384**
Church	**1,000 sq. ft.**	**~~$3,851~~ $3,733**
Day Care Center	**1,000 sq. ft.**	**~~$10,705~~ $9,699**
Elementary/Secondary School (private)	**1,000 sq. ft.**	**~~$1,897~~ $1,838**
Industrial		
Industrial park or general industrial	**1,000 sq. ft.**	**~~$4,626~~ $4,407**
Warehouse	**1,000 sq. ft.**	**~~$2,366~~ $2,294**
Warehouse/High-Cube	**1,000 sq. ft.**	**~~$956~~ $1,083**
Mini-Warehouse	**1,000 sq. ft.**	**~~$1,125~~ $1,090**
Mine	**Cubic Yard**	**$0.026**

Section 2. Conflicts of Law.

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

Section 3. Severability.

If any section, subsection, clause or provision of this ordinance is deemed invalid or unconstitutional by a court of competent jurisdiction, the remainder shall not be affected by such invalidity.

Section 4. Effective Date.

This ordinance will take effect on January 1, 2016. All increases in impact fee rates will become effective 90 days after adoption of this Ordinance. Reductions in impact fee rates will become effective on the effective date of this Ordinance.

PASSED on first reading this _____ day of _____, 2015

PASSED AND ADOPTED BY THE VILLAGE COUNCIL of the Village of Estero, Florida this _____ day of _____, 2015.

Attest:

By:_____
Kathy Hall, MMC
Village Clerk

VILLAGE OF ESTERO, FLORIDA

By: _____
Nicholas Batos
Mayor

Reviewed for legal sufficiency:

By: _____
Burt Saunders, Esq.
Village Attorney

Vote:	AYE	NAY
Mayor Batos	____	____
Vice Mayor Levitan	____	____
Councilmember Boesch	____	____
Councilmember Brown	____	____
Councilmember Errington	____	____
Councilmember Ribble	____	____
Councilmember Wilson	____	____

Road Impact Fee Study for Lee County, Florida

prepared by

duncan associates

January 2015

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Prepared by Duncan Associates
360 Nueces St., Suite 2701, Austin, Texas 78701
(512) 258-7347 x204, clancy@duncanassociates.com

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EXECUTIVE SUMMARY

Lee County is responsible for building and maintaining a major road network and has charged an impact fee since 1985 to ensure that new development contributes to the cost of capital improvements needed to maintain adopted levels of service for the County road system. The County has periodically updated the impact fee schedules in order to reflect the most recent road cost data, level of service and other funding sources used in funding growth-related capacity improvements.

The current road impact fee schedule is based on a 2011 study by Duncan Associates.[1] This study provides an update of Lee County's road impact fees, based on the most current available information. This update retains the overall impact fee methodology used in prior updates. The methodology used in this study is commonly referred to as a "consumption-based" approach. This approach is the most commonly-used methodology in Florida and is consistent with the fundamental principles enunciated by the courts in Florida and throughout the country.

The County's road impact fee program applies to new development in the unincorporated areas of the county. There are currently four impact fee benefit districts in the unincorporated area of Lee County where fees are earmarked. 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 have their own independent road impact fee systems.

Major Findings

The major results of the update are summarized as follows.

Updated Cost Information. This update bases average road costs on projects completed in the last four years and projects included in the County's capital improvements plan that have significant design work completed. These are the most current costs available. The average cost per vehicle-mile of capacity increased 7.8% from the 2011 study.

Updated Travel Demand Factors. This update addresses all the travel demand factors. Trip rates were updated using the 2012 version of the ITE *Trip Generation* manual (the 2008 version was used in the 2011 update). National average trip lengths continue to be based on National Household Travel Survey data. An inventory of the County's major roadway system is included in this study to update the calibration of the travel demand factors and ensure that they are consistent with actual existing vehicle-miles of travel (VMT) on the major roadway system. The updated travel demand factors are, on average, about 3% higher those used in the 2011 study. The somewhat higher travel demand factors reflect increased occupancy rates and greater travel demand resulting from the gradual recovery from the recession.

[1] Duncan Associates, *Road Impact Fee Update, Lee County, Florida,* April 2011.

Multi-Modal Improvements. This update proposes minor modifications to allow an expansion of the County's current practice of using 5% of road impact fee funds to make stand-alone bicycle and pedestrian improvements along major roadways apart from widening projects. This update proposes to allow road impact fees to be spent on stand-alone multi-modal improvements, such as pedestrian and bicycle facilities and bus turn-out lanes, which have the effect of promoting the flow of vehicular traffic. The only change to the methodology required to implement this approach relates to the revenue credits (see below). The rationale for this approach can be found on page 16.

Updated Revenue Credits. This update utilizes current data to calculate the revenue credits for gas taxes and surplus toll revenue generated by new development and available to fund capacity-expanding improvements to the major roadway system. Consistent with the proposed multi-modal approach, this update provides credit for gas tax and surplus toll revenue spent on stand-alone bicycle and pedestrian improvements. This resulted in an increase in the revenue credit.

Components of Fee Change. The components of changes to the updated road impact fees are summarized in Table 1. The cost per service unit (VMT) increased, but the credit increased more, resulting in a reduction in the net cost per service unit. The increase in travel demand for single-family is typical of most land uses, but this increase is less than the net cost reduction, resulting in a fee decrease for most land uses (see next page for other land uses).

Table 1. Components of Road Impact Fee Change

Fee Component	2011 Study	Current Study	Change	Percent Change
Cost per VMT	$348	$375	$27	7.8%
Credit per VMT	$93	$136	$43	46.2%
Net Cost per VMT	$255	$239	-$16	-6.3%
Single-Family VMT per Unit	26.28	27.02	0.74	2.8%
Net Cost per Single-Family Unit	$6,701	$6,458	-$244	-3.6%

Source: 2011 study data from Duncan Associates, *Road Impact Fee Update*, Lee County, Florida, April 2011; current study data from Table 7 (cost per VMT), Table 12 (credit per VMT) and Table 17 (VMT per unit).

Comparative Fees

In Table 2, the updated road impact fees are compared with the current fees at the full adopted amounts (i.e., without the current temporary 80% reduction that has been in effect since March 2013).[2] In general, the updated fees are 3-4% lower than current fees. A few land uses have more significant changes, which reflect changes in trip generation rates in the 2012 edition compared to the 2008 edition of the ITE manual used in the last update.

Table 2. Comparison of Current and Updated Road Fees

Land Use	Unit	Current Fee	Updated Fee	Percent Change
Single-Family Detached	Dwelling	$6,701	$6,458	-4%
Multi-Family	Dwelling	$4,659	$4,517	-3%
Mobile Home/RV Park	Pad	$3,499	$3,391	-3%
Elderly/Disabled Housing	Dwelling	$2,435	$2,333	-4%
Adult Cong. Living Facility (ACLF)	Dwelling	$1,512	$1,369	-9%
Hotel/Motel	Room	$3,861	$3,745	-3%
Shopping Center/General Retail	1,000 sf	$7,933	$7,648	-4%
Bank	1,000 sf	$17,187	$16,665	-3%
Car Wash, Self Service	1,000 sf	$3,800	$3,685	-3%
Convenience Store w/Gas Sales	1,000 sf	$29,116	$28,228	-3%
Golf Course (open to public)	Acre	$1,907	$1,850	-3%
Movie Theater	1,000 sf	$16,769	$16,259	-3%
Restaurant, Standard	1,000 sf	$14,688	$14,240	-3%
Restaurant, Fast Food	1,000 sf	$32,028	$31,053	-3%
Office	1,000 sf	$5,355	$5,191	-3%
Hospital	1,000 sf	$7,576	$5,887	-22%
Nursing Home	1,000 sf	$3,481	$3,384	-3%
Church	1,000 sf	$3,851	$3,733	-3%
Day Care Center	1,000 sf	$10,705	$9,699	-9%
Elementary/Sec. School (private)	1,000 sf	$1,897	$1,838	-3%
Industrial	1,000 sf	$4,626	$4,407	-5%
Warehouse, General	1,000 sf	$2,366	$2,294	-3%
Warehouse, High-Cube	1,000 sf	$956	$1,083	13%
Mini-Warehouse	1,000 sf	$1,125	$1,090	-3%
Mine or Quarry	1,000 cy	$26	$26	0%

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

[2] Ord. No. 13-06, adopted March 12, 2013, specified that the collection rate for the County's impact fees set forth in Chapter 2 of the Land Development Code is reduced by 80 percent for two years, commencing on March 13, 2013 and ending on March 13, 2015, without further action by the Board.

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 "negotiated" developer exactions, impact fees are charges assessed on new development using a standard formula based on objective characteristics, such as the number and type of dwelling units constructed. The fees are a one-time, up-front charge, with the payment made at the time of building permit issuance. Impact fees require that each new development project pay a 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 the "rational nexus" standard. The standard essentially requires that fees must be proportional to the need for additional infrastructure created by the new development, and the fees must be spent to provide that same type of infrastructure to benefit the new development. A Florida district court of appeals described the dual rational nexus test in 1983 as follows, and this language was subsequently 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 commits to maintaining specified levels of service (LOS) in its comprehensive plan; including LOS E on County arterial roads and collectors, and LOS C or LOS D on I-75 and non-interstate freeways.

The demand on roadways created by new development of different types is quantified in the form of trip generation rates per housing unit and per various measures of nonresidential development. Road impact fees are designed to be proportional to the capacity created by each new development. In addition, the road impact fee ordinance contains a provision allowing an applicant to submit an

[3] St. Johns County v. Northeast Florida Builders Association, Inc., 583 So.2d 635, April 18, 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."

independent fee calculation study if he believes his development will have less impact than that indicated in the fee schedule.[5]

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. Specifically, 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 ..."[6] The ordinance further defines "capital improvements" as:

> *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.*[7]

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 are 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.[8] 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 twenty years of fee payment.[9]

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[5] Lee County Land Development Code, Sec. 2-266(f)

[6] Lee County Land Development Code, Sec. 2-270(a)

[7] Lee County Land Development Code, Sec. 2-264

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

[9] Lee County Land Development Code, Sec. 2-271(b)

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 divided into four benefit districts (see next section). The road impact fee ordinance provides that impact fee funds collected from development within a benefit district must be spent within that same benefit district or on an improvement that will directly 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]

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

Florida Statutes

The 2006 Florida Legislature passed Senate Bill 1194, creating a new section in Chapter 163 that established certain requirements for impact fees in Florida. After two amendments that became effective in 2009, the section 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.*

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

> *(d) Require that notice be provided no less than 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A county or municipality is not required to wait 90 days to decrease, suspend, or eliminate an 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.*
>
> *(5) In any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or this section. The court may not use a deferential standard.*

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 has been gathered for use in the impact fee calculations. The three major inputs into the formula are cost per vehicle-mile of travel (VMT), credit per VMT and VMT per unit of development. Cost per VMT in this update is based on recently-completed or partially completed project costs. Credit per VMT has been based on historical local funding patterns and the percent of motor fuel taxes used for capacity enhancements, as well as the County's current practice of expending 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 current observed travel on the major roadway system to expected travel based on existing development and national travel characteristics. Consequently, this report complies with the substantive requirements of the Florida Impact Fee Act.

ASSESSMENT AND 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. In the case of the County's road impact fee, the current 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 program through interlocal agreements. Benefit districts, on the other hand, represent areas within which the collected fees must be spent. Benefit districts ensure that improvements funded by impact fees are constructed within reasonable proximity of the fee-paying developments.

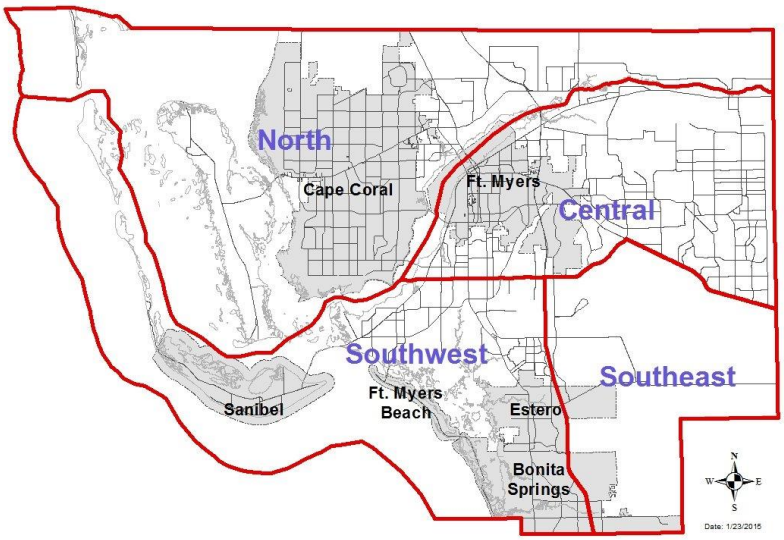
Assessment Districts

The County's road impact fee is charged 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, and administer the County's road impact fee ordinance 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.[11] The County currently uses a single fee schedule that applies uniformly throughout the unincorporated area.

Benefit Districts

The current ordinance includes four benefit districts for the road impact fees. The geographic boundaries of the road districts are illustrated in Figure 1. The districts were reduced from eight benefit districts to five in 2003. In 2008, the Boca Grande and North benefit districts were merged, since there were no identified capacity-expanding improvements for the island and the impacts of development in Boca Grande on the County's major roadway system are felt most in the North benefit district.

Figure 1. Road Impact Fee Benefit Districts



[11] The Village of Estero was incorporated on December 31, 2014. Council elections and the first meeting are scheduled for March 2015. Impact fee administration/interlocal agreements are to be determined in pending discussions between the Village Council and a staff transition team.

All four of the County's road impact fee benefit districts have collected reasonable amounts of revenue over the last eight years. Total fee revenue, including actual fees collected and credits for developer contributions, has fallen significantly since the peak in FY 2007, as illustrated in Figure 2 and summarized in Table 3.

Figure 2. Road Impact Fee Revenue, FY 2007-2014

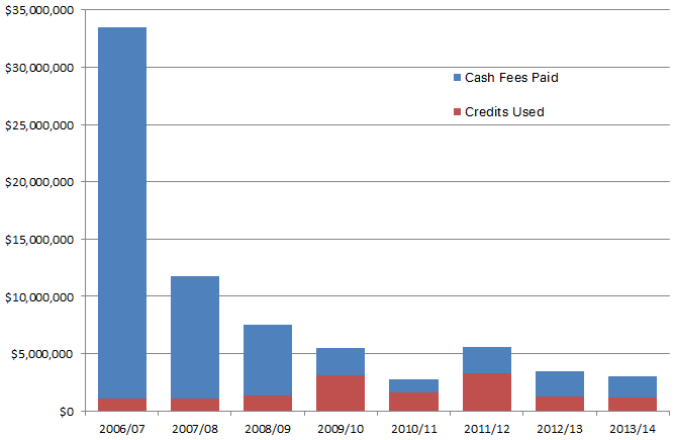


Table 3. Road Impact Fee Revenue, FY 2007 to FY 2014

	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
Cash Payments								
North	$2,138,459	$508,919	$578,426	$720,634	582189	1128053	$565,620	$347,079
Central	$16,648,458	$4,444,278	$463,393	$775,745	$260,667	$776,865	$709,918	$531,648
Southwest	$10,163,416	$4,611,781	$4,087,440	$816,235	$261,195	$310,785	$494,983	$842,652
Southeast	$3,441,126	$1,066,482	$1,076,574	$64,485	$48,291	$94,205	$374,924	$247,316
Unincorp. Total	$32,391,459	$10,631,460	$6,205,833	$2,377,099	$1,152,342	$2,309,908	$2,145,445	$1,968,695
Credits Used								
North	$0	$0	$0	$0	$0	$0	$263,474	$0
Central	$697,214	$630,012	$536,596	$520,921	$678,963	$1,019,897	$92,437	$132,572
Southwest	$410,468	$304,384	$585,558	$1,338,606	$656,140	$1,898,694	$507,619	$682,488
Southeast	$0	$172,136	$174,300	$1,266,527	$298,267	$366,787	$406,961	$349,566
Unincorp. Total	$1,107,682	$1,106,532	$1,296,454	$3,126,054	$1,633,370	$3,285,378	$1,270,491	$1,164,626
Total Revenue								
North	$2,138,459	$508,919	$578,426	$720,634	$582,189	$1,128,053	$829,094	$347,079
Central	$17,345,672	$5,074,290	$999,989	$1,296,666	$939,630	$1,796,762	$802,355	$664,220
Southwest	$10,573,884	$4,916,165	$4,672,998	$2,154,841	$917,335	$2,209,479	$1,002,602	$1,525,140
Southeast	$3,441,126	$1,238,618	$1,250,874	$1,331,012	$346,558	$460,992	$781,885	$596,882
Unincorp. Total	$33,499,141	$11,737,992	$7,502,287	$5,503,153	$2,785,712	$5,595,286	$3,415,936	$3,133,321

Note: North includes Boca Grande, which was a separate area prior to 2008.
Source: Revenue for unincorporated area from Lee County Impact Fee Administrator, January 12, 2014; "payments" represent fees actually paid; "credits used" 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 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 currently refers to the 2030 Financially Feasible Plan map (see Figure 3). The Lee County Metropolitan Planning Organization (MPO) is in the process of developing the 2040 Regional Long Range Transportation Plan (LRTP). Once adopted, Map 3A will reflect the 2040 Financially Feasible Plan map.

The County's road impact fee ordinance further 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. The classes dictate the extent to which credit is available for developers who make eligible improvements. 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. Class 3 roads are shown on Map 3A of the *Lee Plan*, but are not programmed for improvement within the next ten years. The division of the major roadway system into classes prevents premature development from monopolizing the expenditure of impact fee funds through the credit mechanism.

This update includes a detailed inventory of the major roadway system, which consists of all the existing arterial and collector roads in the county. The detailed inventory, which is based on the County's functional classification map illustrated in Figure 4, is presented in Table 20 in the Appendix and summarized in Table 4.

Although the County's road impact fee is not applied in the municipalities of Cape Coral, Bonita Springs and Fort Myers Beach, the inventory includes major roads within all 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 county-wide road inventory was used to calibrate national travel demand factors to local conditions by comparing the actual vehicle-miles of travel (VMT) on the major roadway system to expected VMT based on existing development.

A secondary objective of the road inventory is to ensure that the level of service (LOS) implicit in the standard consumption-based road impact fee methodology does not exceed the actual LOS on the major roadway system. The implicit LOS in the standard consumption-based methodology is a system-wide ratio of 1.0 between vehicle-miles of capacity (VMC) and vehicle-miles of travel (VMT) on the major roadway system. As can be seen in Table 4, the VMC/VMT ratio exceeds 1.0 for all roadway classifications.

Table 4. Existing Travel on Major Roadway System

Roadway Type	Miles	Daily VMC	Daily VMT	VMC/VMT
Interstate	34.32	3,533,475	2,714,132	1.30
State Arterials	139.98	5,779,098	3,792,644	1.52
County Arterials	247.13	8,307,919	4,664,603	1.78
County Collectors	260.83	4,847,992	967,168	5.01
City of Fort Myers Arterials/Collectors	31.04	836,281	244,083	3.43
City of Cape Coral Arterials/Collectors	177.52	6,423,798	1,170,827	5.49
City of Bonita Springs Arterials/Collectors	25.32	663,537	261,738	2.54
City of Sanibel Arterials/Collectors	19.60	346,832	180,438	1.92
Town of Ft. Myers Beach Arterials/Collectors	0.92	16,213	3,885	4.17
Total	936.64	30,755,145	13,999,518	2.20

Source: Table 20 of the Appendix; daily VMT is based on most recent daily traffic counts, adjusted to peak season volumes.

Figure 3. Lee County 2030 Financially Feasible Highway Plan

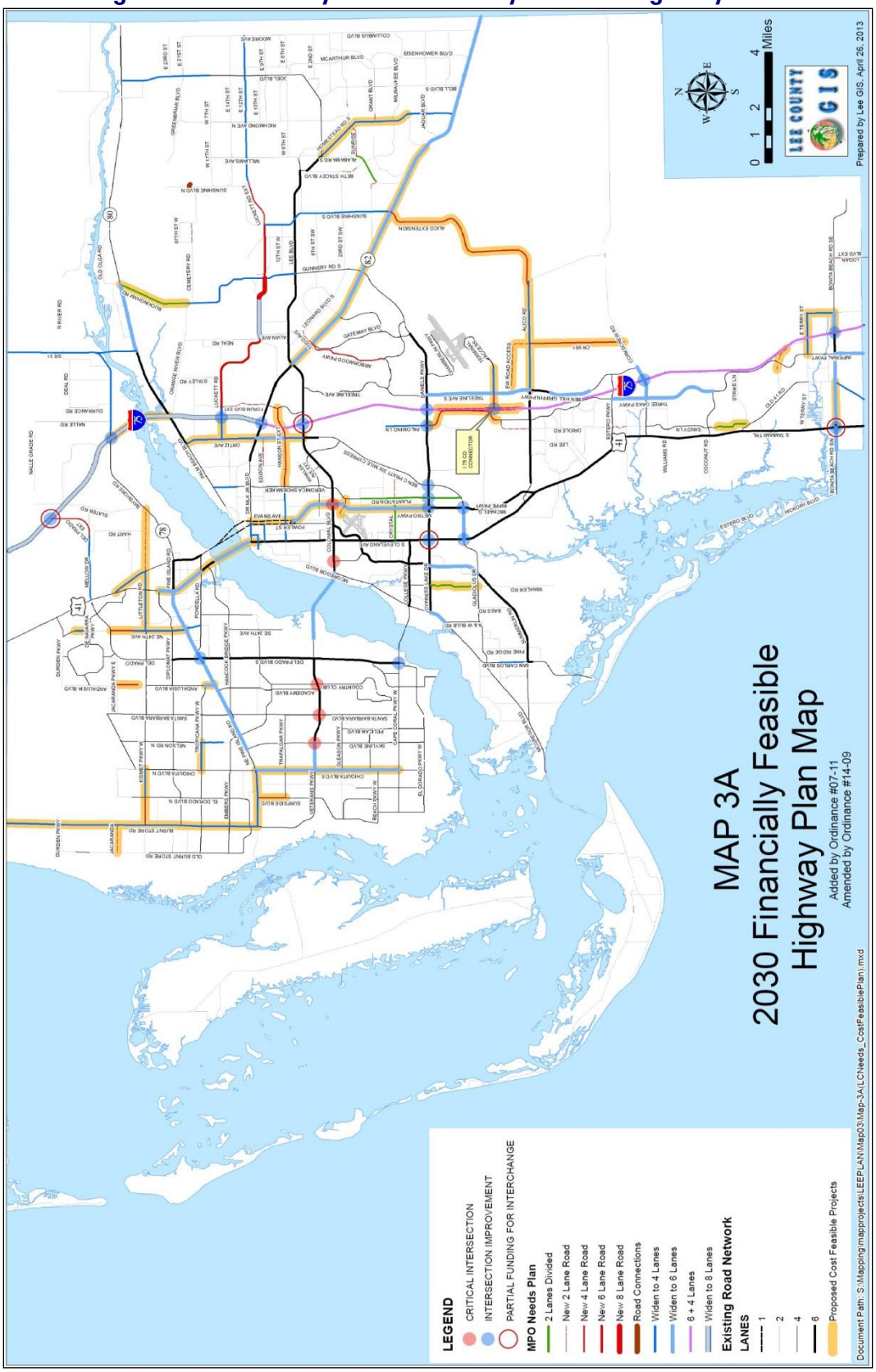
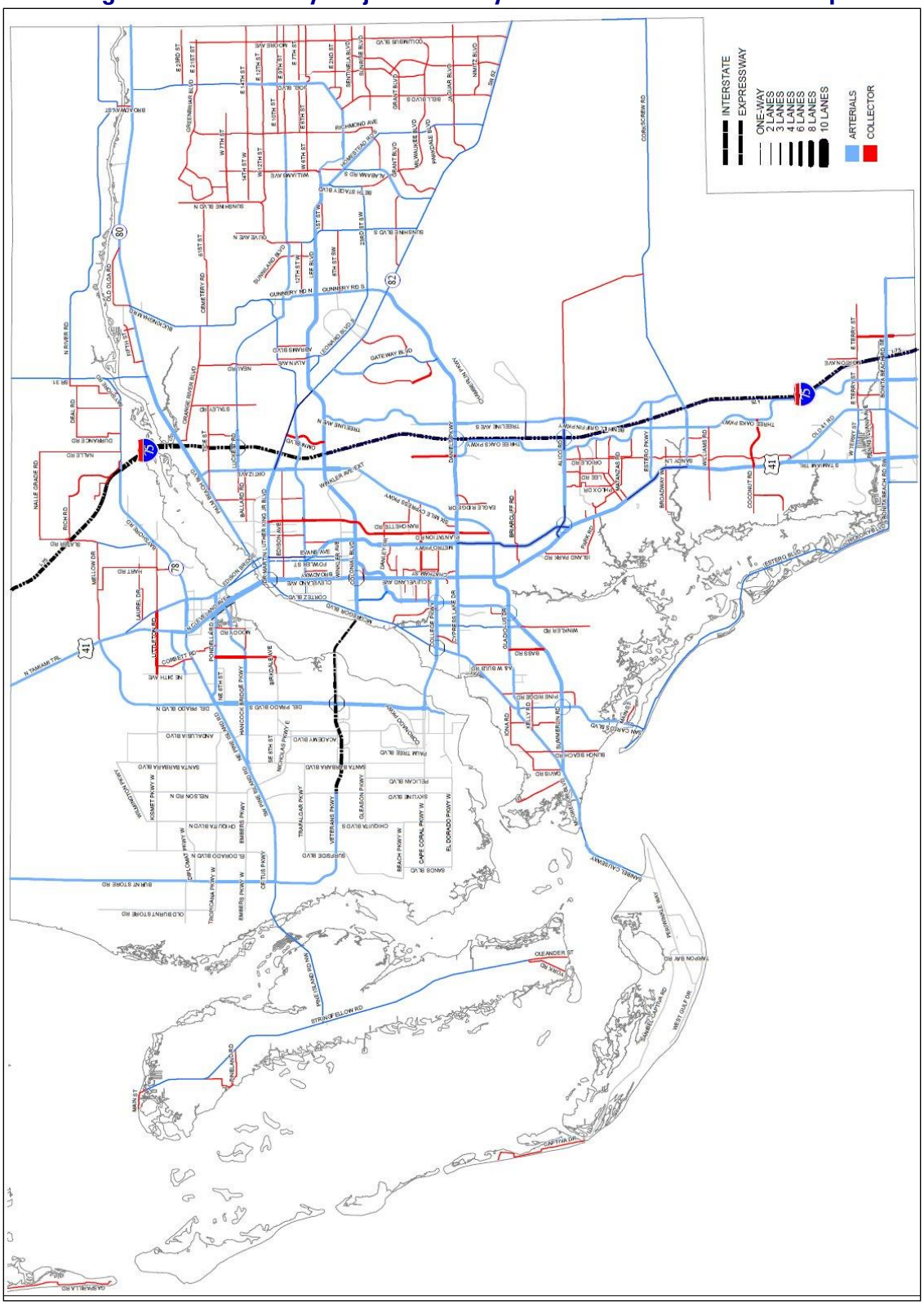


Figure 4. Lee County Major Roadway Functional Classification Map



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. This description is followed by an explanation of the "consumption-based" model used in this study. Finally, the section concludes with a description of the formula used to calculate the road impact fees.

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) those 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 land uses in Lee County. However, traffic studies in Lee County have shown that national average daily trip generation rates are in fact representative of Lee County. For this reason, this update continues basing the assessment of the County's road impact fees on average daily travel, and average daily VMT continues to be used as the service unit for the County's road impact fees.

Consumption-Based Model

The proposed road impact fee methodology is based on a "consumption-based" model. The consumption-based model charges 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 a 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 consumption-based model is a conservative, legally-defensible approach that has been

upheld by the Florida courts. This update will continue to be based on the consumption-based model, consistent with previous updates.

Impact Fee Formula

The road impact fee formula is presented in Figure 5.

Figure 5. Road Impact Fee Formula

IMPACT FEE = VMT x NET COST/VMT

Where:

VMT	=	TRIPS x % NEW x LENGTH x ADJUST
TRIPS	=	Trip ends during average weekday ÷ 2
% NEW	=	Percent of trips that are primary trips, as opposed to pass-by or diverted-link
LENGTH	=	Average length of a trip on the major roadway system
ADJUST	=	Adjustment factor to calibrate national travel demand factors to local
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-mile to the major roadway system
AVG LANE CAPACITY	=	Average daily capacity at desired LOS added by a new lane
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 (20 years at current borrowing rate)

COST PER SERVICE UNIT

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

Multi-Modal Improvements

The County Commission has been considering the possibility of converting the road impact fee into a "mobility fee." A mobility fee is basically a transportation impact fee that is not limited to road capacity expansion, but can also be used for other types of transportation improvements, such as transit, bicycle and pedestrian facilities. Some mobility fees also have multiple impact fee schedules that are applicable to different subareas.

Thus, a mobility fee is basically a multi-modal transportation impact fee, which may also have differential fees by geographic areas. The County has indicated an interest in gaining the flexibility to spend road impact fees on some multi-modal components. Providing the flexibility to spend road impact fees on improvements like sidewalks, bikeways, trails and bus pull-out lanes that are not part of a road widening project would be relatively easy to accomplish within the current road impact fee ordinance and methodology.

The cost of bikeways, sidewalks, trails and bus pull-out lanes are already included in the road impact fees. The fees are based on a cost per vehicle-mile of capacity derived from recent and planned projects, most of which include such improvements. The flexibility to spend road impact fees on such improvements apart from new road or widening improvements could be provided with minor ordinance amendments.

As set out in the County's road impact fee ordinance,[12] the current road impact fees are designed and intended to expand vehicular capacity in the major roadway system, defined as arterial and collector roadways. Sec. 2-263(b) states that "The purpose of this division is to regulate the use and development of land to ensure that new development bears a proportionate share of the cost of capital expenditures necessary to provide roads in the county as contemplated by the Lee Plan." Sec. 2-270: Use of funds, provides in subsection (a) that "Funds collected from roads impact fees must be used for the purpose of capital improvements to approved roads."[13]

"Capital improvements" are defined in Sec. 2-264 to mean "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;

[12] Lee County Land Development Code, Chapter 2: Administration, Article VI: Impact Fees, Division 2: Roads Impact Fee

[13] "Approved road" is defined to mean "an arterial road, collector road, freeway or expressway, including sidewalks bordering such roads and access roads…"

(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."

The current ordinance explicitly allows fees to be used to fund some improvements undertaken apart from new road construction or widening projects that add capacity to the system. Given the ordinance language "not limited to," other improvements that expand roadway capacity, either directly or indirectly by moving traffic off the roadway, can also be eligible improvements. In fact, the County has for years allocated 5% of road impact fees collected to be spent on retrofitting bicycle and pedestrian facilities. Sidewalks and other pedestrian improvements, bikeways, and bus pull-out lanes along arterial and collector roads can expand the capacity of the roadway to accommodate vehicle trips by providing alternative travel modes and by taking pedestrians, bicyclists and buses out of travel lanes. Bicycle and pedestrian trails that are not adjacent to major roadways but provide similar connectivity can provide the same function. As part of this update, the ordinance should be amended to specifically authorize the expenditure of road impact fees on such improvements.

This update does not modify the method of calculating the cost of adding capacity to the major roadway system. Consumption-based methodologies necessarily focus on the cost of widening/new road projects, because it is not really possible to determine the vehicle-miles of capacity added by the retrofit with individual components of a capital improvement. There are accepted multimodal capacity calculations for automobile, pedestrian, bicycle and transit modes of transportation. The calculation of Lee County service volumes and capacities are based on methods prescribed in the Florida Department of Transportation *Quality/Level of Service Handbook*. The handbook includes multimodal analytical techniques from the Transportation Research Board 2010 *Highway Capacity Manual*. The *Highway Capacity Manual* includes capacity concepts and methods for analysis of automobile, pedestrian, bicycle and transit modes.

The only change to the methodology required to implement this approach is to provide credit for gas tax funding spent on stand-alone bicycle and pedestrian improvements. This has been done by including these types of improvements in the Federal/State funding credit (see descriptions of improvements in Table 21 and resulting capacity percentage for Federal/State gas taxes in Table 9).

It should be noted that that one of the few mobility fee studies in Florida used precisely this same approach. The 2011 Pasco County mobility fee study sets out the rationale this way:

> "Bicycle and pedestrian facilities provide for relatively small quantities of travel – short trip lengths and low volumes – and there is little data on bicycle travel generation or trip lengths. Thus, travel demand for these modes by land use cannot be analyzed as readily as vehicular or transit travel can. Because of their relatively small role in the urban travel scheme, they do

not have a significant effect on evaluating the costs of providing for mobility. However, bike and pedestrian facilities are important, and are a standard part of the urban street and rural roadway scene. Their costs are included in standard roadway cross-sections for which costs are estimated for safety and mobility reasons. Thus, the costs of these facilities on major roads are included in the mobility fee. Their costs have been estimated at 3.64, 4.34, and 5.63 percent of the total roadway costs, for the urban, suburban, and rural fee districts, respectively. Bike and pedestrian facilities off of the major road network could be funded with mobility fees, provided the County is reasonably sure they will help to serve the travel demands for which developments are being assessed."[14]

Project Costs

While the most obvious component of a roadway project is the physical roadway itself, there are other components that add to the cost of the project. Other components include the cost of professional services (planning and design), right of way (land), environmental mitigation, utility relocation, permitting, inspection, and project management. In a consumption-based 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.

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 5 are limited to recently-completed projects and planned projects that have significant design work completed. The average cost from this representative set of recent and planned roadway improvements is $3.9 million per added lane-mile.

[14] Tindale-Oliver & Associates, *Pasco County Multi-Modal Mobility Fee Study*, July 7, 2011, page 18

Table 5. Major Roadway Cost per Lane-Mile

Road Segment	Year Compl.	Miles	# Lanes Ex	# Lanes Fut	# Lanes New	Lane-Miles	Total Cost	Cost/ Lane-Mile
Alico Rd, Ben Hill-Airport Haul Rd	FY 19	1.78	2	4	2	3.56	$12,650,001	$3,553,371
Alico Rd, Dusty Ln-Three Oaks	FY 10	2.30	2	6	4	9.20	$17,774,094	$1,931,967
Burnt Store, SR 78-Van Buren	FY 19	4.30	2	4	2	8.60	$40,702,265	$4,732,822
Colonial Blvd, Six Mile-SR 82	FY 13	2.65	4	6	2	5.30	$33,107,897	$6,246,773
Daniels Pky, Treeline-Gateway	FY 10	1.70	4	6	2	3.40	$4,976,542	$1,463,689
Gladiolus, Bass-Winkler		0.79	2	6	4	3.16		
Gladiolus, Pine Ridge-Bass	FY 12	1.51	2	4	2	3.02	$21,490,884	$2,888,560
Bass, Gladiolus to 4-lane		0.63	2	4	2	1.26		
Hanson St, Shoemaker-Ortiz	FY 10	1.75	0	2	2	3.50	$20,724,744	$5,921,355
Homestead 4L/Sunrise-Alabama	FY 17	2.25	2	4	2	4.50	$21,040,000	$4,675,556
Luckett Rd, Ortiz-I-75	FY 20-25	0.46	2	4	2	0.92	$4,243,999	$4,613,042
N Airport Rd, ext. to Metro Pkwy	FY 15	0.62	0	2	2	1.24	$5,070,000	$4,088,710
Ortiz, Luckett-SR 80	FY 20-25	1.33	2	4	2	2.66	$22,807,419	$8,574,218
Ortiz, MLK-Luckett	FY 20-25	1.25	2	4	2	2.50	$19,531,475	$7,812,590
Plantation, Idlewild St-Colonial Blvd	FY 11	1.00	0	4	4	4.00	$8,000,731	$2,000,183
Six Mile Cypress, Daniels Pkwy-Winkler	FY 13	2.30	2	4	2	4.60	$10,225,001	$2,222,826
Summerlin Rd, Cypress Lake-Boy Scout	FY 13	2.60	4	6	2	5.20	$38,238,990	$7,353,652
Three Oaks Pkwy, N of Alico-Daniels	FY 20-25	3.50	0	4	4	14.00	$47,211,063	$3,372,219
Three Oaks Pkwy, E Terry St-Coconut Rd	FY 12	4.15	0	4	4	16.60	$57,285,251	$3,450,919
Three Oaks Pkwy, Corkscrew Rd-Alico	FY 11	4.60	2	4	2	9.20	$30,128,027	$3,274,786
Total		41.47				106.42	$415,208,383	$3,901,601

Source: Lee County Department of Transportation, September 26, 2014.

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, 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, maximum service volume is a quantitative measure, expressed in terms of the rate of flow (vehicles passing a point during a period of time). Maximum service volume represents the maximum rate of flow that can be accommodated by a particular type of roadway while still maintaining a specified LOS. The maximum service volume 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). These capacity estimates are based on Highway Capacity Manual procedures. The generalized capacities used in this study are shown in Table 6.

Table 6. Generalized Roadway Capacities

Roadway Type	# of Lanes	Daily Capacity
County/State/City	2	17,700
County/State/City	4	39,800
County/State/City	6	59,900
Interstate	4	74,400
Interstate	6	111,800

Source: Florida Department of Transportation, *Quality/Level of Service Handbook*, 2012, Table 1.

Cost per Service Unit Summary

As calculated in Table 7, the average cost of recent and planned improvements is $375 per vehicle-mile of capacity (VMC). This is 7.8% higher than the cost per VMC calculated in the 2011 study. The cost per VMC in the 2011 study was 17.1% lower than in the previous 2008 study, indicating that road costs have not yet returned to their historic highs.

Table 7. Cost per Vehicle-Mile of Capacity

		Avg. Daily Capacity			New		Cost/
Road Segment	Miles	Before	After	New	VMC	Total Cost	VMC
Alico Rd, Ben Hill-Airport Haul Rd	1.78	17,700	39,800	22,100	39,338	$12,650,001	$322
Alico Rd, Dusty Ln-Three Oaks	2.30	17,700	59,900	42,200	97,060	$17,774,094	$183
Burnt Store, SR 78-Van Buren	4.30	17,700	39,800	22,100	95,030	$40,702,265	$428
Colonial Blvd, Six Mile-SR 82	2.65	39,800	59,900	20,100	53,265	$33,107,897	$622
Daniels Pky, Treeline-Gateway	1.70	39,800	59,900	20,100	34,170	$4,976,542	$146
Gladiolis, Bass-Winkler	0.79	17,700	59,900	42,200	33,338		
Gladiolis, Pine Ridge-Bass	1.51	17,700	39,800	22,100	33,371	$21,490,884	$267
Bass, Gladiolis to 4-lane	0.63	17,700	39,800	22,100	13,923		
Hanson St, Shoemaker-Ortiz	1.75	0	17,700	17,700	30,975	$20,724,744	$669
Homestead 4L/Sunrise-Alabama	2.25	17,700	39,800	22,100	49,725	$21,040,000	$423
Luckett Rd, Ortiz-I-75	0.46	17,700	39,800	22,100	10,166	$4,243,999	$417
N Airport Rd, ext. to Metro Pkwy	0.62	0	17,700	17,700	10,974	$5,070,000	$462
Ortiz, Luckett-SR 80	1.33	17,700	39,800	22,100	29,393	$22,807,419	$776
Ortiz, MLK-Luckett	1.25	17,700	39,800	22,100	27,625	$19,531,475	$707
Plantation, Idlewild St-Colonial Blvd	1.00	0	39,800	39,800	39,800	$8,000,731	$201
Six Mile Cypress, Daniels Pkwy-Winkler	2.30	17,700	39,800	22,100	50,830	$10,225,001	$201
Summerlin Rd, Cypress Lake-Boy Scout	2.60	39,800	59,900	20,100	52,260	$38,238,990	$732
Three Oaks Pkwy, N of Alico-Daniels	3.50	0	39,800	39,800	139,300	$47,211,063	$339
Three Oaks Pkwy, E Terry St-Coconut Rd	4.15	0	39,800	39,800	165,170	$57,285,251	$347
Three Oaks Pkwy, Corkscrew Rd-Alico	4.60	17,700	39,800	22,100	101,660	$30,128,027	$296
Total	41.47				1,107,373	$415,208,383	$375

Source: Miles and total costs from Table 5; capacities based on number of lanes from Table 5 and generalized capacities from Table 6; new VMC is miles times new capacity; cost per VMC is total cost divided by new VMC.

REVENUE CREDITS

When calculating the impact of new development on infrastructure costs, credit is 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 is 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 is 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 capacity projects in the first year of each of the last six Florida Department of Transportation Five-Year Work Programs for Lee County. This historical funding is detailed in Appendix B, and is summarized in the fifth column of Table 8. 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 six-year period, it is estimated that 86.5% of Federal and State motor fuel taxes collected in Lee County have been spent on capacity-expanding improvements to the major roadway system (including bike/pedestrian improvements), as shown in Table 8.

Table 8. 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 2008/2009	310,578,609	$0.38900	$120,815,079	$122,441,754	101.3%
FY 2009/2010	304,325,921	$0.39000	$118,687,109	$68,940,706	58.1%
FY 2010/2011	299,247,261	$0.39400	$117,903,421	$102,707,665	87.1%
FY 2011/2012	297,948,442	$0.39900	$118,881,429	$237,450,165	199.7%
FY 2012/2013	304,458,737	$0.40525	$123,381,903	$48,588,356	39.4%
FY 2013/2014	170,981,284	$0.40825	$69,803,109	$23,107,613	33.1%
6-Year Average				$603,236,259	86.5%

* Excludes $0.02 constitutional fuel tax.
Source: Total gallons of fuel sold in Lee County (includes gasohol and diesel) from the Florida Department of Revenue; FDOT capacity-expanding improvement funding from Table 21 in Appendix B.

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 35.6 cents of the 41.1 cents per gallon of Federal and State fuel taxes will be available for capacity-expanding capital improvements in the future (see Table 9).

As also summarized in Table 9, 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, as described below.

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 revenue necessary to cover debt service managed by the Florida Board of Administration, with the remaining balance distributed to local governments. Since the 1973 Road/Bridge Bond Issue (Mantanzas Pass and Hurricane Bay Bridges) has been retired, the State no longer retains a portion of these funds for debt service. The funds are available for capital projects or transportation operations. The County currently dedicates the revenue to fund transportation operating costs.

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. The State retains 30% of the tax funds for collection fees, refunds, administrative costs and service charges. Lee County uses the proceeds of the 7th Cent Fuel Tax for the operation and maintenance of the existing major roadway system and not for capacity improvements.

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 used for capacity improvements.

Local governments in Florida are authorized to levy up to 12 cents of local option fuel taxes in the form of three separate levies: the Six Cent Tax, Five Cent Tax and 9th Cent Tax. All 12 cents are authorized for Lee County. The County uses a portion of the local fuel tax to retire debt service on 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. Although one-tenth of the Five Cent Tax is pledged for transit, it is actually paid out of the Six Cent Tax. Consequently, one-half cent of the Six Cent Tax is not available to fund capacity improvements.

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. 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. This update assumes that all of the 9th Cent Tax is available for capacity-expanding projects.

The total motor fuel tax credits per gallon are summarized in Table 9. For every gallon of gasoline sold in Lee County, motorists pay about 57.1 in motor fuel taxes. Of the total fuel taxes paid in Lee County, 47.1 cents per gallon is estimated to be available for capacity expanding improvements to the major roadway system.

Table 9. Motor Fuel Tax Credit per Gallon

Type of Motor Fuel Tax	Tax Rate/ Gallon	% to Capacity	Capacity $/Gal.
Federal Motor Tax Rate/Gallon	$0.18400		
State Motor Tax (Less Constitutional Fuel Tax)	$0.15425		
State Comprehensive Enhanced Transportation (SCETS)	$0.07300		
Total Federal/State Motor Fuel Tax per Gallon	$0.41125	86.5%	$0.356
5th and 6th Cent Tax (Constitutional Fuel Tax)	$0.02000	0.0%	$0.000
7th Cent Tax (County Fuel Tax)	$0.01000	0.0%	$0.000
8th Cent Tax (Municipal Fuel Tax)	$0.01000	0.0%	$0.000
Six Cent Local Option Tax*	$0.06000	91.7%	$0.055
Five Cent Local Option Tax	$0.05000	100.0%	$0.050
9th Cent Tax	$0.01000	100.0%	$0.010
Subtotal, Local Motor Fuel Tax per Gallon	$0.16000	71.9%	$0.115
Total Motor Fuel Tax per Gallon	$0.57125	82.5%	$0.471

* capacity portion excludes half cent for transit

Source: Tax rates per gallon for FY 2014/2015 from the Florida Department of Revenue; percent of federal/state capacity funding for capacity from Table 8; percentages for local motor fuel taxes derived from information provided by Lee County Fiscal Manager, December 24, 2014 (see preceding text).

Over the 20-year useful life of most road improvements, new development can be expected to generate approximately $133 in capacity-expanding road funding for every daily vehicle-mile of travel (shown in Table 10). This is the amount of motor fuel tax credit that should be applied against the cost of accommodating the transportation demands of new development in Lee County.

Table 10. Motor Fuel Tax Credit per Service Unit

Total Motor Fuel Tax Capacity-Expanding Improvement Funding per Gallon	$0.471
÷ Average Miles per Gallon	17.6
Capacity-Expanding Improvement Funding per Daily Vehicle-Mile	$0.0268
x Days per Year	365
Annual Capacity-Expanding Improvement Funding per Daily Vehicle-Mile	$9.78
x Net present Value Factor (3.96% discount rate over 20 years)	13.64
Motor Fuel Tax Credit per Daily Vehicle-Mile of Travel (VMT)	$133

Source: Motor fuel tax funding per gallon from Table 9; average mile per gallon is average for all motor vehicles for 2012 from US Department of Transportation, Bureau of Transportation Statistics, "Motor Fuel Consumption and Travel," Table 4-9; net present value based on 3.96% discount rate, which is the average interest rate on state and local bonds for November, 2014 from the Federal Reserve at http://www.federalreserve.gov/releases/ h15/data.

Excess Toll Revenue Credit

The County's toll revenue is generated from the Cape Coral Bridge, Midpoint Memorial Bridge and Sanibel Causeway toll facilities. Since these facilities are self-supporting through toll revenue, they are not included in the average trip length used in the impact fee analysis. In addition, a separate credit is provided to account for "excess" toll road revenue. Travel on toll roads is not included in the 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.

Toll facility bond coverage requirements virtually guarantee that at some point toll roads will generate excess revenue beyond what is required to retire debt service. As in the prior study, an additional credit is necessary to account for excess toll revenue programmed for non-toll road construction in the major road corridors associated with the bridge traffic. Table 11 depicts the annual excess toll revenue available for non-toll road projects over the next five years.

Table 11. Excess Toll Revenue Credit

Excess Toll Revenue, FY 2015-2019	$14,496,316
÷ Years	5
Average Annual Excess Toll Revenue Funding	$2,899,263
÷ Existing Locally-Generated VMT on Major Road System	11,866,737
Annual Excess Toll Funding per VMT	$0.24
x Net Present Value Factor (3.96% discount rate over 20 years)	13.64
Excess Toll Credit per Daily Vehicle-Mile of Travel (VMT)	$3

Source: Excess toll revenue from Lee County Department of Transportation, Adopted CIP Request Sheets, FY 2015-2019, September 26, 2014; existing VMT from Table 20; net present value factor from Table 10.

Net Cost per Service Unit Summary

The net cost per service unit is the cost per VMT less the motor fuel tax and surplus toll credits per VMT. As summarized in Table 12, the net cost per service unit is $239 per VMT.

Table 12. Net Cost per Service Unit

Cost per VMT	$375
– Motor Fuel Tax Credit per VMT	-$133
– Surplus Toll Credit per VMT	-$3
Net Cost per VMT	$239

Source: Cost per VMT from Table 7; motor fuel tax credit from Table 10; excess toll credit from Table 11.

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. This update utilizes the 9th edition of the ITE manual published in 2012 (the previous study used the 2008 8th edition).

New Trip Factor

Trip rates must also be adjusted by a "new trip factor" to exclude pass by and diverted-linked 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-linked 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-linked trips was drawn from ITE and other published information, which has not changed since the last study.

Average Trip Length

In the context of a road impact fee based on a consumption-based methodology, it is important to determine the average length of a trip on the major roadway system within Lee County. Past studies of local trip lengths based on an analysis of origin-destination survey data collected at several major intersections in Lee County found local average trip lengths comparable to national average trip lengths.[15] The study uses national data for both trip generation rates and average trip lengths and calibrates total VMT to local conditions using a local adjustment factor. The local adjustment factor is derived by dividing the VMT that is actually observed on the major roadway system by the VMT that would be expected using national average trip lengths and trip generation rates.

[15] CRS*PE*, Inc., *Lee County Trip Length Study*, January 2003.

Table 13 below shows national average trip lengths by trip purpose from the U.S. Department of Transportation's 2009 *National Household Travel Survey*. The survey identifies average trip lengths for specific trip purposes, including home-to-work, residential, doctor/dentist, school/church, family/personal and shopping trips. The 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 average of 1.21 workers,[16] who could be expected to generate 2.42 going and coming work trip ends out of the 9.57 total daily trip ends (or 25%) generated by a typical single-family unit during a weekday.

Table 13. Average Trip Length by Trip Purpose

Trip Purpose	National Avg. Trip Length (miles)
To or from work	11.57
Residential	9.46
Doctor/Dentist	8.28
School/Church	7.61
Family/Personal	6.40
Shopping	5.81
Average of All Trip Purposes*	8.76

* weighted (not simple average of trip purposes shown)
Source: US. Department of Transportation, *National Household Travel Survey*, 2009 (for MSAs with population of 500,000 to 1 million).

Local Adjustment Factor

The adjustment factor is updated in this study to reflect current land use and current traffic on the 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) that would be expected on Lee County's major roadway system based on national travel demand characteristics. Existing land use data were compiled by the Lee County Department of Community Development based on a detailed analysis of County Property Appraiser data. The compiled land use inventory for each of the major land use categories are multiplied by average daily trip generation rates, new trip percentages and national average trip lengths and summed to estimate total county-wide VMT. As shown in Table 14, existing county-wide land uses, using national trip generation and trip length data, would be expected to generate approximately 20 million VMT during a weekday.

[16] Derived from U.S. Census Bureau, American Community Survey, 2012 5-year, 5% sample data for Lee County.

Table 14. Expected County-Wide Vehicle-Miles of Travel

Land Use Type	ITE Code	Unit	Existing Units	Trip Rate	New Trips	Daily Trips	Trip Length	Daily VMT
Single-Family	210	Dwelling	213,112	4.76	100%	1,014,413	9.46	9,596,347
Multi-Family	220	Dwelling	132,283	3.33	100%	440,502	9.46	4,167,149
Mobile Home Park	240	Space	24,792	2.50	100%	61,980	9.46	586,331
Hotel/Motel	310/320	Room	17,576	3.45	80%	48,510	9.46	458,905
Retail/Commercial	820	1,000 Sq. Ft.	47,528	21.35	43%	436,331	5.81	2,535,083
Office	710	1,000 Sq. Ft.	23,452	5.51	75%	96,915	8.76	848,975
Public/Institutional	*	1,000 Sq. Ft.	36,214	4.99	75%	135,531	8.06	1,092,380
Industrial	130	1,000 Sq. Ft.	8,454	3.42	95%	27,467	9.46	259,838
Warehousing	150	1,000 Sq. Ft.	21,239	1.78	95%	35,915	9.46	339,756
Total Expected VMT						2,297,564		19,884,764

* average of hospital, nursing home and church

Source: Existing units from Lee County Department of Community Development, October 9, 2014; single-family detached includes mobile and manufactured home on individual lot; average trip lengths from Table 13; trip rates and new trips factors from Table 17, public/institutional factors based on average for hospital, nursing home and church; daily VMT is product of trip rate, new trips factor and average trip length.

The next step in developing the local trip length 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 20 in the Appendix). Roadway segment lengths and recent traffic counts are used to determine actual daily VMT.

Recent average daily traffic volumes were obtained from Lee County's Department of Transportation and the Florida Department of Transportation. The County monitors average daily traffic for all arterials maintained by the State or County, as well as most major municipal roads. The State and County counts were supplemented by counts conducted by the City of Cape Coral.

Counts provided by all agencies were daily 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 counts was based on the un-weighted average of the seasonal factors for each of the county's permanent count stations. In Lee County, traffic is heaviest during February and March. For purposes of converting traffic counts to peak season volumes, the average factor for both months was 1.17.

Once traffic counts were converted to peak season counts, conversion to total county-wide VMT was straightforward. Counts for each segment were multiplied by the center-line length of the segment to calculate VMT for the link. VMT for individual links were summed to arrive at an actual county-wide VMT. The detailed count data and VMT for each roadway segment are presented in Table 20 in the Appendix.

Before projected VMT can be compared to actual VMT, the actual VMT must be reduced by the amount of travel associated with "through trips" not having 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% of trip 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 for the county. To compensate for this, the percentage of through trips is assumed to be twice that predicted by the model, or 2.4%. 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. In addition to through traffic, the travel demand excludes VMT on the toll road facilities.

Table 15. Major Roadway System Travel Demand

Total Daily Trips	2,297,564
x Percent Through Trips	2.40%
Daily Through Trips	55,142
x Average Length of Through Trips (miles)	34.34
Daily Through Trip VMT	1,893,576
Cape Coral Bridge VMT	99,574
Midpoint Bridge VMT	100,862
Sanibel Causeway VMT	38,769
Total Daily Through Trip and Toll Road VMT	2,132,781
Total Daily VMT on Major Roadway System	13,999,518
– Total Daily Through Trip and Toll Road VMT	-2,132,781
Locally-Generated, Non-Toll Road Daily VMT	11,866,737

Source: Total daily trips generated within Lee County from Table 14; 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 and total daily VMT from Table 20 in the Appendix; locally-generated, non-toll road VMT is total VMT less through trip and toll road VMT.

The expected VMT based on existing land use data and national travel demand characteristics over-estimates VMT actually observed on the major roadway system. This is not surprising given that the major roadway system excludes travel on local roads, toll roads and roads outside the county. Consequently, it is necessary to develop an adjustment factor to account for this variation. The local trip length adjustment factor is the ratio of actual to expected VMT on the major roadway system. As shown in Table 16, the average daily demand for each land use should be multiplied by a local adjustment factor of 0.60. The updated local adjustment factor is slightly higher than the figure of 0.58 used in the prior update.

Table 16. Local Adjustment Factor

Actual Locally-Generated, Non-Toll VMT	11,866,737
÷ Expected Local Vehicle-Miles of Travel (VMT)	19,884,764
Local Adjustment Factor	0.60

Source: Locally-generated, non-toll road VMT from Table 15; expected locally-generated VMT from Table 14.

Travel Demand Summary

The result of combining trip generation rates, new trip factors, average trip lengths and the local adjustment factor is the 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. The updated demand schedule reflects updated trip generation rates from the Institute of Transportation Engineers (ITE), *Trip Generation*, 9th edition (2012). Average trip lengths from the 2009 *National Household Travel Survey* remain the most recent available. The adjustment factor ensures that the VMT generated by existing land uses does not exceed current observed VMT on the major roadway system. The updated travel demand schedule is presented in Table 17. For each land use, daily VMT is a factor of trip rate, trip length, new trip factor and the local adjustment factor.

Table 17. Travel Demand Schedule

Land Use	ITE Code	Unit	1-Way Trips	Trip Length	% New Trips	Adjust. Factor	Daily VMT
Single-Family Detached	210	Dwelling	4.76	9.46	100%	0.60	27.02
Multi-Family	220	Dwelling	3.33	9.46	100%	0.60	18.90
Mobile Home/RV Park	240	Pad	2.50	9.46	100%	0.60	14.19
Elderly/Disabled Housing	252	Dwelling	1.72	9.46	100%	0.60	9.76
Adult Cong. Living Facility (ACLF)	253	Dwelling	1.01	9.46	100%	0.60	5.73
Hotel/Motel	310/320	Room	3.45	9.46	80%	0.60	15.67
Shopping Center/General Retail	820	1,000 sf	21.35	5.81	43%	0.60	32.00
Bank	912	1,000 sf	74.08	5.81	27%	0.60	69.73
Car Wash, Self Service	na	1,000 sf	10.05	5.81	44%	0.60	15.42
Convenience Store w/Gas Sales	853	1,000 sf	422.80	2.91	16%	0.60	118.11
Golf Course (open to public)	430	Acre	2.52	6.40	80%	0.60	7.74
Movie Theater	443	1,000 sf	39.03	5.81	50%	0.60	68.03
Restaurant, Standard	931	1,000 sf	44.98	5.81	38%	0.60	59.58
Restaurant, Fast Food	934	1,000 sf	248.06	2.91	30%	0.60	129.93
Office, General	710	1,000 sf	5.51	8.76	75%	0.60	21.72
Hospital	610	1,000 sf	6.61	8.28	75%	0.60	24.63
Nursing Home	620	1,000 sf	3.80	8.28	75%	0.60	14.16
Church	560	1,000 sf	4.56	7.61	75%	0.60	15.62
Day Care Center	565	1,000 sf	37.03	7.61	24%	0.60	40.58
Elementary/Sec. School (private)	520/522/530	1,000 sf	7.02	7.61	24%	0.60	7.69
Industrial	130	1,000 sf	3.42	9.46	95%	0.60	18.44
Warehouse, General	150	1,000 sf	1.78	9.46	95%	0.60	9.60
Warehouse, High-Cube	152	1,000 sf	0.84	9.46	95%	0.60	4.53
Mini-Warehouse	151	1,000 sf	1.25	6.40	95%	0.60	4.56
Mine or Quarry	na	1,000 cy	0.02	9.46	95%	0.60	0.108

Source: 1-way trips are ½ of trip ends from Institute of Transportation Engineers (ITE), *Trip Generation*, 9th Edition, 2012, (mine or quarry trip rate derived from summary of traffic impact statements for 10 mines in Lee County compiled by David Douglas Associates, *Lee County Truck Impact Evaluation*, July 2008, assuming a 20-year extraction period–see Duncan Associates' memorandum to Mary Gibbs, September 22, 2008); new trip percentages for retail/commercial uses from ITE, *Trip Generation Handbook*, June 2004; new trip percentage for day care and schools based on Preston Hitchens, "Trip Generation of Day Care Centers," *1990 ITE Compendium*; trip rate and new trip percentage for car wash, self service, from Metro Transportation Group, Inc., *Independent Fee Calculation Study for Self Serve Car Wash Facilities - Hancock Bridge Parkway Location*, October 24, 2000; average trip lengths from Table 13; local adjustment factor from Table 16; VMT is product of trip rate, new trips, trip length and local adjustment factor.

Comparisons of existing and updated travel demand factors are shown in Table 18. Travel demand is up for almost all land use categories, with an average increase of 2.8%. This compares to an average decrease of about 13% in the 2011 update. In the last update, the general reduction in travel per development unit reflected the high vacancy rates resulting from the collapse of the housing market and the national economic downturn. The modest increase in this update reflects the local economic recovery. In addition, trip generation rates in the latest edition of the ITE manual changed for several land uses, including hospitals and high-cube warehouses.

Table 18. Travel Demand Comparison

Land Use	Unit	2011 VMT	Updated VMT	Percent Change
Single-Family Detached	Dwelling	26.28	27.02	2.8%
Multi-Family	Dwelling	18.27	18.90	3.4%
Mobile Home/RV Park	Pad	13.72	14.19	3.4%
Elderly/Disabled Housing	Dwelling	9.55	9.76	2.2%
Adult Cong. Living Facility (ACLF)	Dwelling	5.93	5.73	-3.4%
Hotel/Motel	Room	15.14	15.67	3.5%
Shopping Center/General Retail	1,000 sf	31.11	32.00	2.9%
Bank	1,000 sf	67.40	69.73	3.5%
Car Wash, Self Service	1,000 sf	14.90	15.42	3.5%
Convenience Store w/Gas Sales	1,000 sf	114.18	118.11	3.4%
Golf Course (open to public)	1,000 sf	7.48	7.74	3.5%
Movie Theater	1,000 sf	65.76	68.03	3.5%
Restaurant, Standard	1,000 sf	57.60	59.58	3.4%
Restaurant, Fast Food	1,000 sf	125.60	129.93	3.4%
Office, General	1,000 sf	21.00	21.72	3.4%
Hospital	1,000 sf	29.71	24.63	-17.1%
Nursing Home	1,000 sf	13.65	14.16	3.7%
Church	1,000 sf	15.10	15.62	3.4%
Day Care Center	1,000 sf	41.98	40.58	-3.3%
Elementary/Sec. School (private)	1,000 sf	7.44	7.69	3.4%
Industrial	1,000 sf	18.14	18.44	1.7%
Warehouse, General	1,000 sf	9.28	9.60	3.4%
Warehouse, High-Cube	1,000 sf	3.75	4.53	20.8%
Mini-Warehouse	1,000 sf	4.41	4.56	3.4%
Mine or Quarry	1,000 cy	0.10	0.11	7.8%

Source: 2011 VMT from Duncan Associates, *2011 Lee County Road Impact Fee Update*, April 2011; updated VMT from Table 17.

FEE SCHEDULE

The updated road impact fees for the various land use categories are shown in Table 19. The impact fee calculation for each land use category is the product of daily VMT per development unit on the major roadway system and the net cost per VMT, which takes into account the average cost to add roadway capacity as well as future revenue that will be generated by new development to help offset those costs. The comparison of the updated fees with current fees is presented in the Executive Summary.

Table 19. Updated Road Impact Fees

Land Use Type	Unit	Daily VMT	Net Cost/ VMT	Net Cost/ Unit
Single-Family Detached	Dwelling	27.02	$239	$6,458
Multi-Family	Dwelling	18.90	$239	$4,517
Mobile Home/RV Park	Pad	14.19	$239	$3,391
Elderly/Disabled Housing	Dwelling	9.76	$239	$2,333
Adult Cong. Living Facility (ACLF)	Dwelling	5.73	$239	$1,369
Hotel/Motel	Room	15.67	$239	$3,745
Shopping Center/General Retail	1,000 sf	32.00	$239	$7,648
Bank	1,000 sf	69.73	$239	$16,665
Car Wash, Self Service	1,000 sf	15.42	$239	$3,685
Convenience Store w/Gas Sales	1,000 sf	118.11	$239	$28,228
Golf Course (open to public)	Acre	7.74	$239	$1,850
Movie Theater	1,000 sf	68.03	$239	$16,259
Restaurant, Standard	1,000 sf	59.58	$239	$14,240
Restaurant, Fast Food	1,000 sf	129.93	$239	$31,053
Office	1,000 sf	21.72	$239	$5,191
Hospital	1,000 sf	24.63	$239	$5,887
Nursing Home	1,000 sf	14.16	$239	$3,384
Church	1,000 sf	15.62	$239	$3,733
Day Care Center	1,000 sf	40.58	$239	$9,699
Elementary/Sec. School (private)	1,000 sf	7.69	$239	$1,838
Industrial	1,000 sf	18.44	$239	$4,407
Warehouse, General	1,000 sf	9.60	$239	$2,294
Warehouse, High-Cube	1,000 sf	4.53	$239	$1,083
Mini-Warehouse	1,000 sf	4.56	$239	$1,090
Mine or Quarry	Acre	0.11	$239	$26

Source: VMT per unit from Table 17; net cost per VMT from Table 12.

APPENDIX A: MAJOR ROAD INVENTORY

Table 20. Existing Major Roadway Inventory

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
I 75	Collier Co Line-Bonita Beach Rd	1.22	6	111,800	92,400	135,837	112,266
I 75	Bonita Beach Rd-Corkscrew Rd	7.35	6	111,800	92,400	821,395	678,863
I 75	Corkscrew Rd-Alico Rd	4.31	6	111,800	95,400	481,299	410,697
I 75	Alico Rd-Daniels Pkwy	3.76	6	111,800	89,500	419,921	336,162
I 75	Daniels Pkwy-Colonial Blvd	4.60	6	111,800	80,100	513,945	368,220
I 75	Colonial Blvd-M.L.K.	1.56	6	111,800	79,600	174,184	124,017
I 75	M.L.K.-Luckett Rd	1.51	6	111,800	79,600	168,706	120,116
I 75	Luckett Rd-SR 80	1.92	6	111,800	84,200	214,432	161,496
I 75	SR 80-SR 78	2.35	4	74,400	62,000	175,063	145,886
I 75	SR 78-Charlotte Co Line	5.76	4	74,400	44,500	428,693	256,409
Subtotal, Interstate		34.32				3,533,475	2,714,132
Alico Rd	Three Oaks-I-75	0.38	6	59,900	31,800	22,762	12,084
Alico Rd	I-75-Treeline Ave (Ben Hill Griffin)	0.68	6	59,900	30,400	40,852	20,733
Bayshore Rd	Business 41-Hart Rd	1.15	4	39,800	33,800	45,651	38,769
Bayshore Rd	Hart Rd-Slater Rd	1.23	4	39,800	27,500	48,755	33,688
Bayshore Rd	Slater Rd-Williams Rd	0.41	4	39,800	27,500	16,318	11,275
Bayshore Rd	Williams Rd-Williamsburg Dr	2.08	4	39,800	31,200	82,824	64,927
Bayshore Rd	Williamsburg Dr-I-75	0.41	4	39,800	21,500	16,477	8,901
Bayshore Rd	I-75-Leetana Rd	0.32	2	17,700	12,400	5,717	4,005
Bayshore Rd	Leetana Rd-Nalle Rd	0.28	2	17,700	12,400	4,868	3,410
Bayshore Rd	Nalle Rd-SR 31	2.68	2	17,700	12,400	47,489	33,269
Business 41	Edison Bridge-Pondella Rd	0.63	6	59,900	29,000	37,857	18,328
Business 41	Pondella Rd-Pine Island Rd	1.05	6	59,900	26,000	63,135	27,404
Business 41	Pine Island Rd-Littleton Rd	1.10	4	39,800	15,600	43,740	17,144
Business 41	Littleton Rd-Laurel Dr	0.59	2	17,700	12,100	10,355	7,079
Business 41	Laurel Dr-US 41	0.75	2	17,700	8,500	13,275	6,375
Caloosahatchee Bridge	SR 82-North Key Dr	1.46	4	39,800	42,900	58,028	62,548
Challenger Blvd	Colonial Blvd-Winkler Ave Ext	0.64	4	39,800	1,900	25,512	1,218
Colonial Blvd	Cleveland Ave-Fowler St	0.55	6	59,900	53,000	32,705	28,938
Colonial Blvd	Fowler St-Metro Pkwy	0.77	6	59,900	53,800	46,243	41,534
Colonial Blvd	Metro Pkwy-V. Shoemaker Blvd	0.58	6	59,900	52,700	34,862	30,671
Colonial Blvd	V. Shoemaker Blvd-Challenger Blvd	0.98	6	59,900	59,000	58,822	57,938
Colonial Blvd	Challenger Blvd-Winkler Ave Ext	0.55	6	59,900	59,000	32,825	32,332
Colonial Blvd	Winkler Ave Ext-Ortiz Ave	0.68	6	59,900	65,300	40,912	44,600
Colonial Blvd	Ortiz Ave-I-75	0.49	6	59,900	72,100	29,111	35,041
Colonial Blvd	I-75-SR 82	2.35	6	59,900	41,300	140,466	96,849
Daniels Pkwy	I-75-Treeline Ave	0.54	6	59,900	57,900	32,406	31,324
Dr M L King Jr Blvd	Cleveland Ave-Fowler St	0.62	2	17,700	18,000	11,045	11,232
Dr M L King Jr Blvd	Fowler St-Evans Av	0.12	4	39,800	23,600	4,816	2,856
Dr M L King Jr Blvd	Evans Av-Ford St	0.75	4	39,800	41,300	30,009	31,140
Dr M L King Jr Blvd	Ford St-Henderson Ave	0.14	4	39,800	40,100	5,413	5,454
Dr M L King Jr Blvd	Henderson Ave-Ortiz Ave	2.17	4	39,800	39,000	86,485	84,747
Dr M L King Jr Blvd	Ortiz Ave-I-75	0.61	6	59,900	37,300	36,599	22,790
Edison Bridge	N Tamiami Trl-First St	1.09	6	59,900	14,500	65,231	15,791
Edison Bridge	N Tamiami Trl-Fowler St	1.06	6	59,900	14,500	63,554	15,385
Evans Ave	Colonial Blvd-Winkler Ave	0.50	2	17,700	5,400	8,903	2,716
Evans Ave	Winkler Ave-Hanson St	1.25	2	17,700	7,700	22,125	9,625

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Evans Ave	Hanson St-Dr Martin Luther King	1.27	3	59,900	4,700	76,073	5,969
Evans Ave	Dr Martin Luther King-First Street	0.55	3	59,900	14,500	32,885	7,961
First St	Fowler St-Cranford Ave	0.27	2	17,700	9,600	4,797	2,602
First St	Cranford Ave-Marsh Ave	2.21	4	39,800	9,600	88,077	21,245
Fowler St	Hanson St-Edison Ave	0.76	4	39,800	21,800	30,168	16,524
Fowler St	Edison Ave-SR 82 (MLK)	0.51	4	39,800	15,600	20,179	7,909
Fowler St	Dr Martin Luther King-First Street	0.43	3	59,900	14,500	25,937	6,279
Hanson St	Fowler St-Metro Pkwy	0.62	2	17,700	11,700	11,045	7,301
McGregor Blvd	San Carlos Blvd-Pine Ridge Rd	0.76	4	39,800	31,900	30,248	24,244
McGregor Blvd	Pine Ridge Rd-Cypress Lake Dr	2.03	4	39,800	47,200	80,635	95,627
McGregor Blvd	Cypress Lake Dr-College Pkwy	0.82	4	39,800	32,600	32,556	26,667
McGregor Blvd	College Pkwy-Winkler Rd	1.43	2	17,700	18,100	25,382	25,955
McGregor Blvd	Winkler Rd-Whiskey Creek Dr	0.30	2	17,700	21,800	5,222	6,431
McGregor Blvd	Whiskey Crk Dr-Royal Palm Sq Blvd	0.95	2	17,700	25,300	16,780	23,984
McGregor Blvd	Royal Palm Sq Blvd-Colonial Blvd	0.34	2	17,700	25,400	5,930	8,509
Mike G Rippe Pkwy	US 41-Six Mile Cypress Pkwy	2.68	6	59,900	8,500	160,532	22,780
Metro Pkwy	Six Mile Cypress-Daniels Pkwy	1.25	6	59,900	8,500	74,635	10,591
Metro Pkwy	Daniels Pkwy-Crystal Dr	1.26	4	39,800	22,500	50,108	28,328
Metro Pkwy	Crystal Dr-Danley Dr	1.06	4	39,800	22,900	42,108	24,228
Metro Pkwy	Danley Dr-Colonial Blvd	1.25	4	39,800	27,400	49,631	34,168
Metro Pkwy	Colonial Blvd-Winkler Ave Ext	0.50	4	39,800	17,300	19,860	8,633
Metro Pkwy	Winkler Ave Ext-Pine Oak Cir	0.44	4	39,800	14,500	17,353	6,322
Metro Pkwy	Pine Oak Cir-Hanson St	0.83	2	17,700	11,600	14,762	9,674
Palm Beach Blvd	Marsh Ave-Tice St	0.44	4	39,800	24,100	17,592	10,652
Palm Beach Blvd	Tice St-Ortiz Ave	0.54	4	39,800	24,100	21,452	12,990
Palm Beach Blvd	Ortiz Ave-I-75	1.18	6	59,900	25,400	70,922	30,074
Palm Beach Blvd	I-75-SR 31	2.70	6	59,900	30,800	161,730	83,160
Palm Beach Blvd	SR 31-Buckingham Rd	2.48	4	39,800	35,600	98,704	88,288
Palm Beach Blvd	Buckingham Rd-Hickey Creek Rd	2.57	4	39,800	24,500	102,445	63,063
Palm Beach Blvd	Hickey Creek Rd-Broadway St	4.36	4	39,800	19,400	173,448	84,545
Palm Beach Blvd	Broadway St-Hendry County Line	2.75	4	39,800	14,400	109,530	39,629
Pine Island Rd	Burnt Store Rd-Chiquita Blvd	2.04	2	17,700	14,000	36,020	28,490
Pine Island Rd	Chiquita Blvd-Skyline Blvd	0.82	4	39,800	19,300	32,755	15,884
Pine Island Rd	Skyline Blvd-Nicholas Pkwy	0.57	4	39,800	22,900	22,686	13,053
Pine Island Rd	Nicholas Pkwy-Santa Barbara Blvd	0.85	4	39,800	28,300	33,989	24,168
Pine Island Rd	Santa Barbara Blvd-Andalusia Blvd	1.22	4	39,800	36,000	48,596	43,956
Pine Island Rd	Andalusia Blvd-Del Prado Blvd	1.07	4	39,800	42,800	42,506	45,710
Pine Island Rd	Del Prado Blvd-Pondella Rd	0.33	4	39,800	34,700	13,174	11,486
Pine Island Rd	Pondella Rd-Corbett Rd	1.40	4	39,800	26,700	55,879	37,487
Pine Island Rd	Corbett Rd-N Cleveland Ave	0.96	4	39,800	28,700	38,367	27,667
Pine Island Rd	N Cleveland Ave-N Tamiami Trl	1.11	4	39,800	30,700	44,337	34,200
San Carlos Blvd	Estero Blvd-N End of Matanzas Br	0.60	2	17,700	26,000	10,638	15,626
San Carlos Blvd	Matanzas Pass Bridge-Pine Ridge Rd	2.04	4	39,800	26,000	81,232	53,066
San Carlos Blvd	Pine Ridge Rd-Summerlin Rd	0.44	4	39,800	21,100	17,353	9,200
San Carlos Blvd	Summerlin Rd-Kelly Rd	1.02	2	17,700	16,000	18,089	16,352
San Carlos Blvd	Kelly Rd-Gladiolus Dr	0.48	2	17,700	16,000	8,496	7,680
SR 31	Palm Beach Blvd-Bayshore Rd	1.40	2	17,700	9,000	24,780	12,600
SR 31	Bayshore Rd-Charlotte Co Line	3.26	2	17,700	5,400	57,631	17,582
SR 82	I-75-Forum Blvd	0.69	6	59,900	33,300	41,032	22,811
SR 82	Forum Blvd-Buckingham Rd	1.06	6	59,900	29,300	63,674	31,146

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
SR 82	Buckingham Rd-Lee Blvd	0.73	6	59,900	24,200	43,847	17,714
SR 82	Colonial/Lee Blvd-Commerce Lk Dr	2.43	2	17,700	25,000	42,958	60,675
SR 82	Commerce Lakes Dr-Gunnery Rd	1.82	2	17,700	14,000	32,179	25,452
SR 82	Daniels/Gunnery-Alabama Rd	3.57	2	17,700	29,500	63,171	105,286
SR 82	Alabama Rd-Grant Blvd	0.34	2	17,700	15,100	5,930	5,059
SR 82	Grant Blvd-Parkdale Blvd	1.20	2	17,700	14,400	21,222	17,266
SR 82	Parkdale Blvd-Jaguar Blvd	0.54	2	17,700	14,000	9,470	7,490
SR 82	Jaguar Blvd-Nimitz Blvd	0.75	2	17,700	13,600	13,222	10,159
SR 82	Nimitz Blvd-Homestead Rd	0.37	2	17,700	13,300	6,461	4,855
SR 82	Homestead Rd-Bell Blvd	1.04	2	17,700	12,600	18,426	13,117
SR 82	Bell Blvd-Eisenhower Blvd	1.13	2	17,700	11,900	20,054	13,483
SR 82	Eisenhower Blvd-Columbus Blvd	0.97	2	17,700	11,300	17,204	10,984
SR 82	Columbus Blvd-County Line	0.60	2	17,700	11,300	10,602	6,769
US 41	Collier Co Line-Bonita Beach Rd	0.99	6	59,900	38,300	59,181	37,840
US 41	Bonita Beach Road-W Terry Street	1.14	6	59,900	47,700	68,406	54,473
US 41	West Terry Street-Old 41	2.29	6	59,900	40,000	137,291	91,680
US 41	Old 41-Corkscrew Road	3.52	6	59,900	49,100	210,788	172,783
US 41	Corkscrew Rd-San Carlos Blvd	2.53	6	59,900	4,900	151,547	12,397
US 41	San Carlos Blvd-Alico Rd	2.37	6	59,900	39,100	142,143	92,784
US 41	Alico Rd-Island Park Rd	0.96	6	59,900	62,500	57,744	60,250
US 41	Island Park Rd-Briarcliff Rd	1.01	6	59,900	51,500	60,499	52,015
US 41	Briarcliff Rd-Gladiolus Dr	0.97	6	59,900	59,900	58,343	58,343
US 41	Gladiolus Dr-Cypress Lk/Daniels	1.27	6	59,900	49,400	76,313	62,936
US 41	Daniels Pkwy-College Pkwy	0.70	6	59,900	57,800	41,631	40,171
US 41	College Pkwy-Brantley Rd	0.31	6	59,900	58,600	18,449	18,049
US 41	Brantley Rd-South Rd	1.06	6	59,900	59,300	63,434	62,799
US 41	South Rd-Boy Scout Dr	0.43	6	59,900	58,400	25,997	25,346
US 41	Boy Scout Dr-North Airport Rd	0.75	6	59,900	37,900	44,865	28,387
US 41	North Airport Rd-Colonial Blvd	0.23	6	59,900	44,600	13,537	10,080
US 41	Colonial Blvd-Winkler Ave	0.51	6	59,900	45,400	30,369	23,018
US 41	Winkler Ave-Hanson St	1.26	6	59,900	49,100	75,534	61,915
US 41	Hanson St-McGregor Blvd	1.28	6	59,900	47,300	76,373	60,308
US 41	Caloosahatchee Br-Hancock Br Pkwy	0.35	4	39,800	42,900	13,850	14,929
US 41	Hancock Bridge Pkwy-Pondella Rd	0.30	4	39,800	38,300	11,781	11,337
US 41	Pondella Rd-SR 78	1.28	4	39,800	31,400	51,103	40,318
US 41	SR 78-Littleton Rd	1.01	4	39,800	25,300	39,999	25,427
US 41	Littleton Rd-Bus 41	1.10	4	39,800	18,400	43,899	20,295
US 41	Bus 41-Del Prado Blvd	0.92	4	39,800	17,300	36,536	15,881
US 41	Del Prado Blvd-Charlotte Co Line	3.43	4	39,800	16,300	136,633	55,958
Subtotal, State Arterials		139.98				5,779,098	3,792,644
23rd St SW	Gunnery Rd-Sunshine Blvd	2.08	2	17,700	13,200	36,728	27,390
23rd St SW	Sunshine Blvd-Beth Stacey Rd	1.49	2	17,700	2,100	26,355	3,127
Alabama Rd S	SR 82-Milwaukee Blvd	1.88	2	17,700	6,700	33,205	12,569
Alabama Rd S	Milwaukee Blvd-Homestead Rd	1.64	2	17,700	13,000	29,099	21,372
Alico Rd	US 41-Mike G Rippe Pkwy	0.45	4	39,800	25,400	17,910	11,430
Alico Rd	Mike G Rippe Pkwy-Lee Rd	1.58	6	59,900	25,400	94,642	40,132
Alico Rd	Lee Rd-Three Oaks Pkwy	0.77	6	59,900	26,600	46,243	20,535
Ben Hill Griffin Pkwy	Midfield Terminal Rd-Alico Rd	1.30	4	39,800	27,700	51,740	36,010

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Ben Hill Griffin Pkwy	Alico Rd-Fcgu Blvd	2.21	4	39,800	19,700	87,958	43,537
Ben Hill Griffin Pkwy	Fcgu Blvd-Corkscrew Rd	2.05	4	39,800	19,000	81,590	38,950
Beth Stacey Blvd	23rd St -Homestead Rd	1.14	2	17,700	8,000	20,213	9,136
Bonita Beach Rd SE	US 41-Old US 41	1.65	4	39,800	27,600	65,590	45,485
Bonita Beach Rd SE	Old US 41-Imperial St	1.03	6	59,900	32,100	61,577	32,999
Bonita Beach Rd SE	Imperial St-I-75	0.79	6	59,900	30,500	47,381	24,126
Bonita Beach Rd SE	I-75-Bonita Grande Dr	0.71	4	39,800	14,000	28,099	9,884
Bonita Beach Rd SE	Bonita Grande Dr-Radio Tower Rd	1.97	4	39,800	14,000	78,406	27,580
Bonita Beach Rd SW	Hickory Blvd-Vanderbilt Dr	1.57	4	39,800	14,000	62,526	21,994
Bonita Beach Rd SW	Vanderbilt Dr-Windsor Rd	0.50	4	39,800	20,800	20,059	10,483
Bonita Beach Rd SW	Windsor Rd-S Tamiami Trl (US 41)	0.33	4	39,800	27,500	12,975	8,965
Boy Scout Dr	Summerlin Rd-US 41	0.48	6	59,900	13,500	28,812	6,494
Buckingham Rd	SR 82-Alvin Ave	2.03	2	17,700	7,300	35,913	14,812
Buckingham Rd	Alvin Ave-Orange River Rd	3.35	2	17,700	7,300	59,313	24,462
Buckingham Rd	Orange River Rd-Orange River Blvd	1.69	2	17,700	8,900	29,895	15,032
Buckingham Rd	Orange River Blvd-Palm Beach Blvd	2.56	2	17,700	10,400	45,294	26,614
Burnt Store Rd	Pine Island Rd-Embers Pkwy	1.01	2	17,700	13,000	17,912	13,156
Burnt Store Rd	Embers Pkwy-Tropicana Pkwy	1.02	2	17,700	9,500	17,983	9,652
Burnt Store Rd	Tropicana Pkwy-Yucatan Pkwy	0.51	2	17,700	7,700	9,009	3,919
Burnt Store Rd	Yucatan Pkwy-Diplomat Pkwy	0.24	2	17,700	7,700	4,160	1,810
Burnt Store Rd	Diplomat Pkwy-Gulfstream Pkwy	0.31	2	17,700	5,900	5,558	1,853
Burnt Store Rd	Gulfstream Pkwy-Van Buren Pkwy	0.53	2	17,700	5,900	9,310	3,103
Burnt Store Rd	Van Buren Pkwy-Kismet Pkwy	0.46	2	17,700	5,900	8,107	2,702
Burnt Store Rd	Kismet Pkwy-Caloosa Pkwy	2.04	2	17,700	5,900	36,108	12,036
Burnt Store Rd	Caloosa Pkwy-Charlotte Co Line	3.03	2	17,700	5,900	53,596	17,865
Cape Coral Bridge Rd	Del Prado Blvd-McGregor Blvd	2.15	4	39,800	46,400	85,411	99,574
College Pkwy	McGregor Blvd-Winkler Rd	0.76	6	59,900	38,500	45,284	29,106
College Pkwy	Winkler Rd-Whiskey Creek Dr	0.58	6	59,900	35,600	34,982	20,790
College Pkwy	Whiskey Creek Dr-Summerlin Rd	0.20	6	59,900	49,800	11,920	9,910
College Pkwy	Summerlin Rd-Cleveland Ave	0.85	6	59,900	33,600	50,975	28,594
Colonial Blvd	McGregor Blvd-Summerlin Rd	0.41	6	59,900	58,000	24,679	23,896
Colonial Blvd	Summerlin Rd-Cleveland Ave	0.77	6	59,900	60,300	46,123	46,431
Corkscrew Rd	S Tamiami Trl-Three Oaks Pkwy	1.37	4	39,800	21,800	54,367	29,779
Corkscrew Rd	Three Oaks Pkwy-I-75	0.70	4	39,800	34,500	27,701	24,012
Corkscrew Rd	I-75-Ben Hill Griffin Pkwy	0.52	4	39,800	12,200	20,736	6,356
Corkscrew Rd	Ben Hill Griffin Pkwy-Wildcat Run Dr	1.45	2	17,700	7,800	25,647	11,302
Corkscrew Rd	Wildcat Run Dr-Alico Rd	2.94	2	17,700	5,600	52,020	16,458
Corkscrew Rd	Alico Rd-Katydid Ln	10.30	2	17,700	3,400	182,275	35,013
Cypress Lake Dr	McGregor Blvd-South Pointe Blvd	0.42	4	39,800	23,000	16,875	9,752
Cypress Lake Dr	South Pointe Blvd-Winkler Rd	0.58	4	39,800	29,800	23,044	17,254
Cypress Lake Dr	Winkler Rd-Summerlin Rd	0.71	4	39,800	32,600	28,338	23,211
Cypress Lake Dr	Summerlin Rd-S Cleveland Ave	0.94	6	59,900	37,100	56,366	34,911
Daniels Pkwy	Cleveland Ave-Metro Pkwy	1.17	6	59,900	47,400	69,843	55,268
Daniels Pkwy	Metro Pkwy-Six Mile Cypress Dr	0.82	6	59,900	54,600	49,118	44,772
Daniels Pkwy	Six Mi. Cypress Pkwy-Eagle Ridge	0.48	6	59,900	61,100	28,752	29,328
Daniels Pkwy	Eagle Ridge Dr-Fiddlesticks Blvd	1.70	6	59,900	61,100	101,770	103,809
Daniels Pkwy	Fiddlesticks Blvd-I-75	0.56	6	59,900	71,300	33,664	40,071
Daniels Pkwy	Treeline Ave-Chamberlin Pkwy	0.66	6	59,900	41,800	39,474	27,546
Daniels Pkwy	Chamberlin Pwy-Gateway Blvd	1.68	6	59,900	41,800	100,632	70,224

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Daniels Pkwy	Gateway Blvd-SR 82	2.94	4	39,800	34,900	117,012	102,606
Del Prado Blvd S	Cape Coral Pkwy-46th Lane	0.20	6	59,900	21,200	11,920	4,219
Del Prado Blvd S	46th Lane-Coronado Pkwy	0.77	6	59,900	35,100	46,063	26,992
Del Prado Blvd S	Coronado Pkwy-Cornwallis Pkwy	1.36	6	59,900	42,800	81,644	58,336
Del Prado Blvd S	Cornwallis Pkwy-Veterans Pkwy	0.77	6	59,900	5,700	45,883	4,366
Del Prado Blvd S	Veterans Pkwy-Viscaya Pkwy	1.97	6	59,900	52,900	118,003	104,213
Del Prado Blvd S	Viscaya Pkwy-Bolado Pkwy	0.55	6	59,900	51,400	32,945	28,270
Del Prado Blvd S	Bolado Pkwy-Hancock Bridge Pkwy	0.53	6	59,900	49,800	31,687	26,344
Del Prado Blvd N	Hancock Bridge Pkwy-Pine Island Rd	1.10	6	59,900	33,900	66,010	37,358
Estero Blvd	New Pass Br.-Big Carlos Pass Br.	3.81	2	17,700	10,600	67,349	40,333
Estero Blvd	Big Carlos Br.-Avenida Pescadora	2.79	2	17,700	10,600	49,436	29,606
Estero Blvd	Avenida Pescadora-Denora St	1.75	2	17,700	14,700	30,887	25,652
Estero Blvd	Denora St-Virginia Ave	0.86	2	17,700	16,000	15,293	13,824
Estero Blvd	Virginia Avenue-San Carlos Blvd	0.49	2	17,700	17,000	8,655	8,313
Estero Pkwy	Tamiami Trl-Three Oaks Pkwy	1.82	4	39,800	9,700	72,476	17,664
Estero Pkwy	Three Oaks Pkwy-B H Griffin Pkwy	0.89	4	39,800	13,800	35,581	12,337
Fowler St	S Cleveland Av-Fowler St	0.08	6	59,900	23,200	4,493	1,740
Fowler St	Fowler St-N Airport Rd	0.85	6	59,900	23,200	50,795	19,674
Fowler St	N Airport Rd-Colonial Blvd	0.38	6	59,900	25,900	23,002	9,946
Fowler St	Colonial Blvd-Winkler Ave Ext	0.51	4	39,800	21,500	20,179	10,901
Fowler St	Winkler Ave-Hanson St	1.26	4	39,800	22,700	50,029	28,534
Gladiolus Dr	San Carlos Blvd-Pine Ridge Rd	0.55	4	39,800	11,900	21,731	6,497
Gladiolus Dr	Pine Ridge Rd-A & W Bulb Rd	1.05	4	39,800	15,900	41,830	16,711
Gladiolus Dr	A & W Bulb Rd-Bass Rd	0.49	4	39,800	22,500	19,383	10,958
Gladiolus Dr	Bass Rd-Winkler Rd	0.78	6	59,900	25,400	46,662	19,787
Gladiolus Dr	Winkler Rd-Lakewood Blvd	0.23	6	59,900	25,400	13,597	5,766
Gladiolus Dr	Lakewood Blvd-Summerlin Rd	0.21	6	59,900	36,600	12,699	7,759
Gladiolus Dr	Summerlin Rd-Tamiami Trl	1.54	6	59,900	47,700	92,126	73,363
Gunnery Rd N	23rd St SW-Lee Blvd	1.72	4	39,800	21,100	68,376	36,250
Gunnery Rd N	Lee Blvd-Buckingham Rd	1.81	2	17,700	18,500	32,108	33,559
Gunnery Rd S	SR 82-23rd St Sw	0.69	4	39,800	23,600	27,263	16,166
Hancock Bridge Pkwy	Del Prado Blvd-SE 24th	1.07	4	39,800	22,000	42,586	23,540
Hancock Bridge Pkwy	SE 24th Ave-Orange Grove Blvd	0.52	4	39,800	26,300	20,696	13,676
Hancock Bridge Pkwy	Orange Grove Blvd-Moody Rd	1.20	4	39,800	24,900	47,601	29,780
Hancock Bridge Pkwy	Moody Rd-Palm Av	0.54	4	39,800	20,900	21,532	11,307
Hancock Bridge Pkwy	Palm Ave-N Cleveland Ave	0.34	4	39,800	20,900	13,572	7,127
Hickory Blvd	Bonita Beach Rd-Mclaughlin Blvd	1.01	2	17,700	17,100	17,895	17,288
Hickory Blvd	Mclaughlin Blvd-Bay Rd	0.67	2	17,700	14,000	11,912	9,422
Hickory Blvd	Bay Rd-New Pass Bridge	0.62	2	17,700	10,100	10,974	6,262
Homestead Rd N	Sunrise Blvd-Leeland Heights Blvd	0.74	4	39,800	12,800	29,571	9,510
Homestead Rd N	Leeland Heights Blvd-Lee Blvd	0.34	4	39,800	30,700	13,532	10,438
Homestead Rd S	SR 82-Nimitz Blvd	0.28	2	17,700	1,900	4,956	532
Homestead Rd S	Nimitz Blvd-Jaguar Blvd	0.72	2	17,700	1,900	12,726	1,366
Homestead Rd S	Jaguar Blvd-Parkdale Blvd	0.71	2	17,700	1,900	12,585	1,351
Homestead Rd S	Parkdale Blvd-Milwaukee Blvd	0.57	2	17,700	1,900	10,124	1,087
Homestead Rd S	Milwaukee Blvd-Sunrise Blvd	3.09	2	17,700	5,700	54,728	17,624
Joel Blvd	Leeland Heights Blvd-23 St E	6.03	4	39,800	16,500	240,113	99,545
Joel Blvd	23 St E-SR 80	1.77	2	17,700	9,500	31,311	16,806
Lee Blvd	SR 82-Leonard Blvd	1.18	6	59,900	44,800	70,502	52,730

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Lee Blvd	Leonard Blvd-Gunnery Rd	2.25	6	59,900	39,500	134,955	88,994
Lee Blvd	Gunnery Rd-Sunshine Blvd	1.97	6	59,900	39,200	118,183	77,342
Lee Blvd	Sunshine Blvd-Homestead Rd	1.73	6	59,900	27,300	103,747	47,284
Lee Blvd	Homestead Rd-Williams Ave	0.56	4	39,800	24,300	22,208	13,559
Lee Blvd	Williams Ave-Delaware Rd	0.09	2	17,700	16,800	1,664	1,579
Lee Blvd	Delaware Rd-Leeland Heights Blvd	0.94	2	17,700	13,800	16,550	12,903
Leeland Hgts Blvd W	Homestead Rd-Lee Blvd	0.41	4	39,800	19,300	16,159	7,836
Leeland Hgts Blvd W	Lee Blvd-Bell Blvd	1.56	4	39,800	19,300	62,008	30,069
Leonard Blvd S	Gunnery Rd-Westgate Blvd	2.95	2	17,700	7,800	52,127	22,971
Luckett Rd	Ortiz Ave-I-75	0.77	2	17,700	12,900	13,647	9,946
McGregor@Sanibel Cy	Sanibel Causeway-Port Comfort Rd	1.46	4	39,800	18,500	58,068	26,992
McGregor Blvd	Port Comfort Rd-Shell Point Blvd	0.42	4	39,800	18,800	16,557	7,821
McGregor Blvd	Shell Point Blvd-Summerlin Rd	0.26	4	39,800	18,800	10,348	4,888
McGregor Blvd	Summerlin Rd-John Morris Rd	0.82	4	39,800	11,000	32,556	8,998
McGregor Blvd	John Morris Rd-Kelly Rd	0.93	4	39,800	11,000	37,014	10,230
McGregor Blvd	Kelly Rd-Thorton Rd	0.35	4	39,800	18,300	13,970	6,423
McGregor Blvd	Thorton Rd-San Carlos Blvd	0.57	4	39,800	18,300	22,766	10,468
Midfield Terminal Rd	Terminal Loop-Treeline Ave	1.75	4	39,800	27,300	69,650	47,775
Midpoint Bridge	Cape Coral Shoreline-McGregor Blvd	1.74	4	39,800	58,000	69,212	100,862
N River Rd	SR 31-Villadel Rio Dr	4.73	2	17,700	2,600	83,703	12,295
N River Rd	Villadel Rio Dr-Parkinson Rd	4.75	2	17,700	1,400	84,075	6,650
N River Rd	Parkinson Rd-Broadway St	0.82	2	17,700	1,400	14,514	1,148
N River Rd	Broadway St-Persimmon Ridge	0.73	2	17,700	1,600	12,850	1,162
N River Rd	Persimmon Ridge-Hendry Co Line	2.63	2	17,700	1,600	46,463	4,200
Ortiz Ave	Colonial Blvd-SR 82	1.74	2	17,700	15,100	30,851	26,319
Ortiz Ave	SR 82-Ballard St	1.00	2	17,700	17,100	17,718	17,117
Ortiz Ave	Ballard St-Tice St	1.25	2	17,700	17,100	22,196	21,443
Ortiz Ave	Tice St-SR 80	0.33	2	17,700	7,500	5,876	2,490
Pine Island Rd	Stringfellow Rd-Matlacha Bridge	3.92	2	17,700	11,900	69,313	46,600
Pine Island Rd	Matlacha Bridge-Burnt Store Rd	1.56	2	17,700	11,900	27,594	18,552
Plantation Rd	Idlewild St-Colonial Blvd	1.18	4	39,800	9,400	46,765	11,045
Pondella Rd	Pine Island Rd-Orange Grove Blvd	1.39	4	39,800	16,800	55,362	23,369
Pondella Rd	Orange Grove Blvd-Moody Rd	1.00	4	39,800	18,800	39,800	18,800
Pondella Rd	Moody Rd-Betmar Blvd	0.25	4	39,800	20,700	9,910	5,154
Pondella Rd	Betmar Blvd-Palm Av	0.25	4	39,800	20,700	10,069	5,237
Pondella Rd	Palm Av-N Cleveland Ave (US 41)	0.08	4	39,800	20,500	3,303	1,702
Pondella Rd	US 41-Bus 41	0.58	4	39,800	20,500	23,044	11,870
Sanibel Causeway	Sanibel Shoreline-Toll Plaza	2.11	2	17,700	18,400	37,294	38,769
Six Mile Cypress Pky	US 41-Metro Pkwy	1.15	4	39,800	33,100	45,770	38,065
Six Mile Cypress Pky	Metro Pkwy-Daniels Pkwy	1.69	4	39,800	31,400	67,143	52,972
Six Mile Cypress Pky	Daniels Pkwy-Winkler Ext	3.68	4	39,800	17,200	146,583	63,348
Six Mile Cypress Pky	Winkler Ext-Challenger Blvd	0.82	4	39,800	15,300	32,556	12,515
Six Mile Cypress Pky	Challenger Blvd-Colonial Blvd	0.50	6	59,900	13,500	30,130	6,791
Slater Rd	Bayshore Rd-Rich Rd	3.10	2	17,700	7,600	54,923	23,583
Stringfellow Rd	Berkshire Rd-Pine Island Rd	2.56	2	17,700	10,300	45,330	26,378
Stringfellow Rd	Pine Island Rd-Ficus Tree Ln	3.26	2	17,700	9,000	57,773	29,376
Stringfellow Rd	Ficus Tree Ln-Howard Rd	1.95	2	17,700	6,100	34,427	11,865
Stringfellow Rd	Howard Rd-Main St	1.87	2	17,700	3,200	33,152	5,994
Summerlin Rd	McGregor Blvd-John Morris Rd	0.64	4	39,800	21,400	25,353	13,632

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Summerlin Rd	John Morris Rd-Kelly Cove Dr	1.01	4	39,800	21,400	40,317	21,678
Summerlin Rd	Kelly Cove Dr-San Carlos Blvd	0.51	4	39,800	21,900	20,179	11,103
Summerlin Rd	San Carlos Blvd-Pine Ridge Rd	0.51	6	59,900	23,400	30,429	11,887
Summerlin Rd	Pine Ridge Rd-Bass Rd	1.64	6	59,900	32,100	97,996	52,516
Summerlin Rd	Bass Rd-Winkler Rd	1.12	6	59,900	30,800	66,789	34,342
Summerlin Rd	Winkler Road-Gladiolus Dr	0.62	6	59,900	28,300	37,378	17,659
Summerlin Rd	Gladiolus Dr-Cypress Lake Dr	1.82	4	39,800	25,700	72,476	46,800
Summerlin Rd	Cypress Lake Dr-College Pkwy	0.77	6	59,900	35,600	46,003	27,341
Summerlin Rd	College Pkwy-Brantley Rd	0.31	6	59,900	33,200	18,389	10,192
Summerlin Rd	Brantley Rd-Park Meadows Dr	0.41	6	59,900	30,900	24,379	12,576
Summerlin Rd	Park Meadows Dr-Boy Scout Dr	1.12	6	59,900	25,500	67,028	28,535
Summerlin Rd	Boy Scout Dr-Colonial Blvd	1.17	4	39,800	20,000	46,367	23,300
Three Oaks Pkwy	Coconut Rd-Corkscrew Rd	2.58	4	39,800	21,900	102,604	56,458
Three Oaks Pkwy	Corkscrew Rd-San Carlos Blvd	2.97	4	39,800	23,600	118,007	69,974
Three Oaks Pkwy	San Carlos Blvd-Alico Rd	1.73	4	39,800	14,900	68,934	25,807
Treeline Ave	Colonial Blvd-Pelican Preserve Blvd	0.65	4	39,800	8,500	25,950	5,542
Treeline Ave	Pelican Preserve-Plantation Pkwy	2.71	4	39,800	9,600	107,659	25,968
Treeline Ave	Plantation Gardens Pkwy-Daniels	1.58	4	39,800	6,300	62,685	9,923
Treeline Ave	Daniels Pkwy-Jetport Loop	0.41	4	39,800	25,900	16,398	10,671
Treeline Ave	Jetport Loop-Airport Terminal Rd	2.03	4	39,800	27,800	80,794	56,434
Veterans Pkwy	SW Pine Island Rd-Surfside Blvd	2.85	4	39,800	14,500	113,231	41,253
Veterans Pkwy	Surfside Blvd-Chiquita Blvd	1.01	4	39,800	21,900	40,198	22,119
Veterans Pkwy	Chiquita Blvd-Skyline Blvd	1.00	4	39,800	28,500	39,919	28,586
Veterans Pkwy	Skyline Blvd-Santa Barbara Blvd	1.06	6	59,900	44,900	63,494	47,594
Veterans Pkwy	Santa Barbara Blvd-Cntry Club Blvd	1.12	6	59,900	52,800	66,908	58,978
Veterans Pkwy	Country Club Blvd-Del Prado Blvd	0.96	6	59,900	59,400	57,504	57,024
Veterans Pkwy	Del Prado Blvd-Toll Plaza	0.28	6	59,900	55,300	16,652	15,373
Veterans Pkwy	Toll Plaza-Cape Coral Shoreline	1.36	4	39,800	55,300	53,969	74,987
Westgate Blvd	Leonard Blvd-Lee Blvd	0.36	2	17,700	12,600	6,354	4,523
Westgate Blvd	Lee Blvd-Buckingham Rd	1.07	2	17,700	2,100	18,886	2,241
Winkler Rd	Summerlin Rd-Gladiolus Dr	0.42	4	39,800	6,900	16,636	2,884
Winkler Rd	Gladiolus Dr-S Brandywine Cir	0.76	2	17,700	14,400	13,452	10,944
Winkler Rd	S Brandywine Cir-Cypress Lake Dr	1.00	2	17,700	16,400	17,700	16,400
Winkler Rd	Cypress Lake Dr-College Pkwy	0.74	4	39,800	17,600	29,571	13,077
Winkler Rd	College Pkwy-McGregor Blvd	1.25	2	17,700	8,400	22,160	10,517
Subtotal, Lee County Arterials		247.13				8,307,919	4,664,603
						0	0
12th St W	Gunnery Rd-Sunniland Blvd	1.36	2	17,700	4,000	24,072	5,440
12th St W	Sunniland Blvd-Sunshine Blvd	0.47	2	17,700	4,000	8,284	1,872
1st St W	Sunshine Blvd-Arita Ave	1.00	2	17,700	2,100	17,735	2,104
40th St SW	SR 82-Sunshine Blvd	1.32	2	17,700	2,100	23,276	2,762
8th St SW	Gunnery Rd-Sunshine Blvd	2.13	2	17,700	2,100	37,701	4,473
A & W Bulb Rd	Gladiolus Dr-McGregor Blvd	1.24	2	17,700	9,000	22,001	11,187
Abrams Blvd	Lee Blvd-Buckingham Rd	1.07	2	17,700	2,100	18,939	2,247
Alico Rd	B H Griffin Pkwy-Corkscrew Rd	6.94	2	17,700	5,100	122,838	35,394
American Colony Blvd	Eagle Ridge Dr-Daniels Pkwy	0.52	4	39,800	2,100	20,736	1,094
Austin St	Bell Tower Dr-Woodland Blvd	0.36	2	17,700	2,100	6,425	762
Austin St	Woodland Blvd-Sunrise Blvd	0.43	2	17,700	2,100	7,629	905
Austin St	Sunrise Blvd-Aldridge Ave	0.05	2	17,700	2,100	938	111

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Babcock Rd	S Tamiami Trl-Rockefeller Cir	0.30	2	17,700	1,400	5,257	416
Ballard Rd	Ortiz Ave-End of Pavement	0.23	2	17,700	4,000	4,036	912
Barbie Ln	Tucker Ln-Mellow Dr	0.17	2	17,700	3,700	3,044	636
Barrett Rd	Pondella Rd-Ruby Dr	0.27	2	17,700	2,700	4,779	729
Barrett Rd	Ruby Dr-Lansdale Dr	0.07	2	17,700	2,700	1,168	178
Barrett Rd	Lansdale Dr-Westcreek Cir	0.16	2	17,700	2,700	2,832	432
Barrett Rd	Rabbit Hollow Trl-Queens Dr	0.29	2	17,700	2,700	5,133	783
Barrett Rd	Queens Dr-NE Pine Island Rd	0.20	2	17,700	2,700	3,611	551
Bass Rd	Summerlin Rd-Gladiolus Dr	1.18	4	39,800	9,600	46,964	11,328
Beacon Blvd	Crystal Dr-Beacon Manor Dr	0.68	2	17,700	5,400	11,983	3,656
Beacon Manor Dr	Cleveland Ave-Beacon Blvd	0.27	2	17,700	5,400	4,814	1,469
Beacon St	Harvard Ave-Sunrise Blvd	0.37	2	17,700	2,100	6,602	783
Beacon St	Sunrise Blvd-Crystal Dr	0.11	2	17,700	2,100	1,965	233
Bell Blvd S	SR 82-Nimitz Blvd	0.57	2	17,700	2,200	10,142	1,261
Bell Blvd S	Nimitz Blvd-Jaguar Blvd	0.71	2	17,700	2,200	12,602	1,566
Bell Blvd S	Jaguar Blvd-Milwaukee Blvd	1.01	2	17,700	2,200	17,859	2,220
Bell Blvd S	Milwaukee Blvd-Joel Blvd	2.99	2	17,700	11,100	52,994	33,233
Bell Tower Dr	Daniels Pkwy-Austin St	0.41	2	17,700	2,100	7,257	861
Bonita Grande Dr	Burnham Rd-Bonita Beach Rd	1.05	2	17,700	3,700	18,638	3,896
Bonita Grande Dr	Bonita Beach Rd-E Terry St	1.02	2	17,700	5,300	18,089	5,417
Bonita Grande Dr	E Terry St-The Everglades	1.02	2	17,700	5,300	18,125	5,427
Brantley Rd	Summerlin Rd-Cleveland Ave	0.78	2	17,700	3,200	13,718	2,480
Briarcliff Rd	S Tamiami Trl-Country Ct	2.79	2	17,700	5,500	49,365	15,340
Broadway (E)	S Tamiami Trl-Tanglewood Ln	0.87	2	17,700	2,100	15,381	1,825
Broadway Ave	Winkler Ave-Hanson St	0.75	2	17,700	7,400	13,222	5,528
Broadway Ave	Hanson St-Mlk	1.25	2	17,700	3,200	22,125	4,000
Broadway St	Palm Beach Blvd-N River Rd	0.51	2	17,700	4,400	9,045	2,248
Broadway W	Armada Ct-Tamiami Trl	1.63	2	17,700	4,100	28,904	6,695
Captiva Dr	Blind Pass-Lands End Village	3.26	2	17,700	5,500	57,631	17,908
Cemetery Rd	Buckingham Rd-End of Pavement	2.26	2	17,700	6,300	39,914	14,207
Chamberlin Pkwy	Daniels Pkwy-Air Cargo Ln	1.29	4	39,800	1,600	51,342	2,064
Chatham St	Woodland Blvd-Sunrise Blvd	0.49	2	17,700	2,100	8,655	1,027
Chatham St	Sunrise Blvd-Crystal Dr	0.11	2	17,700	2,100	1,965	233
Coconut Rd	Beginning-Spring Creek Dr	0.62	2	17,700	1,600	10,974	992
Coconut Rd	Spring Creek Dr-S Tamiami Trl	0.96	2	17,700	9,100	16,957	8,718
Coconut Rd	Tamiami Trl-Old Lighthouse Rd	2.01	4	39,800	11,600	79,799	23,258
Columbus Blvd	Genoa Ave-SR 82	0.48	2	17,700	1,100	8,425	524
Columbus Blvd	SR 82-Nimitz Blvd	1.01	2	17,700	2,100	17,930	2,127
Columbus Blvd	Nimitz Blvd-Jaguar Blvd	0.88	2	17,700	2,100	15,541	1,844
Columbus Blvd	Jaguar Blvd-Milwaukee Blvd	1.11	2	17,700	1,100	19,576	1,217
Columbus Blvd	Milwaukee Blvd-Sentinela Blvd	2.38	2	17,700	1,100	42,055	2,614
Commerce Lakes Dr	Gateway Blvd-SR 82	1.72	2	17,700	2,100	30,409	3,608
Constitution Blvd	US 41-Constitution Circle	0.31	2	17,700	5,500	5,434	1,689
Constitution Cir	Iris Rd-Constitution Blvd	0.41	2	17,700	2,100	7,204	855
Constitution Cir	Constitution Blvd-Cypress Point Rd	0.18	2	17,700	2,100	3,221	382
Corbett Rd	NE Pine Island Rd-Diplomat Pkwy E	0.32	2	17,700	600	5,629	191
Corbett Rd	Diplomat Pkwy E-Littleton Rd	0.95	2	17,700	600	16,762	568
Country Club Pkwy	Dania St-Joel Blvd	0.67	2	17,700	1,100	11,771	732
Country Lakes Dr	Luckett Rd-Tice St	1.02	2	17,700	3,500	17,983	3,556

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Crystal Dr	Cleveland Ave-Metro Pkwy	1.16	2	17,700	11,800	20,603	13,735
Crystal Dr	Metro Pkwy-Plantation Rd	0.37	2	17,700	6,100	6,531	2,251
Cypress Point Rd	Constitution Cir-Pebble Beach Rd	0.13	2	17,700	2,100	2,230	265
Danley Dr	Beach Manor Dr-Metro Pkwy	1.37	2	17,700	5,300	24,302	7,277
Davis Rd	McGregor Blvd-Iona Rd	0.99	2	17,700	2,300	17,488	2,272
Del Prado Blvd N	US 41-Barbie Lane	1.76	2	17,700	5,500	31,152	9,680
Delaware Rd	Homestead Rd-Lee Blvd	0.80	2	17,700	2,100	14,125	1,676
DeNavarra Pkwy	Playa Del Sol Blvd-city limit	0.53	4	39,800	1,100	21,094	583
Donald Rd	Bayshore Rd-Jones Rd	0.79	2	17,700	2,100	13,965	1,657
E 10th St	Richmond Ave-Joel Blvd	1.72	2	17,700	1,100	30,479	1,894
E 10th St	Joel Blvd-Moore Ave	1.42	2	17,700	1,100	25,063	1,558
E 10th St	Moore Ave-Hendry Co Line	0.53	2	17,700	1,100	9,399	584
E 12th St	Joel Blvd-Moore Ave	1.45	2	17,700	1,100	25,736	1,599
E 12th St	Moore Ave-Hendry Co Line	0.53	2	17,700	1,100	9,452	587
E 14th St	Richmond Ave-Joel Blvd	1.72	2	17,700	1,100	30,515	1,896
E 14th St	Joel Blvd-Moore Ave	1.42	2	17,700	1,100	25,063	1,558
E 14th St	Moore Ave-Hendry Co Line	0.53	2	17,700	1,100	9,399	584
E 21st St	Joel Blvd-Hines Ave	1.93	2	17,700	600	34,143	1,157
E 2nd St	Country Club Pkwy-Lakeview Dr	0.54	2	17,700	1,100	9,576	595
E 2nd St	Lakeview Dr-Moore Ave	1.06	2	17,700	1,100	18,797	1,168
E 2nd St	Moore Ave-Hendry Co Line	0.53	2	17,700	1,100	9,399	584
E 6th St	Williams Ave-Joel Blvd	2.99	2	17,700	1,100	52,870	3,286
E 7th St	Richmond Ave-Joel Blvd	1.68	2	17,700	1,100	29,701	1,846
Eagle Ridge Dr	Beginning-Daniels Pkwy	1.08	2	17,700	2,100	19,116	2,268
Edgewood Avenue	Tarpon St-Shoemaker Blvd	0.35	2	17,700	1,300	6,213	456
Edison Ave Lehigh	End of Pavement-W 5th St	0.25	2	17,700	1,100	4,337	270
Edison Ave Lehigh	W 5th St-W 6th St	0.25	2	17,700	1,100	4,372	272
Edison Ave Lehigh	6th St-7th St	0.48	2	17,700	1,100	8,408	523
Edison Ave Lehigh	7th St-12th St	0.97	2	17,700	1,100	17,169	1,067
Edison Ave Lehigh	12th St-16th St	0.95	2	17,700	1,100	16,886	1,049
Edison Ave Lehigh	16th St-18th St	0.47	2	17,700	1,100	8,319	517
Eisenhower Blvd	SR 82-Nimitz Blvd	0.74	2	17,700	1,600	13,116	1,186
Eisenhower Blvd	Nimitz Blvd-Jaguar Blvd	0.89	2	17,700	1,600	15,665	1,416
Eisenhower Blvd	Jaguar Blvd-Milwaukee Blvd	0.93	2	17,700	1,100	16,461	1,023
Eisenhower Blvd	Milwaukee Blvd-Grant Blvd	1.26	2	17,700	1,100	22,267	1,384
Eisenhower Blvd	Grant Blvd-Mcarthur Blvd	0.24	2	17,700	1,100	4,160	259
Evergreen Rd	Captiva Blvd-Sanibel Blvd	0.21	2	17,700	2,100	3,752	445
Evergreen Rd	Sanibel Blvd-San Carlos Blvd	0.18	2	17,700	2,100	3,221	382
Evergreen Rd	San Carlos Blvd-Hickory Dr	0.27	2	17,700	2,100	4,691	557
Evergreen Rd N Ft M	Piney Road-Business 41	0.37	2	17,700	1,600	6,549	592
Fordham St	Woodland Blvd-Sunrise Blvd	0.49	2	17,700	2,100	8,638	1,025
Fordham St	Sunrise Blvd-Crystal Dr	0.11	2	17,700	2,100	1,929	229
Gasparilla Rd	Charlotte County Line-End Of Island	2.64	2	17,700	7,700	46,710	20,320
Grant Blvd	SR 82-Milwaukee Blvd	1.67	2	17,700	1,100	29,471	1,832
Grant Blvd	Milwaukee Blvd-Ranier Ave	0.76	2	17,700	1,100	13,399	833
Grant Blvd	Eads Filer Dr-Bell Blvd	0.99	2	17,700	1,100	17,505	1,088
Grant Blvd	Bell Blvd-Mcarthur Blvd	0.65	2	17,700	1,100	11,523	716
Grant Blvd	Mcarthur Blvd-Eisenhower Blvd	0.35	2	17,700	1,100	6,160	383
Grant Blvd	Eisenhower Blvd-Sentinela Blvd	1.59	2	17,700	1,100	28,090	1,746

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Greenbriar Blvd	Wingford Ave-Richmond Ave	1.76	2	17,700	1,100	31,205	1,939
Greenbriar Blvd	Richmond Ave-Joel Blvd	1.61	2	17,700	1,600	28,462	2,573
Hart Rd	Bayshore Rd-Tucker Ln	2.58	2	17,700	6,700	45,631	17,273
Idlewild St	Metro Pkwy-Ranchette Rd	0.74	2	17,700	3,700	13,116	2,742
Iona Rd	Davis Rd-John Morris Rd	0.73	2	17,700	2,100	12,886	1,529
Iona Rd	John Morris Rd-McGregor Blvd	1.98	2	17,700	8,700	34,958	17,183
Iris Rd	Constitution Cir-Sanibel Blvd	0.52	2	17,700	2,100	9,204	1,092
Island Park Rd	S Tamiami Trl-Park Rd	1.56	2	17,700	11,500	27,594	17,929
Jaguar Blvd	SR 82-Homestead Rd	1.11	2	17,700	1,100	19,700	1,224
Jaguar Blvd	Homestead Rd-Bell Blvd	1.00	2	17,700	1,100	17,700	1,100
Jaguar Blvd	Bell Blvd-Eisenhower Blvd	1.01	2	17,700	1,100	17,930	1,114
Jaguar Blvd	Eisenhower Blvd-Columbus Blvd	0.98	2	17,700	1,100	17,381	1,080
Jaguar Blvd	Columbus Blvd-Hendry Co Line	0.44	2	17,700	1,100	7,788	484
John Morris Rd	Bunche Beach-Summerlin Rd	1.23	2	17,700	1,300	21,771	1,599
John Morris Rd	Summerlin Rd-McGregor Blvd	0.42	2	17,700	4,200	7,346	1,743
John Morris Rd	McGregor Blvd-Iona Rd	0.85	2	17,700	2,100	15,080	1,789
Kelly Cove Dr	Caravel Cir-Kelly Woods Dr	1.04	2	17,700	2,100	18,479	2,192
Kelly Rd	McGregor Blvd-San Carlos Blvd	0.77	2	17,700	4,000	13,541	3,060
Kelly Rd	San Carlos Blvd-Pine Ridge Rd	0.50	2	17,700	2,200	8,921	1,109
Lakeview Dr	2nd St-Joel Blvd	1.34	2	17,700	1,100	23,718	1,474
Lakewood Blvd	Gladiolus Dr-Summerlin Rd	0.86	2	17,700	2,100	15,151	1,798
Laurel Dr	Busness 41-Hart Rd	1.92	2	17,700	6,900	33,949	13,234
Lee Rd	San Carlos Blvd-Alico Rd	1.56	2	17,700	7,500	27,559	11,678
Leetana Rd	Pritchett Pkwy-Rich Rd	2.51	2	17,700	1,100	44,356	2,757
Littleton Rd	NE 24th Av-Corbett Rd	0.29	2	17,700	6,100	5,098	1,757
Littleton Rd	Corbett Rd-US 41	1.22	2	17,700	8,700	21,612	10,623
Littleton Rd	US 41-Bus 41	0.66	2	17,700	7,300	11,700	4,825
Luckett Rd	I-75-Country Lakes Dr	0.42	2	17,700	5,000	7,399	2,090
Luckett Rd	Country Lakes Dr-Angus Ln	0.19	2	17,700	2,100	3,310	393
Marsh Ave	Ballard Rd-Palm Beach Blvd	1.04	2	17,700	2,800	18,320	2,898
Matanzas Rd	Gary Rd-Sanibel Blvd	0.52	2	17,700	2,100	9,222	1,094
Matanzas Rd	Sanibel Blvd-San Carlos Blvd	0.18	2	17,700	2,100	3,221	382
Matanzas Rd	San Carlos Blvd-Oriole Rd	1.02	2	17,700	2,100	18,089	2,146
Mcarthur Blvd	Milwaukee Blvd-Grant Blvd	0.89	2	17,700	1,100	15,718	977
Mcarthur Blvd	Grant Blvd-Eisenhower Blvd	0.34	2	17,700	1,100	6,036	375
Mcarthur Blvd	Eisenhower Blvd-Sentinela Blvd	1.36	2	17,700	1,100	24,019	1,493
Mellow Dr	Slater Rd-Barbie Ln	1.63	2	17,700	1,100	28,851	1,793
Mcarthur Blvd	Sentinela Blvd-2nd St	0.58	2	17,700	1,100	10,266	638
Miami Blvd	Tangelo Blvd-Pineapple Rd	0.15	2	17,700	2,100	2,673	317
Miami Blvd	Pineapple Rd-San Carlos Pkwy	0.78	2	17,700	2,100	13,806	1,638
Milwaukee Blvd	Alabama Rd-Homestead Rd	2.28	2	17,700	2,500	40,356	5,700
Milwaukee Blvd	Homestead Rd-Bell Blvd	1.30	2	17,700	2,700	23,010	3,510
Milwaukee Blvd	Bell Blvd-Columbus Blvd	2.10	2	17,700	2,300	37,170	4,830
Moody Rd	Hancock Bridge Pkwy-Pondella Rd	0.52	2	17,700	3,500	9,257	1,831
Moody Rd	Skyline Dr-Hancock Bridge Pkwy	0.50	2	17,700	2,100	8,762	1,040
Moore Ave	Sentinela Blvd-E 2nd St	0.64	2	17,700	700	11,257	445
Moore Ave	E 2nd St-E 10th St	2.01	2	17,700	1,100	35,595	2,212
Moore Ave	E 10th St-E 12th St	0.52	2	17,700	1,100	9,204	572
Moore Ave	E 12th St-E 14th St	0.53	2	17,700	1,100	9,434	586

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Moore Ave	E 14th St-E 21St St	1.72	2	17,700	1,100	30,409	1,890
N Airport Rd	S Cleveland Av-N Airport Rd	0.33	2	17,700	5,400	5,894	1,798
Nalle Grade Rd	Slater Rd-Nalle Rd	3.01	2	17,700	1,300	53,224	3,909
Nalle Rd	Bayshore Rd-Nalle Grade Rd	2.78	2	17,700	2,500	49,206	6,950
Neal Rd	Buckingham Rd-Orange River Blvd	2.81	2	17,700	2,100	49,755	5,903
New Post Rd	End of Pavement-Bayshore Rd	0.76	2	17,700	2,100	13,487	1,600
Nimitz Blvd	SR 82-Meadow Rd	0.06	2	17,700	1,100	1,009	63
Nimitz Blvd	Meadow Rd-Roswell Av	0.11	2	17,700	1,100	1,876	117
Nimitz Blvd	Roswell Av-Millcreek St	0.08	2	17,700	1,100	1,416	88
Nimitz Blvd	Millcreek St-Homestead Rd S	0.25	2	17,700	1,100	4,496	279
Nimitz Blvd	Homestead Blvd-Bell Blvd	1.00	2	17,700	1,100	17,682	1,099
Nimitz Blvd	Bell Blvd-Eisenhower Blvd	1.13	2	17,700	1,100	20,036	1,245
Nimitz Blvd	Eisenhower Blvd-Columbus Blvd	0.92	2	17,700	1,100	16,302	1,013
Nimitz Blvd	Columbus Blvd-Hendry Co Line	0.44	2	17,700	1,100	7,823	486
Old Olga Rd	Palm Beach Blvd-Palm Beach Blvd	2.58	2	17,700	2,000	45,719	5,166
Orange Grove Blvd	Birkdale Ave-Hancock Bridge Pkwy	1.05	4	39,800	8,900	41,591	9,301
Orange Grove Blvd	Hancock Bridge Pkwy-Pondella Rd	1.02	4	39,800	11,200	40,596	11,424
Orange River Blvd	Palm Beach Blvd-Staley Rd	1.48	2	17,700	9,400	26,143	13,884
Orange River Blvd	Staley Rd-Buckingham Rd	2.75	2	17,700	8,500	48,746	23,409
Oriole Rd	End of Pavement-Alico Rd	1.04	2	17,700	2,300	18,373	2,387
Overlook Dr	Brentwood Rd S-Cypress Lake Dr	0.94	2	17,700	2,100	16,603	1,970
Palm Ave	Hancock Bridge Pkwy-Pondella Rd	0.42	2	17,700	2,100	7,416	880
Palomino Rd	Daniels Pkwy-Penzance Blvd	1.51	2	17,700	5,000	26,692	7,540
Panther Ln	Myerlee CC Blvd-Cypress Lake Dr	0.49	2	17,700	2,100	8,726	1,035
Park Meadows Dr	Summerlin Rd-Cleveland Ave	0.75	2	17,700	3,600	13,187	2,682
Parkdale Blvd	SR 82-Homestead Rd	1.60	2	17,700	1,100	28,373	1,763
Penzance Blvd	Caisson Ln-Palomino Ln	1.12	2	17,700	2,100	19,824	2,352
Penzance Blvd	Ranchette Rd-Six Mile Cypress Pkwy	0.82	2	17,700	2,600	14,461	2,124
Penzance Blvd	Plantation Rd-Ranchette Rd	0.39	2	17,700	2,600	6,815	1,001
Phlox Dr	San Carlos Blvd-Sanibel Blvd	0.18	2	17,700	2,100	3,221	382
Phlox Dr	Sanibel Blvd-Cypress Dr	0.42	2	17,700	2,100	7,434	882
Phlox Dr	Cypress Dr-New Jersey Blvd	0.46	2	17,700	2,100	8,177	970
Pine Ridge Rd	San Carlos Blvd-Summerlin Rd	0.91	2	17,700	11,100	16,178	10,145
Pine Ridge Rd	Summerlin Rd-Kelly Rd	1.02	2	17,700	5,000	18,001	5,085
Pine Ridge Rd	Kelly Rd-Gladiolus Dr	0.63	2	17,700	6,700	11,098	4,201
Pine Ridge Rd	Gladiolus Dr-McGregor Blvd	0.42	2	17,700	6,700	7,452	2,821
Pineapple Rd	Miami Blvd-Three Oaks Pkwy	0.65	2	17,700	2,100	11,470	1,361
Plantation Rd	Six Mile Cypress Blvd-Daniels Pkwy	1.17	2	17,700	5,500	20,674	6,424
Plantation Rd	Daniels Pkwy-Idlewild St	2.49	2	17,700	13,600	44,073	33,864
Playa Del Sol Blvd	US 41-DeNavarra Pkwy	0.53	4	39,800	2,100	21,094	1,113
Prichette Pkwy	Bayshore Rd-Rich Rd	2.62	2	17,700	1,800	46,392	4,718
Ranchette Rd	Penzance Blvd-Ranchette Rd	0.85	2	17,700	1,800	15,045	1,530
Rich Rd	Slater Rd-Pritchett Pkwy	1.60	2	17,700	1,100	28,232	1,755
Richmond Ave N	E Bougainvillea Rd-Leeland Hts Bvd E	0.05	2	17,700	1,100	920	57
Richmond Ave N	E Jasmine Rd-Schoolside Dr	0.10	2	17,700	1,100	1,699	106
Richmond Ave N	Schoolside Dr-E 3rd St	0.19	2	17,700	1,100	3,381	210
Richmond Ave N	E 3rd St -E 4th St	0.25	2	17,700	1,100	4,390	273
Richmond Ave N	E 4th St-E 5th St	0.27	2	17,700	1,100	4,832	300
Richmond Ave N	E 5th St-E 6th St	0.25	2	17,700	1,100	4,372	272

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Richmond Ave N	E 6th St-E 7th St	0.25	2	17,700	1,100	4,372	272
Richmond Ave N	E 7th St-E 8th St	0.25	2	17,700	1,100	4,443	276
Richmond Ave N	E 8th St-E 9th St	0.25	2	17,700	1,800	4,354	443
Richmond Ave N	E 9th St-E 10th St	0.25	2	17,700	1,800	4,372	445
Richmond Ave N	E 10th St-E 11th St	0.25	2	17,700	1,600	4,372	395
Richmond Ave N	E 11th St-E 12th St	0.27	2	17,700	1,500	4,691	398
Richmond Ave N	W 12th St-E 14th St	0.54	2	17,700	1,400	9,540	755
Richmond Ave N	E 14th St-Greenbriar Blvd	1.89	2	17,700	1,100	33,488	2,081
River Ranch Rd	Williams Rd-Corkscrew Rd	0.75	2	17,700	2,300	13,310	1,730
San Carlos Blvd	S Tamiami Trl-Three Oaks Pkwy	2.38	2	17,700	4,300	42,073	10,221
Sandy Ln	Corkscrew Rd-Broadway Ave	0.73	2	17,700	2,100	12,956	1,537
Sanibel Blvd	S Tamiami Trl-Cypress Dr	1.11	2	17,700	12,200	19,647	13,542
Sanibel Blvd	Cypress Dr-Lee Rd	0.11	2	17,700	2,100	1,859	221
Sentinela Blvd	Bell Blvd-Mcarthur Ave	1.03	2	17,700	1,100	18,213	1,132
Sentinela Blvd	Mcarthur Ave-Grant Blvd	0.53	2	17,700	1,100	9,399	584
Sentinela Blvd	Grant Blvd-Moore Ave	0.53	2	17,700	1,100	9,399	584
Sentinela Blvd	Moore Ave-Hendry Co Line	0.41	2	17,700	1,400	7,204	570
Shell Point Blvd	McGregor Blvd-David Dr	1.64	2	17,700	5,400	28,957	8,834
Skyline Dr	Hancock Br-Moody Rd	0.74	2	17,700	2,100	13,169	1,562
Skyline Dr	Moody Rd-Overiver Dr	0.23	2	17,700	2,100	3,983	473
Slater Rd	Rich Rd-Nalle Grade Rd	0.88	2	17,700	1,600	15,629	1,413
South Pointe Blvd	Cypress Lake Dr-College Pkwy	0.80	2	17,700	12,800	14,195	10,266
Staley Rd	Luckett Rd-Tice St	1.00	2	17,700	2,100	17,682	2,098
Staley Rd	Tice St-Orange River Blvd	0.57	2	17,700	4,300	10,107	2,455
Stringfellow Rd	York Rd-Berkshire Rd	5.52	2	17,700	4,700	97,739	25,953
Sunniland Blvd	Lee Blvd-12th St W	0.50	2	17,700	2,100	8,779	1,042
Sunniland Blvd	12th St W-Park Ave	1.60	2	17,700	2,100	28,391	3,368
Sunrise Blvd	S Cleveland Av-Austin St	0.08	2	17,700	2,100	1,381	164
Sunrise Blvd	Austin St-Beacon St	0.15	2	17,700	2,100	2,726	323
Sunrise Blvd	Beacon St-Chatham St	0.07	2	17,700	2,100	1,168	139
Sunrise Blvd	Chatham St-Fordham St	0.67	2	17,700	2,100	11,771	1,397
Sunrise Blvd - Lehigh	Bell Blvd-Thorton Ave	0.52	2	17,700	1,100	9,116	567
Sunshine Blvd	SR 82-SW 23rd St	1.77	2	17,700	3,500	31,329	6,195
Sunshine Blvd	SW 23rd St -Lee Blvd	1.82	2	17,700	7,800	32,214	14,196
Sunshine Blvd	Lee Blvd-W 12th St	0.58	2	17,700	13,300	10,248	7,701
Sunshine Blvd	W 12th St-Rena Ln	1.02	2	17,700	6,100	18,054	6,222
Thornton Rd	Iona Rd-Red Poinciana Dr	0.23	2	17,700	2,100	4,036	479
Thornton Rd	Red Poinciana Dr-Live Oak Dr	0.05	2	17,700	2,100	956	113
Thornton Rd	Live Oak Dr-Palm Dr	0.08	2	17,700	2,100	1,469	174
Tice St	Palm Beach Blvd-Ortiz Ave	0.63	2	17,700	3,000	11,098	1,881
Tice St	Ortiz Ave-I-75	0.80	2	17,700	2,800	14,231	2,251
Tice St	I-75-Staley Rd	1.45	2	17,700	2,100	25,612	3,039
Vanderbilt Dr	Wiggins Pass Rd-Bonita Beach Rd	0.98	2	17,700	6,000	17,346	5,880
Via Coconut Pointe	Coconut Rd-Williams Rd	1.53	4	39,800	6,300	60,735	9,614
Via Coconut Pointe	Williams Rd-Corkscrew Rd	0.82	4	39,800	3,300	32,636	2,706
W 6th St	Williams Ave-Richmond Ave	1.30	2	17,700	3,600	23,010	4,680
W 12th St	Sunshine Blvd-Williams Ave	1.16	2	17,700	2,200	20,461	2,543
W 12th St	Williams Ave-Richmond Ave	1.32	2	17,700	1,900	23,364	2,508
W 12th St	Richmond Ave-Joel Blvd	1.68	2	17,700	1,100	29,648	1,843

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
W 14th St	Williams Ave-Richmond Ave	1.29	2	17,700	1,200	22,833	1,548
Whiskey Creek Dr	College Pkwy-McGregor Blvd	1.78	2	17,700	8,000	31,435	14,208
Williams Ave	Williams Av-W 5th St	0.18	2	17,700	1,100	3,239	201
Williams Ave	W 5th St-6th St	0.25	2	17,700	1,100	4,354	271
Williams Ave	6th St-12th St	1.50	2	17,700	15,700	26,497	23,503
Williams Ave	12th St-18th St	1.52	2	17,700	1,100	26,939	1,674
Williams Rd	W Bay Blvd-S Tamiami Trl	1.06	2	17,700	2,100	18,762	2,226
Williams Rd	S Tamiami Trl-River Ranch Rd	1.04	2	17,700	3,400	18,443	3,543
Williams Rd	River Ranch Rd-Three Oaks Pkwy	0.39	2	17,700	2,000	6,938	784
Winkler Rd	Winkler Rd-Summerlin Rd	2.14	2	17,700	10,800	37,860	23,101
Woodland Blvd	Cleveland Ave-Chatham St	0.25	2	17,700	7,300	4,496	1,854
Woodland Blvd	Chatham St-Fordham St	0.67	2	17,700	3,600	11,824	2,405
Subtotal, Lee County Collectors		260.83				4,847,992	967,168
Ballard Rd	Santa Lucia-Marsh Ave	0.75	2	17,700	4,000	13,310	3,008
Ballard Rd	Marsh Ave-Ortiz Ave	1.00	2	17,700	4,000	17,753	4,012
Braman Ave	McGregor-US 41	0.75	2	17,700	1,100	13,187	820
Challenger Blvd	Winkler Ave Ext-Ortiz Ave	0.48	4	39,800	1,900	18,945	904
Edison Ave Ft Myers	US 41-Jackson St	0.38	2	17,700	5,500	6,744	2,096
Edison Ave Ft Myers	Jackson St-Fowler Street	0.25	2	17,700	6,700	4,496	1,702
Edison Ave Ft Myers	Fowler Street-Ford St	0.87	2	17,700	6,700	15,417	5,836
Edison Ave Ft Myers	Ford St-Rockfill Rd	1.12	2	17,700	3,300	19,824	3,696
First St	US 41-Fowler St	0.24	2	17,700	4,000	4,213	952
Ford St	Edison Avenue-Dr ML King	0.50	2	17,700	6,100	8,850	3,050
Ford St	Hanson St-Edison Avenue	0.75	2	17,700	6,300	13,187	4,694
Ford St (Ext)	Colonial Blvd-Winkler	0.49	2	17,700	2,700	8,602	1,312
Forum Blvd	Colonial Blvd-State Road 82	1.29	4	39,800	5,100	51,342	6,579
Hanson St	Magnolia St-Cleveland Ave	0.50	2	17,700	2,100	8,797	1,044
Hanson St	Cleveland Ave-Broadway	0.25	2	17,700	5,900	4,407	1,469
Hanson St	Broadway-Fowler St	0.38	2	17,700	6,700	6,638	2,513
Hanson St	Metro Pkwy-Ford St	0.25	2	17,700	2,100	4,390	521
Hanson St	Ford St-Palmetto Ave	0.66	2	17,700	2,100	11,594	1,376
Henderson Ave	Jeffcott St-M.L.K.	0.99	2	17,700	2,100	17,505	2,077
Henderson Ave	M.L.K.-Michigan Ave	0.50	2	17,700	2,100	8,779	1,042
Hill Ave	McGregor Blvd-US 41	0.83	2	17,700	2,000	14,691	1,660
Luckett Rd	Nuna Av-Ortiz Ave	0.38	2	17,700	2,100	6,673	792
Maple Dr	Summerlin Rd-US 41	0.76	2	17,700	2,100	13,434	1,594
Marsh Ave	Michigan Linkk Ave-Ballard Rd	0.33	2	17,700	2,100	5,770	685
Marsh Ave	Palm Beach Blvd-Edgewood Av	0.21	2	17,700	2,800	3,788	599
McGregor Blvd	Colonial-Braman Ave	1.65		59,900	20,000	98,835	33,000
McGregor Blvd	Braman Ave-Cleveland Ave	1.71	2	17,700	18,000	30,267	30,780
Michigan Ave	Seaboard St-V. Shoemaker Ave	0.92	2	17,700	3,300	16,213	3,023
Michigan Ave	V. Shoemaker Ave-Marsh Ave	0.75	2	17,700	7,400	13,204	5,520
Michigan Ave	Marsh Ave-MLK Blvd	0.48	2	17,700	7,800	8,549	3,767
Veronica Shoemaker	Colonial Blvd-MLK Blvd	3.03	4	39,800	6,300	120,435	19,064
Veronica Shoemaker	MLK Blvd-Michigan Ave	0.50	4	39,800	9,500	19,701	4,703
Veronica Shoemaker	Michigan Ave-Palm Beach Blvd	0.86	2	17,700	5,700	15,151	4,879
Solomon Blvd	Colonial Blvd-Winkler Ave	0.50	2	17,700	8,400	8,850	4,200
Solomon Blvd	Winkler Ave-Broadway Blvd	0.27	2	17,700	8,400	4,708	2,234

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Winkler Ave	McGregor Blvd-US 41	0.97	2	17,700	700	17,222	681
Winkler Ave	US 41-Solomon Blvd	0.30	4	39,800	14,200	11,781	4,203
Winkler Ave	Solomon Blvd-Fowler St	0.32	4	39,800	19,800	12,895	6,415
Winkler Ave Ext	Fowler St-Metro Pkwy	0.70	4	39,800	22,800	27,820	15,937
Winkler Ave Ext	Metro Pkwy-V. Shoemaker Blvd	0.67	4	39,800	23,000	26,785	15,479
Winkler Ave Ext	V. Shoemaker Blvd-Colonial Blvd	1.29	4	39,800	23,300	51,461	30,127
Winkler Ave Ext	Colonial Blvd-Challenger Blvd	0.48	4	39,800	4,800	18,905	2,280
Winkler Ave Ext	Challenger Bvd-Six Mi. Cypress Pky	0.78	4	39,800	4,800	31,163	3,758
Subtotal, Fort Myers Arterials and Collectors		31.04				836,281	244,083
Academy Blvd	SE 32nd St-Archer Pkwy	0.55	2	17,700	*2,106*	9,753	1,160
Academy Blvd	Veterans Pkwy-Nicholas Pkwy	1.73	2	17,700	3,159	30,692	5,478
Agualinda Blvd	El Dorado Pkwy-Cape Coral Pkwy	0.93	2	17,700	1,872	16,514	1,747
Agualinda Blvd	Cape Coral Pkwy-Beach Pkwy	0.75	4	39,800	4,680	29,810	3,505
Agualinda Blvd	Beach Pkwy-Savona Pkwy	0.70	4	39,800	3,393	28,019	2,389
Andalusia Blvd	Jacaranda Pkwy-Voginatis Pkwy	1.03	4	39,800	1,404	40,994	1,446
Andalusia Blvd	Voginatis Pkwy-Durden Pkwy	1.01	4	39,800	*702*	40,278	710
Andalusia Blvd	Pine Island Rd-Tropicana Pkwy	0.33	4	39,800	6,435	13,253	2,143
Andalusia Blvd	Tropicana Pkwy-Diplomat Pkwy	1.22	4	39,800	4,680	48,397	5,691
Andalusia Blvd	Diplomat Pkwy-Kismet	0.94	4	39,800	4,914	37,293	4,604
Archer Pkwy E	Country Club Blvd-SE 26th Ter	0.44	2	17,700	2,808	7,823	1,241
Archer Pkwy W	SE 26th Ter-Academy Blvd	0.46	2	17,700	1,872	8,054	852
Archer Pkwy W	Academy Blvd-Country Club Blvd	0.18	2	17,700	1,872	3,204	339
Averill Blvd	Jacaranda Pkwy-Gator Cir	0.53	4	39,800	4,329	20,895	2,273
Beach Pkwy	Del Prado Blvd-SE 20 Pl	0.71	2	17,700	*2,106*	12,638	1,504
Beach Pkwy W	Surfside Blvd-Sands Blvd	0.41	4	39,800	1,521	16,318	624
Beach Pkwy W	Sands Blvd-Oasis Blvd	0.46	4	39,800	1,989	18,149	907
Beach Pkwy W	Oasis Blvd-Agualinda Blvd	0.42	4	39,800	5,733	16,676	2,402
Beach Pkwy W	Aguilina Pblvd-Chiquita Blvd	0.66	4	39,800	*4,446*	26,308	2,939
Bolado Pkwy	Del Prado Blvd-SE 20 Ct	0.60	2	17,700	*2,106*	10,532	1,253
Cape Coral Pkwy W	Sands Blvd-Aguilinda Blvd	0.88	4	39,800	3,627	35,183	3,206
Cape Coral Pkwy W	Aguilinda Blvd-Chiquita Blvd	0.65	4	39,800	9,711	25,711	6,273
Cape Coral Pkwy W	Chiquita Blvd-Skyline Blvd	0.99	6	59,900	24,687	59,181	24,391
Cape Coral Pkwy W	Skyline Blvd-Pelican Blvd	0.50	6	59,900	30,069	30,190	15,155
Cape Coral Pkwy W	Pelican Blvd-Santa Barbara Blvd	0.51	6	59,900	35,802	30,309	18,116
Cape Coral Pkwy E	Santa Barbara Blvd-Palm Tree Blvd	0.51	6	59,900	46,215	30,369	23,431
Cape Coral Pkwy E	Palm Tree Blvd-Coronado Pkwy	0.49	6	59,900	42,939	29,471	21,126
Cape Coral Pkwy E	Coronado Pkwy-Leonard	0.88	4	39,800	35,217	34,984	30,956
Cape Coral Pkwy E	Leonard-Del Prado	0.88	4	39,800	33,228	34,984	29,207
Ceitus Pkwy	Old Burnt Store Rd-Burnt Store Rd	1.07	4	39,800	1,404	42,586	1,502
Ceitus Pkwy	Burnt Store Rd-El Dorado Blvd	0.90	4	39,800	1,989	35,621	1,780
Chiquita Blvd	SW 58 Terrace-El Dorado Pkwy	0.44	2	17,700	*1,053*	7,806	464
Chiquita Blvd	El Dorado Pkwy-Cape Coral Pkwy	0.93	4	39,800	7,137	36,855	6,609
Chiquita Blvd	Cape Coral Pkwy-Beach Pkwy	0.73	4	39,800	15,795	29,094	11,546
Chiquita Blvd	Beach Pkwy-Mohawk Pkwy	0.29	4	39,800	16,263	11,701	4,781
Chiquita Blvd	Mohawk Pkwy-Savona Pkwy	0.41	4	39,800	17,082	16,437	7,055
Chiquita Blvd	Savona Pkwy-Gleason Pkwy	0.60	4	39,800	17,784	24,039	10,742
Chiquita Blvd	Gleason Pkwy-Veterans Pkwy	0.99	4	39,800	18,837	39,482	18,686
Chiquita Blvd	Veterans Pkwy-Trafalgar Pkwy	1.09	4	39,800	14,508	43,422	15,828

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Chiquita Blvd	Trafalgar Pkwy-Pine Island Rd	1.08	4	39,800	15,210	43,103	16,472
Chiquita Blvd	Pine Island Rd-Embers Pkwy	0.92	4	39,800	9,711	36,536	8,915
Chiquita Blvd	Embers Pkwy-Tropicana Pkwy	1.00	4	39,800	9,477	39,800	9,477
Chiquita Blvd	Tropicana Pkwy-Diplomat Pkwy	1.04	4	39,800	6,786	41,392	7,057
Chiquita Blvd	Diplomat Pkwy-Kismet Pkwy	1.00	4	39,800	4,797	39,800	4,797
Chiquita Blvd	Kismet Parkway-Jacaranda Pkwy	1.00	2	17,700	1,053	17,700	1,053
Cornwallis Pkwy	Del Prado Blvd-SE 22nd Ter	0.90	2	17,700	*2,106*	15,842	1,885
Coronado Pkwy	El Dorado Pkwy-Cape Coral Pkwy	0.66	2	17,700	10,179	11,594	6,667
Coronado Pkwy	Cape Coral Pkwy-Vincennes Blvd	0.85	2	17,700	9,945	14,974	8,413
Coronado Pkwy	Vincennes Blvd-Del Prado Blvd	0.65	2	17,700	10,530	11,470	6,823
Country Club Blvd	Palm Tree Blvd-Wildwood Pkwy	1.88	4	39,800	6,084	74,943	11,456
Country Club Blvd	Wildwood Pkwy-Archer Pkwy	1.09	4	39,800	12,402	43,183	13,456
Country Club Blvd	Archer Pkwy-Veterans Pkwy	0.35	4	39,800	14,508	14,010	5,107
Country Club Blvd	Veterans Blvd-Nicholas Pkwy	1.66	4	39,800	16,263	66,108	27,013
Country Club Blvd	Nicholas Pkwy-SE 9th Ln	0.25	4	39,800	15,678	10,030	3,951
Country Club Blvd	SE 9th Ln-Viscaya Pkwy	0.35	4	39,800	15,678	13,850	5,456
Cultural Park Blvd N	Nicholas Pkwy-SE 4th Terr	1.00	4	39,800	9,009	39,720	8,991
Cultural Park Blvd N	SE 4th Terr-Hancock Bridge Pkwy	0.55	4	39,800	10,296	21,850	5,653
Cultural Park Blvd N	Hancock Bridge Pkwy-Pine Is. Rd	0.47	4	39,800	6,552	18,786	3,093
De Navarra Pkwy	Gator Cir-Garden Blvd	1.21	4	39,800	2,223	48,158	2,690
De Navarra Pkwy	Garden Blvd-city limit	1.66	4	39,800		66,068	0
Del Prado Blvd S	El Dorado Pkwy-Miramar St	0.59	2	17,700	*4,212*	10,355	2,464
Del Prado Blvd S	Miramar St-Cape Coral Pkwy	0.12	2	17,700	4,797	2,159	585
Del Prado Blvd S	Cape Coral Pkwy-Coronado Pkwy	1.00	6	59,900		59,900	0
Del Prado Blvd S	Coronado Pkwy-Veterans Pkwy	2.10	6	59,900		125,790	0
Del Prado Blvd S	Veterans Pkwy-Pine Island	4.20	6	59,900		251,580	0
Del Prado Blvd N	NE Pine Island Rd-NE 9th St	0.05	6	59,900	19,071	3,115	992
Del Prado Blvd N	NE 9th St-Diplomat Pkwy	0.99	6	59,900	19,071	59,301	18,880
Del Prado Blvd N	Diplomat Pkky-Kismet Pkwy	0.93	6	59,900	15,327	55,827	14,285
Del Prado Blvd N	Kismet Pkwy-Averill Blvd	1.21	4	39,800	14,742	48,317	17,897
Del Prado Blvd N	Averill Blvd-De Navarra Pkwy	1.67	4	39,800	11,934	66,466	19,930
Del Prado Blvd N	De Navarra Pkwy-US 41	0.56	4	39,800	13,572	22,248	7,587
Diplomat Pkwy W	Burnt Store Rd-El Dorado Blvd	1.02	4	39,800	1,872	40,437	1,902
Diplomat Pkwy W	El Dorado Blvd-Chiquita Blvd	1.10	4	39,800	2,925	43,899	3,226
Diplomat Pkwy W	Chiquita Blvd-Nelson Rd	1.01	4	39,800	5,382	40,158	5,430
Diplomat Pkwy W	Nelson Rd-Santa Barbara Blvd	0.99	4	39,800	5,850	39,521	5,809
Diplomat Pkwy E	Santa Barbara Blvd-Andalusia Blvd	1.05	4	39,800	7,371	41,750	7,732
Diplomat Pkwy E	Andalusia Blvd-Del Prado Blvd	0.94	4	39,800	9,594	37,412	9,018
Diplomat Pkwy E	Del Prado Blvd-NE 24th Ave	1.04	4	39,800	6,435	41,193	6,660
Diplomat Pkwy E	NE 24th Ave-Corbett Rd	0.48	4	39,800	6,786	19,064	3,250
Diplomat Pkwy E	Corbett Rd-N Cleveland Av	1.16	4	39,800	*6,786*	46,287	7,892
El Dorado Blvd N	Embers Pkwy-Tropicana Pkwy	1.02	4	39,800	3,042	40,755	3,115
El Dorado Blvd N	Tropicana Pkwy-Diplomat Pkwy	0.74	4	39,800	2,691	29,333	1,983
El Dorado Blvd N	Diplomat Pkwy-Van Buren Pkwy	0.83	4	39,800	2,340	33,153	1,949
El Dorado Blvd N	Van Buren Pkwy-Kismet Pkwy	0.46	4	39,800	*1,989*	18,427	921
El Dorado Blvd N	Kismet Pkwy-Jacaranda Pkwy	0.99	4	39,800	*1,638*	39,283	1,617
El Dorado Blvd S	Embers Pkwy-Ceitus Pkwy	0.77	4	39,800	1,755	30,487	1,344
El Dorado Pkwy W	Sands Blvd-Aguilinda Blvd	0.88	2	17,700	*1,521*	15,558	1,337
El Dorado Pkwy W	Aguilinda Blvd-Chiquita Blvd	0.66	2	17,700	3,042	11,682	2,008

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
El Dorado Pkwy W	Chiquita Blvd-Canal	0.25	2	17,700	*585*	4,425	146
El Dorado Pkwy W	Canal-SW 12th Ave	0.13	2	17,700	1,287	2,336	170
El Dorado Pkwy W	SW 12th Ave-Skyline Blvd	0.58	2	17,700	1,287	10,248	745
El Dorado Pkwy W	Skyline Blvd-Pelican Blvd	0.50	2	17,700	1,287	8,762	637
El Dorado Pkwy W	Pelican Blvd-Canal	0.40	2	17,700	*702*	7,151	284
El Dorado Pkwy E	Bayside Ct-Coronado Pkwy	1.08	2	17,700	*1,755*	19,116	1,895
El Dorado Pkwy E	Coronado Pkwy-Del Prado Blvd	0.65	2	17,700	3,510	11,576	2,296
Embers Pkwy W	Old Burnt Store Rd-Burnt Store Rd	0.98	2	17,700	1,755	17,381	1,723
Embers Pkwy W	Burnt Store Road-El Dorado Blvd	1.01	4	39,800	2,457	40,357	2,491
Embers Pkwy	El Dorado Blvd-Chiquita Blvd	1.01	4	39,800	7,020	40,278	7,104
Embers Pkwy	Chiquita Blvd-Nelson Rd	1.01	4	39,800	8,073	40,278	8,170
Everest Pkwy	SE 26th St-Del Prado Blvd	0.73	2	17,700	936	12,921	683
Everest Pkwy	Veterans Pkwy-Cape Coral Shore	1.46	2	17,700	2,691	25,895	3,937
Four Mile Cove Pkwy	Del Prado Blvd-SE 21St Court	0.13	4	39,800	3,510	5,214	460
Gator Circle Blvd	De Navarra-Ramsey Blvd	1.03	4	39,800	1,404	40,994	1,446
Gator Circle Blvd	Ramsey Blvd-Averill Blvd	2.14	4	39,800	1,404	85,172	3,005
Gator Circle Blvd	Averill Blvd-De Navarra	0.80	4	39,800	2,340	31,880	1,874
Gleason Pkwy	Surfside Blvd-SW 26th Ave	0.76	2	17,700	1,404	13,434	1,066
Gleason Pkwy	SW 26th Ave-Chiquita Blvd	1.01	2	17,700	4,212	17,877	4,254
Gleason Pkwy	Chiquita Blvd-Skyline Blvd	0.99	4	39,800	5,967	39,521	5,925
Gleason Pkwy	Skyline Blvd-Pelican Blvd	0.52	4	39,800	6,552	20,656	3,400
Gleason Pkwy	Pelican Blvd-Santa Barbara Blvd	0.52	4	39,800	9,594	20,696	4,989
Hancock Creek S Blvd	Pondella Rd-NE Pine Island Rd	0.59	4	39,800	2,574	23,402	1,514
Hancock Bridge Pkwy	Pine Island Rd-Santa Barbara Blvd	0.28	4	39,800	9,477	10,945	2,606
Hancock Bridge Pkwy	Santa Barbara Blvd-Cultural Pk lvd	0.97	4	39,800	15,093	38,566	14,625
Hancock Bridge Pkwy	Cultural Park Blvd-Del Prado Blvd	1.09	4	39,800	16,029	43,302	17,440
Jacaranda Pkwy E	Santa Barbara Blvd-Andalusia Blvd	1.04	4	39,800	1,404	41,511	1,464
Jacaranda Pkwy E	Andalusia Blvd-Averill Blvd	1.01	4	39,800	1,170	40,198	1,182
Kamal Pkwy	Santa Barbara Blvd-Veterans Pkwy	0.79	2	17,700	1,638	14,001	1,296
Kismet Pkwy E	Santa Barbara Blvd-Andalusia Blvd	1.06	4	39,800	6,786	42,268	7,207
Kismet Pkwy E	Andalusia Blvd-Del Prado Blvd	0.92	4	39,800	8,892	36,735	8,207
Kismet Pkwy E	Del Prado Blvd-NE 24th Ave	1.06	4	39,800	5,382	42,108	5,694
Kismet Pkwy W	El Dorado Blvd-Chiquita Blvd	1.01	4	39,800	2,340	40,238	2,366
Kismet Pkwy W	Chiquita Blvd-Nelson Rd	1.00	4	39,800	3,627	39,840	3,631
Kismet Pkwy W	Nelson Rd-Santa Barbara Blvd	0.99	4	39,800	5,148	39,362	5,091
Mohawk Pkwy	Chiquita Blvd-Skyline Blvd	0.99	4	39,800	4,680	39,521	4,647
Mohawk Pkwy	Skyline Blvd-Pelican Blvd	0.52	4	39,800	3,042	20,537	1,570
NE 24th Ave	NE Pine Island Rd-Diplomat Pkwy	0.50	4	39,800	4,095	19,940	2,052
NE 24th Ave	Diplomat Pkwy-Kismet Pkwy	0.93	4	39,800	3,276	36,855	3,034
Nelson Rd N	SW 4th Terr-Embers Pkwy	0.32	4	39,800	702	12,895	227
Nelson Rd N	Embers Pkwy-Tropicana Pkwy	1.05	4	39,800	4,914	41,631	5,140
Nelson Rd N	Tropicana Pkwy-Diplomat Blvd	1.04	4	39,800	4,680	41,273	4,853
Nelson Rd N	Diplomat Pkwy-Kismet Pkwy	1.01	4	39,800	1,755	40,039	1,766
Nicholas Pkwy E	Santa Barbara Blvd-Cultural Pk Blvd	0.97	4	39,800	14,742	38,407	14,226
Nicholas Pkwy E	Cultural Pk Blvd-Country Club Blvd	0.20	4	39,800	12,870	8,079	2,613
Nicholas Pkwy Nw	Santa Barbara Blvd-Pine Island Rd	1.35	4	39,800	8,658	53,571	11,654
Nicholas Pkwy Nw	Pine Island Rd-Nelson Rd	0.45	4	39,800	12,636	17,990	5,711
Oasis Blvd	Beach Pkwy-Surfside Blvd	1.89	2	17,700	2,925	33,453	5,528
Old Burnt Store Rd	Embers Pkwy-Tropicana Pkwy	1.03	4	39,800	*1,053*	40,994	1,085

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Old Burnt Store Rd	Tropicana Pkwy-Yucatan Pkwy	0.48	2	17,700	*1,053*	8,408	500
Old Burnt Store Rd	Yucatan Pkwy-Gulfstream Pkwy	0.55	2	17,700	*1,053*	9,664	575
Old Burnt Store Rd	Gulfstream Pkwy-Kismet Pkwy	1.02	4	39,800	*1,053*	40,596	1,074
Old Burnt Store Rd	Kismet Pkwy-Caloosa Pkwy	1.98	4	39,800	*1,053*	78,804	2,085
Old Burnt Store Rd	Caloosa Pkwy-Charlotte Co Line	1.78	4	39,800	*1,053*	70,764	1,872
Old Burnt Store Rd S	Ceitus Pkwy-Embers Pkwy	0.55	2	17,700	702	9,700	385
Palaco Grande Pkwy	Del Prado Blvd-SE 22nd Pl	0.85	2	17,700	*2,106*	15,010	1,786
Palm Tree Blvd	Cape Coral Pkwy-Country Club Blvd	0.26	2	17,700	7,956	4,514	2,029
Palm Tree Blvd	Country Club Blvd-Wildwood Pkwy	1.23	2	17,700	5,616	21,842	6,930
Pelican Blvd	El Dorado Pkwy-Cape Coral Pkwy	0.93	4	39,800	7,254	36,895	6,724
Pelican Blvd	Cape Coral Pkwy-Mohawk Pkwy	1.09	2	17,700	5,733	19,240	6,232
Pelican Blvd	Mohawk Pkwy-Gleason Pkwy	0.95	2	17,700	5,382	16,886	5,134
Rose Garden Rd	End of Pavement-El Dorado Pkwy	1.50	4	39,800	2,106	59,700	3,159
Sands Blvd	El Dorado Pkwy-Cape Coral Pkwy	0.93	2	17,700	1,755	16,514	1,637
Sands Blvd	Cape Coral Pkwy-Beach Pkwy	0.74	4	39,800	2,340	29,452	1,732
Santa Barbara Blvd	Cape Coral Pkwy-Gleason Pkwy	2.05	4	39,800	12,987	81,630	26,636
Santa Barbara Blvd	Gleason Pkwy-Kamal Pkwy	0.55	4	39,800	21,411	21,731	11,690
Santa Barbara Blvd	Kamal Pkwy-Veterans Pkwy	0.25	4	39,800	23,166	9,990	5,815
Santa Barbara Blvd	Veterans Pkwy-Trafalgar Pkwy	1.28	4	39,800	23,517	50,864	30,055
Santa Barbara Blvd	Trafalgar Pkwy-Nicholas Pkwy	0.68	4	39,800	23,634	26,945	16,000
Santa Barbara Blvd	Nicholas Pkwy-Hancock Bridge Pky	1.26	4	39,800	16,614	50,029	20,884
Santa Barbara Blvd	Hancock Bridge Pkwy-Pine Is. Rd	0.08	4	39,800	17,667	2,985	1,325
Santa Barbara Blvd	Pine Island Rd-Tropicana Pkwy	1.01	4	39,800	11,817	40,198	11,935
Santa Barbara Blvd	Tropicana Pkwy-Diplomat Pkwy	1.04	4	39,800	9,009	41,432	9,378
Santa Barbara Blvd	Diplomat Pkwy-Kismet Pkwy	0.96	4	39,800	5,031	38,367	4,850
Santa Barbara Blvd	Kismet Pkwy-Jacaranda Pkwy	1.05	4	39,800	3,861	41,949	4,069
Santa Barbara Blvd	Jacaranda Pkwy-Wilmington Pkwy	0.34	4	39,800	*1,872*	13,532	636
Savona Pkwy	Del Prado Blvd-SE 21 Pl	0.78	2	17,700	*2,106*	13,806	1,643
Savona Pkwy W	Aqualinda Blvd-Chiquita Blvd	0.66	4	39,800	3,627	26,427	2,408
SE 24th Ave	SE 13th St-Viscaya Pkwy	0.53	2	17,700	2,223	9,399	1,180
SE 24th Ave	Viscaya Pkwy-Hancock Bridge Pkwy	1.11	4	39,800	7,254	44,297	8,074
SE 26th St	Del Prado Blvd-Everest Pkwy	0.28	4	39,800	4,212	11,025	1,167
SE 47th Ter	Palm Tree Blvd-Coronado Pkwy	0.50	2	17,700	10,296	8,850	5,148
SE 47th Ter	Coronado Pkwy-Vincennes Blvd	0.48	2	17,700	7,839	8,514	3,771
SE 47th Ter	Vincennes Blvd-Del Prado Blvd	0.38	2	17,700	6,201	6,744	2,363
SE 47th Ter	Del Prado Blvd-SE 17th Pl	0.22	2	17,700	3,276	3,947	731
Shelby Pkwy	SE 26th Ter-Del Prado Blvd	0.72	2	17,700	2,106	12,744	1,516
Skyline Blvd	El Dorado Pkwy-Cape Coral Pkwy	0.93	2	17,700	6,435	16,461	5,985
Skyline Blvd	Cape Coral Pkwy-Mohawk Pkwy	1.07	4	39,800	12,285	42,506	13,120
Skyline Blvd	Mohawk Pkwy-Gleason Pkwy	0.98	4	39,800	15,444	39,123	15,181
Skyline Blvd	Gleason Pkwy-Veterans Pkwy	1.01	4	39,800	16,263	40,039	16,361
Skyline Blvd	Veterans Pkwy-Trafalgar Pkwy	1.09	4	39,800	12,402	43,462	13,543
Skyline Blvd	Trafalgar Pkwy-Pine Island Rd	1.43	4	39,800	9,711	56,874	13,877
Surfside Blvd	Beach Pkwy-Gleason Pkwy	1.28	4	39,800	2,223	50,785	2,837
Surfside Blvd	Gleason Pkwy-Veterans Pkwy	1.47	4	39,800	4,329	58,506	6,364
Surfside Blvd	Veterans Pkwy-Trafalgar Pkwy	1.05	4	39,800	1,521	41,909	1,602
SW 12th Ave	Rose Garden Rd-El Dorado Pkwy	0.28	4	39,800	*1,053*	11,064	293
SW 20th Ave	Gleason Pkwy Ext-Veterans Pkwy	0.99	2	17,700	4,563	17,452	4,499
SW 20th Ave	Veterans Pkwy-Trafalgar Pkwy	1.08	2	17,700	1,638	19,116	1,769

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
SW 20th Ave	Trafalgar Pkwy-Pine Island Road	1.02	2	17,700	1,638	18,054	1,671
Trafalgar Pkwy	Surfside Blvd-Chiquita Blvd	1.00	4	39,800	6,201	39,681	6,182
Trafalgar Pkwy	Chiquita Blvd-Skyline Blvd	0.98	4	39,800	6,084	39,044	5,968
Trafalgar Pkwy	Skyline Blvd-Santa Barbara Blvd	1.05	4	39,800	8,424	41,710	8,828
Tropicana Pkwy W	Old Burnt Store Rd-Burnt Store Rd	0.98	2	17,700	*1,053*	17,275	1,028
Tropicana Pkwy W	Burnt Store Rd-El Dorado Blvd	1.02	4	39,800	1,755	40,636	1,792
Tropicana Pkwy W	El Dorado Blvd-Chiquita Blvd	1.01	4	39,800	2,574	40,158	2,597
Tropicana Pkwy W	Chiquita Blvd-Nelson Rd	1.01	4	39,800	4,212	40,238	4,258
Tropicana Pkwy W	Nelson Rd-Santa Barbara Blvd	1.00	4	39,800	4,212	39,919	4,225
Tropicana Pkwy W	Santa Barbara Blvd-Andalusia	1.10	4	39,800	2,340	43,780	2,574
Van Buren Pkwy	Burnt Store Rd-El Dorado Blvd	1.01	4	39,800	1,989	40,238	2,011
Vincennes Blvd	Cape Coral Parkway-SE 46th St	0.29	2	17,700	3,978	5,062	1,138
Vincennes Blvd	SE 46th St-Coronado Pkwy	0.26	2	17,700	2,340	4,655	615
Viscaya Pkwy	Country Club Blvd-Del Prado Blvd	0.55	4	39,800	17,199	21,850	9,442
Viscaya Pkwy	Del Prado Blvd-SE 24th Ave	1.03	4	39,800	11,817	40,795	12,112
Wildwood Pkwy	Palm Tree Blvd-Country Club Blvd	0.59	2	17,700	3,393	10,478	2,009
Wilmington Pkwy	Chiquita Blvd-Nelson Rd	1.15	4	39,800	*1,053*	45,571	1,206
Wilmington Pkwy	Nelson Rd-Santa Barbara Blvd	1.12	4	39,800	*1,053*	44,735	1,184
Subtotal, Cape Coral Arterials and Collectors		177.52				6,423,798	1,170,827
Arroyal Rd	Bonita Beach Rd-Pennsylvania Ave	0.49	2	17,700	4,700	8,726	2,317
Cockleshell Dr	Old US 41-Maddox Ln	0.92	2	17,700	2,100	16,302	1,934
Dean St	Old US 41-Matheson Ave	0.50	2	17,700	2,100	8,832	1,048
Dean St	Matheson Ave-Imperial St	0.50	2	17,700	2,100	8,921	1,058
Hunters Ridge Blvd	Hunters Lake Ct-Bonita Beach Rd	1.01	2	17,700	2,100	17,806	2,113
Imperial Harbor Blvd	End of Pavement-Old US 41	0.59	2	17,700	2,100	10,390	1,233
Imperial Pkwy	Collier Co. Line -Bonita Beach Rd	1.18	4	39,800	17,900	46,964	21,122
Imperial Pkwy	Bonita Beach Rd-Strike Lane	3.00	4	39,800	21,300	119,400	63,900
Imperial Pkwy	Strike Lane-Coconut Rd	1.45	4	39,800	10,900	57,869	15,849
Matheson Ave	Dean St-Terry St	0.82	2	17,700	2,100	14,549	1,726
Morton Ave	Terry St-Cutting Horse Ln	1.01	2	17,700	2,100	17,948	2,129
North Carolina Dr	Williamsburg Dr-Southern Pines Dr	0.52	2	17,700	2,100	9,257	1,098
Old 41 Rd	Collier County Line-Bonita Beach Rd	1.19	2	17,700	13,500	21,010	16,025
Old 41 Rd	Bonita Beach Rd-West Terry St	0.99	2	17,700	16,100	17,576	15,987
Old 41 Rd	West Terry St-Imperial Harbor Blvd	1.21	4	39,800	24,900	48,158	30,129
Old 41 Rd	Imperial Harbor Blvd-Cockleshell Dr	0.10	4	39,800	18,100	3,940	1,792
Old 41 Rd	Cockleshell Dr-S Tamiami Trl	1.78	4	39,800	11,200	71,003	19,981
Pennsylvania Ave	Pennsylvania Ave-Old US 41	1.54	2	17,700	3,700	27,311	5,709
Spring Creek Dr	Saltfish St-Coconut Rd	1.45	2	17,700	2,300	25,718	3,342
W Terry St	US 41-Old 41	1.76	2	17,700	13,500	31,152	23,760
E Terry St	Old 41-Imperial Pkwy	1.02	4	39,800	13,900	40,596	14,178
E Terry St	Imperial Pkwy-Southern Pines Dr	0.47	2	17,700	13,900	8,319	6,533
E Terry St	Southern Pines Dr-Bonita Grande Dr	1.02	2	17,700	7,000	18,072	7,147
Windsor Rd	Gulf Harbor Ct-Bonita Beach Rd	0.49	2	17,700	2,100	8,585	1,019
Windsor Rd	Bonita Beach Rd-2nd Ave	0.29	2	17,700	2,100	5,133	609
Subtotal, Bonita Springs Arterials and Collectors		25.32				663,537	261,738
Causeway Blvd	Periwinkle Rd-Sanibel Causeway	1.18	2	17,700	15,912	20,904	18,792
Periwinkle Way	Tarpon Bay Rd-West Gulf Dr	1.41	2	17,700	13,221	25,010	18,681

Table 20 Continued

Roadway	Segment	Miles	Thru Lanes	Daily Cap.	Daily Trips	VMC	VMT
Periwinkle Way	West Gulf Dr-Causeway Blvd	1.31	2	17,700	17,433	23,169	22,820
Periwinkle Way	Causeway Blvd-SE End of Island	1.69	2	17,700	4,680	29,966	7,923
Sanibel-Captiva Rd	Clam Bayou Ln-Tarpon Bay Rd	7.37	2	17,700	10,530	130,502	77,638
Tarpon Bay Rd	West Gulf Dr-Periwinkle Way	0.83	2	17,700	*6,552*	14,656	5,425
Tarpon Bay Rd	Periwinkle Way-Sanibel Captiva Rd	0.30	2	17,700	*13,221*	5,328	3,980
West Gulf Dr	End of Pavement-Tarpon Bay Rd	3.31	2	17,700	*3,276*	58,552	10,837
West Gulf Dr	Tarpon Bay Rd-Periwinkle Way	2.19	2	17,700	*6,552*	38,745	14,342
Subtotal, Sanibel Arterials and Collectors		19.60				346,832	180,438
Estero Blvd	San Carlos Blvd-Bowditch Point	0.92	2	17,700	4,241	16,213	3,885
Subtotal, Fort Myers Beach Arterials		0.92				16,213	3,885
Total		936.64				30,755,145	13,999,518

Source: Lee County Department of Transportation and Duncan Associates, December 2014; counts adjusted by peak season factor of 1.17 based on unweighted average of seasonal factors for each of the county's permanent count stations for February and March.

APPENDIX B: ROADWAY FUNDING

Table 21. Federal/State Capacity Funding, 2009-2014

Facility	Type	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Academy, Nicholas-Veterans	Sidewalk						$570,033
Alico Rd, US 41-Dusty Rd	New Road	$1,397,874	$2,000,284	$2,000,000	$2,000,000	$2,000,000	$1,000,000
Beach Pky, Surfside-Chiquita	Sidewalk		$720,502				
6-Mile, N of CR 865-S of Winkler	Add Lanes		$4,621,770			$20	$1,002,796
Bicycle Pedestrian Plan	Bike/Ped		$100,000				
Bonita Springs Reimbursement	Signals	$7,836	$9,335	$9,614	$9,904	$10,201	$10,505
Buckingham Rd, Neal-Gunnery	Shoulders		$356,423				
Buckingham Rd, SR 82-Neal Rd	Shoulders	$236,229	$2,463				
Business Way S	Sidewalk		$115,896				
Cape Coral, Agualinda-SW 16th	Sidewalk		$205,770				
Cape Coral Traffic Signals	Signals	$4,944	$5,516	$6,992	$7,203	$7,419	$7,640
Cape Coral Signal Timing	Signal	$73,170					
Corkscrew Rd, E of I-75	Traffic Ops	$29,012					
CR 876, Daniels at Bell Tower	Turn Lns	$565,609	$2,113				
Daniels, Chamberlin-Gateway	Add Lanes			$6,559,823			
Del Prado, NE 7th St-Diplomat	Add Lanes		$8,925,506	$4,462,753			
Eugenia, W of Marsh-E of	Sidewalk				$225,589	$57	$206
I-75 at Daniels Parkway	ITS	$496,544					
Fort Myers Wayfinding Signs	Signage					$50,000	
Ft Myers Beach Traffic Signals	Signals	$618	$637	$656	$675	$696	$716
Ft Myers Regional TMC System	ITS	$244,965	$125,965	$101			
Ft Myers Traffic Signals Reimb	Signals	$81,823	$84,824	$88,012	$90,664	$93,382	$98,079
Gleason, Chiquita-Santa	Sidewalk	$320,554					
Gulf Elem/Middle Sch	Sidewalk				$15,186	$212,343	$71
Hanson St, Cortez Blvd-US 41	Sidewalk			$292,646	$45,751		
Homestead Rd S at Milwaulkee	Turn Lns	$319,994	$247				
Hurricane Wilma, State Hwys	Emer Ops	$14,431					
I 75, Corkscrew Rd-Luckett Rd	Signage				$86,966	$329,750	$65,513
I-75 at Bonita Beach Rd	Interchange		$4,112,202	$57,097			
I-75, Collier Co Line-Corkscrew	Drainage					$100,000	$497,000
I-75, S of SR 78-Charlotte Co	Add Lanes	$42,160	$9,344	$18,093	$19,925,249	$263,345	$586,851
I-75, Collier Co-Bonita Beach Rd	Spec. Struct.		$3,836	$43,167	$924,289	$47,747	
I-75 Airport Access	Interchange	$24,186,444	$37,898	$20,683	$62,708,134	$135,051	$353,408
I-75 at Alico Rd	Interchange	$339,133	$91,346	$637			
I-75 at Corkscrew Interchange	Interchange	$14,063	$7,702	$1,856,192	$332,722	$381	$250
I-75 at Daniels Pkw	Interchange	$1,616	$143,444	$580,208	$981	$95	$119
I-75 at SR 80	Interchange	$2,199,469	$486,186	$22,621,825	$698,147	$439,746	$566,432
I-75 at SR 884	Interchange				$6,582,114	$1,108	$29,434
I-75 Fort Myers	Software	$572,406	$68,723	$712,504	$3,211	$23	
I-75, Golden Gate-S of SR 80	Emer Ops	$6,923					
I-75, N of Daniels-S of Colonial	Add Lanes	$29,261	$23,994	$2,828	$105		
I-75, N of SR 80-S of SR 78	Add Lanes	$66,340	$1,510,252	$836,842	$74,080,829	$5,570,903	$112,728
I-75, Bonita Bch-S of Corkscrew	Add Lanes	$2,616,447	$127,290				
I-75, S of Bonita Bch Rd-SR 78	Design	$16,378	$21,568	$14,347	$4,710		
I-75, Colonial Blvd-S of SR 82	Add Lanes	$35,632	$11,487,110	$254,630	$112,099	$400	
I-75, Corkscrew-S of Daniels	Add Lanes	$8,462,377	$3,033,978	$11,326	$16,979	$3,768	$9,963
I-75, S of Luckett Rd-S of SR 80	Add Lanes	$595,648	$6,031,434	$13,635,733	$222,633	$147,333	$599,664

Table 21 Continued

Facility	Type	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
I-75, S of SR 82-S of Luckett Rd	Add Lanes	$9,730	$8,120,089	$262,874	$151,020	$14,540	
I-75, S of SR 82-S of Luckett Rd	ROW			$655,775	$375,086	$38,144	$140,580
ITS	ITS	$800,000					
J Stephens Int't Academy	Sidewalk					$54,993	$77,542
Lee Co Computer Signal	Traffic Ops		$916,718	$17,343	$51,342	$10,562	$16,244
Lee Co Computer Signal	Traffic Ops				$8,437,437	$165,936	$612,920
Lee Co Incident Management	Info System		$6,580,587	$46,741	$231,391	$256	
Lee Co Incident Management	Engineering	$223,435	$21,168				
Lee County Traffic Signals	Signals	$135,614	$136,593	$142,418	$146,709	$151,109	$157,885
Mango St, Cranford Ave-Palm	Rail Safety	$133,773					
Michigan Ave, Link E of Clotilde	Sidewalk			$258,544	$25,481		
Nicholas, SR 78-Santa Barbara	Sidewalk		$667,554				
Oasis Blvd, Gleason Bch-	Sidewalk						$520,036
Safe Routes-Schools	Sidewalk			$114,968			
Sanibel Causeway	Bike	$462,949	$740				
Sara Ave, 9th St W-12th St W	Sidewalk	$59,396					
Signal Timing Update	Signal	$291,750					
Six Mile Cypress Preserve	Drainage						$75,000
SR 31 at SR 78	Signals	$67,539					
SR 31, SR 80-CR 78	Design			$1,009,028	$17,231	$13,987	$5,677
SR 739 at Hanson St	Drainage	$27,842		$66,267			
SR 739, Hanson St-SR 82	Add Lanes	$1,768,293	$1,712,402				
SR 739, Hanson St-SR 83	Landscapin		$189,821				
SR 739, Daniels-Winkler	Add Lanes					$5,329,262	$9,049
SR 739 Various	Signals				$60,357	$539,628	$110,497
SR 739 at 160' N of Winkler Ave	Intersection		$39,498	$104,218			
SR 739, Six Mile-Daniels Pkwy	Add Lanes	$10,954,132	$624,097	$30,020	$9,391,022		
SR 739, Alico-6 Mile Cypress	New Road	$35,624,799	$544,059	$386,615	$1,034,040	$1,233,085	$2,744
SR 739, Winkler Ave-Hanson St	New Road	$812,060	$117,494	$97,598	$26,271,599	$483,117	$1,383,503
SR 739, Winkler Ave-SR 82	Prelim Eng	$390,869	$1,999	$696,795	$209,411		$286
SR 78, E of Slater Rd-W of I-75	Add Lanes	$10,019	$165,447				
SR 78, Burnt Store-W of Chiquita	Add Lanes	$1,385,427	$391,834	$797,020	$5,881,963	$11,968,090	$555,455
SR 78 at Andalusia/Cultural Park	Signals	$70,606	$311,888	$5,151			
SR 78 at Chiquita Blvd	Turn Lns						$34,230
SR 78 at Santa Barbara Blvd	Turn Lns						$23,703
SR 78, E of US 41 B-N Evalena	Lighting			$872	$75,869	$346,263	$32,080
SR 78, Crescent Lake Dr-Evalena	Intersection	$61,097	$181,065	$3,872			
SR 78, US 41 Bus-Brewer Rd	Trail						$22,740
SR 78, Chiquita-Santa Barbara	Add Lanes	$43,682	$156				
SR 80, Freemont St-Royalston	Turn Lns					$213,531	
SR 80, Shoreland Dr-CR 80	Bike Path						$259,939
SR 80, E of Hickey Crk-Iverson	Add Lanes	$23,346	$1,490	$757	$183	$158	$158
SR 80, V Shoemaker-New York	Intersection			$537,744	$239,779	$2,961	
SR 80, V Shoemaker-New York	Landscaping				$24,776		
SR 82 at Homestead Rd	Turn Lns						$64,332
SR 82, Sunshine Blvd-Columbus	Signage		$8,021		$113,796		
SR 82, E of Ortiz -S of Lee Blvd	Add Lanes	$22,916,405	$25,102	$16,059,474	$4,820,723	$4,299,895	$5,946,691
SR 82 at Columbus Blvd	Intersection	$78,305	$107,583	$573,326	$3,014		
SR 82 at Fowler St	Intersection					$5,951	$91,480
SR 82 at Gregory Ave S	Intersection			$1,444	$40,031	$621,124	$2,656
SR 82 at Haviland Ave S	Intersection				$38,734	$595,112	$2,289
SR 82 at V Shoemaker Blvd	Intersection	$2,548			$41,307	$61,989	$505,716

Table 21 Continued

Facility	Type	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
SR 82, Alabama S-Homestead S	Add Lanes			$2,832,249	$21,658	$179,026	$514,391
SR 82, CR 884-Hendry C/L	Design	$26,396	$20,152	$36,132			
SR 82, CR 884-Shawnee Rd	Add Lanes		$511	$4,346,625	$253,557	$411,238	$749,227
SR 82, Homestead S-Hendry Co	Add Lanes				$2,494,832	$17,203	$76,405
SR 82, Shawnee-Alabama Rd S	Add Lanes			$1,649	$3,346,699	$191,804	$115,297
SR 82 Ortiz Ave-Lee Blvd	Signage				$8,229	$140,935	$3,861
SR 867, Argyle Drive-Davis Dr	Sidewalk			$70,125	$101,753	$8,609	$4,461
SR 867, Peck Ave-Bayside Dr	Sidewalk			$25,030	$33,444	$11,363	$1,974
SR 867, Travers Lane-Dean Way	Sidewalk			$64,157	$80,370	$13,967	$2,041
SR 867, W College Pky-Wilson	Sidewalk		$73	$152,348	$298,484	$207,547	$15,872
SR 867 at A & W Bulb Rd	Intersection					$248	$90,554
SR 867, River Court-Winkler Rd	Drainage						$70,938
SR 867, Winkler Rd-Whiskey Crk	Drainage						$69,842
SR 884 at US 41	Intersection				$38,980	$56,550	$727,671
SR 884 at Metro Parkway	Turn Lns	$44,472	$164,793	$798			
SR 884 at West of I-75	Traffic Ops	$41,085	$75				
SR 884 at Six Mile Cypress	Signals		$8,802	$217,997	$29,226	$13,420	
SR 884, SR 739-Ver Shoemaker	Trail						$48,357
SR 80, Park Ave-Michigan Ave	Drainage					$60,000	$1,235,212
Sunniland Blvd, Park Rd-Lee Ave	Sidewalk				$400,931		
Sunshine Blvd at CR 884	Turn Lns	$775,930	$56,988				
Tarpon St, SR 80-Edgewood	Sidewalk			$71,230			
Tice Elementary Sidewalks	Sidewalk				$143,955	$63,804	$540
Trafalgar, Santa Barb.-Chiquita	Sidewalk			$300,000			
US 41 at CR 865	Design						$1,003,585
US 41 at Winkler Avenue	Signal				$5,030	$54,327	$387,061
US 41, Littleton Rd-Del Prado	Sidewalk				$114	$127,108	$428,066
US 41, N Shore Park-SR 78	Sidewalk			$140,988	$886,596	$111,771	$45
US 41, S of Daniels-S of Palm Dr	Sidewalk			$260,035	$1,555,493	$124,619	
US 41, SR 78 -Stockton St	Bike Lane						$95,643
US 41 at Cortez Blvd	Signal				$194	$40,241	$1,208
US 41 at Cypress Lakes Drive	Turn Lns	$41,121	$97,900	$68			
US 41 at Gladiolis Dr	Turn Lns	$60,342	$188,895	$14,715			
US 41 B, Littleton Rd-US 41	Add Lanes	$80,330	$11,202	$218,998	$989,524	$10,189,081	$341,131
US 41, Collier Co-Corkscrew Rd	Bike Lane	$27,138	$12,767	$85,297			
US 41, Corkscrew Rd-San Carlos	Add Lanes	$1,741,375	$3,022,836	$17,913,651	$540,158	$878,289	$934,158
US 41, Corkscrew Rd-San Carlos	Landscaping						$21,707
US 41, Bonita Bch Rd-Old US 41	Add Lanes	$272,049	$16,749		$444,468		
US 41, S of Coconut-San Carlos	Lighting					$60,601	$1,272
US 41, Winkler Avenue-SR 82	Ped Safety				$29	$63,144	$2,254
Total		$122,441,754	$68,940,706	$102,707,665	$237,450,165	$48,588,356	$23,107,613

Source: Capacity-expanding improvement programmed costs from Florida Department of Transportation (FDOT), Work Program - Adopted Work Program Six Year History, FY 2008/2009 - 2013/2014 for Lee County (http://www2.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx).