

AGENDA ITEM SUMMARY SHEET
VILLAGE COUNCIL MEETING
June 27, 2018

Agenda Item:

First Reading of Ordinance 2018-09 – Road Impact Fees

Description:

A countywide study was recently completed by Lee County's consultant, Duncan Associates. The study identified updated fees for roads.

The Village adopted road impact fees in Ordinance 2015-20. Because there is an updated study, the Council needs to take some action. At a workshop on May 23, the Council requested an ordinance be brought forward with the fees at the 100% rate. The staff has prepared an ordinance with the updated fees from the study. The main components of the ordinance are:

- Updated fees
- New categories and definitions for some types of land uses
- Establishment of one Villagewide impact fee district
- The effective date for fee increases is 90 days. Ninety days from the second reading (July 11th) would be October 9th

Recommended Action:

Pass first reading of Ordinance 2018-09.

Financial Impacts:

Revenue will increase, but is dependent on building activity levels (number and type of permits). Once the new rates are approved, staff has requested that Metro Forecasting Models prepare updated projections of impact fees for a 5-year period.

Attachment:

1. Ordinance 2018-09
2. Road Impact Fee Study for Lee County, Florida, dated February 2018, by Duncan Associates

ATTACHMENT 1

VILLAGE OF ESTERO, FLORIDA

ORDINANCE NO. 2018 - 09

AN ORDINANCE OF THE VILLAGE COUNCIL OF THE VILLAGE OF ESTERO, FLORIDA, AMENDING THE TRANSITIONAL LAND DEVELOPMENT CODE, CHAPTER 2, ARTICLE VI, IMPACT FEES, DIVISION 2, ROADS IMPACT FEES, BY AMENDING SECTION 2-264(b) DEFINITIONS, SECTION 2-266, COMPUTATION OF AMOUNT, AND REVISING THE ROADS IMPACT FEE SCHEDULE TO UPDATE THE CALCULATIONS OF THE FULL COSTS; AMENDING SECTION 2-258 BENEFIT DISTRICT ESTABLISHED; PROVIDING FOR PERMIT SUBMITTAL AND ISSUANCE; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 163.31801, Florida Statutes, “The Florida Impact Fee Act” (the “Act”) finds 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 finds that impact fees are an outgrowth of the home rule power of local governments to provide certain services within its jurisdiction; 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, the Village of Estero Transitional Land Development Code (“LDC”), Chapter 2, Article VI, establishes impact fee base rates and regulations applicable to new development for Roads, Parks, Fire and Emergency Medical Services, and Schools; 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 provided by Duncan Associates, entitled “Road Impact Fee Study for Lee County, Florida”, dated February 2018, which includes data from Estero and other relevant recent county data, forms the basis of the proposed amendments herein and the findings of such report are hereby adopted by the Council; and

46 WHEREAS, the Duncan Associates study findings and revised fee schedule relies on
47 the use of a sophisticated methodology to determine the impacts of development in an effort
48 to establish an appropriate level of impact fees based on most recent localized data; and
49

50 WHEREAS, the Planning and Zoning Board, acting as the Local Planning Agency,
51 reviewed the proposed amendments on June 19, 2018 and found them consistent with the
52 Comprehensive Plan.
53

54 NOW, THEREFORE, be it ordained by the Village Council of the Village of Estero,
55 Florida:
56

57 **Section 1. Recitals Adopted.**
58

59 That each of the above stated recitals is hereby adopted and confirmed as being true,
60 and the same are hereby incorporated as a part of this Ordinance.
61

62 **Section 2. Amendment to LDC Chapter 2 , Article VI.**
63

64 **Sec. 2-264. – Definitions and Rules of Construction.** The following definitions are
65 added to Section 2-264(b) as identified by underlined text:
66

67 Continuing care retirement community (CCRC) means a land use that provides
68 multiple elements of senior adult living. CCRCs combine aspects of independent living
69 with increased care, as lifestyle needs change with time. Housing options may include
70 various combinations of senior adult (detached), senior adult (attached), congregate
71 care, assisted living, and skilled nursing care – aimed at allowing the residents to live
72 in one community as their medical needs change. The communities may also contain
73 special services such as medical, dining, recreational, and some limited, supporting
74 retail facilities. CCRCs are usually self-contained villages.
75

76 Convenience Store with gas sales (<10 fuel positions) means an establishment
77 offering the sale of motor fuels and convenience items to motorists and has fewer than
78 ten vehicle fueling positions.
79

80 Restaurants, Fast Casual means a sit down restaurant with no wait staff or table
81 service. Customers typically order of a menu board, pay for food before the food is
82 prepared and seat themselves. The menu generally contains higher quality made to
83 order food items with fewer frozen or processed ingredients than fast food restaurants.
84

85 Restaurant, Fast Food means an establishment whose principal business is the sale
86 of food or beverages in a ready-to-consume state primarily for off-site consumption,
87 and that may contain drive-through facilities.
88

89 Restaurant, Standard means an establishment whose principal business is the sale
90 of food or beverages to customers in a ready-to-consume state, and principal method

91 of operation includes one or both of the following characteristics: (1) Customers are
 92 served their food and beverages by a restaurant employee at the same table or counter
 93 where food and beverages are consumed, and (2) A cafeteria-type operation is
 94 conducted where food and beverages generally are consumed within the restaurant
 95 building.

96
 97 Senior Adult Housing consists of detached or attached independent living
 98 developments, including retirement communities, age-restricted housing, and active
 99 adult communities. These developments may include amenities such as golf courses,
 100 swimming pools, 24-hour security, transportation, and common recreational facilities.
 101 However, they generally lack centralized dining and on-site health facilities. Detached
 102 senior adult housing communities may or may not be gated. Residents in these
 103 communities are typically active (requiring little to no medical supervision) and will
 104 be treated as single-family detached or multi-family for purposes of the land use type.

105
 106 Super Convenience Store with Gas Sales (10+ fuel positions) means an
 107 establishment offering the sale of motor fuels and convenience items to motorists and
 108 has ten or more fueling positions.

109
 110 **Section 3. Amendment to Sec. 2-266. – Computation of Amount.**

111
 112 Section 2-266(a) is hereby amended as follows, with strike through identifying deleted
 113 text and underline identifying new text.

- 114
 115 (a) At the option of the feepayer, the amount of the roads impact fee may be
 116 determined by the schedule set forth in this subsection. The reference in the
 117 schedule to square feet refers to the gross square footage of each floor of a
 118 building measured to the exterior walls, and not usable, interior, rentable, non-
 119 common or other forms of net square footage. The reference in the schedule to
 120 mobile home/RV park site refers to the number of mobile home or recreational
 121 vehicle sites permitted by the applicable final development order. The reference
 122 in the schedule to mine refers to the number of cubic yards excavated.

ROADS IMPACT FEE SCHEDULE

Land Use Type	Unit	Roads Impact Fee Due at 100% of Actual Full Cost	
Residential		Local Roads	
Single-family residence (Detached)	Dwelling Unit	\$6,458	\$9,996
Multiple family building, duplex, townhouse, two-family attached	Dwelling Unit	\$4,517	

<u>Multi-Family, Low Rise including duplex, two-family attached and townhome 1-2 story)</u>	<u>Dwelling Unit</u>		<u>\$7,750</u>
<u>Multi-Family, Mid-Rise (3-10 stories)</u>	<u>Dwelling Unit</u>		<u>\$5,760</u>
<u>Multi-Family, High-Rise (11+ stories)</u>	<u>Dwelling Unit</u>		<u>\$4,700</u>
Mobile home /RV park	Pad/Park site	\$3,391	<u>\$5,293</u>
<u>Elderly/disabled housing</u>	<u>Dwelling Unit</u>	<u>\$2,333</u>	
<u>Assisted Living Facility (ALF)</u>	<u>Dwelling Unit</u>	<u>\$1,369</u>	<u>\$2,138</u>
<u>Continuing Care Retirement Community</u>	<u>Dwelling Unit</u>		<u>\$2,540</u>
Hotel/Motel or timeshare	Room/unit	\$3,745	<u>\$4,947</u>
Retail Commercial			
Shopping Center	1,000 sq. ft.	\$7,648	<u>\$11,476</u>
Bank	1,000 sq. ft.	\$16,665	<u>\$25,579</u>
Car wash, Self-service	Stall	\$3,685	<u>\$6,112</u>
<u>Convenience store w/gas sales</u>	<u>1,000 sq. ft.</u>	<u>\$28,228</u>	
<u>Convenience store with gas sales (<10 fuel positions)</u>	<u>Fuel positions</u>		<u>\$18,979</u>
<u>Convenience store with gas sales (10+ fuel positions)</u>	<u>Fuel positions</u>		<u>\$13,565</u>
Golf course (open to public)	Acre	\$1,850	<u>\$2,277</u>
Movie theater	1,000 sq. ft.	\$16,259	<u>\$26,985</u>
Restaurant, Standard	1,000 sq. ft.	\$14,240	<u>\$22,019</u>
<u>Restaurant, Fast Casual</u>	<u>1,000 sq. ft.</u>		<u>\$39,277</u>
Restaurant, Fast Food	1,000 sq. ft.	\$31,053	<u>\$48,912</u>
Office/Institutional			
Office	1,000 sq. ft.	\$5,191	<u>\$7,614</u>
Hospital	1,000 sq. ft.	\$5,887	<u>\$7,920</u>
Nursing Home	1,000 sq. ft.	\$3,384	<u>\$4,907</u>
<u>Church Place of Worship</u>	<u>1,000 sq. ft.</u>	<u>\$3,733</u>	<u>\$4,712</u>
Day Care Center	1,000 sq. ft.	\$9,699	<u>\$10,345</u>
Elementary/Secondary School (private)	1,000 sq. ft.	\$1,838	<u>\$3,893</u>
Industrial			
Industrial park or general industrial	1,000 sq. ft.	\$4,407	<u>\$3,380</u>
Warehouse	1,000 sq. ft.	\$2,294	<u>\$1,749</u>
Warehouse/High-Cube	1,000 sq. ft.	\$1,083	<u>\$1,409</u>
Mini-Warehouse (Self-Storage)	1,000 sq. ft.	\$1,090	<u>\$1,085</u>
Mine	Cubic Yard	\$0.026	<u>\$0.040</u>

Note: Mobile home not in mobile home park is assessed the same as a single-family home

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Section 4. Amendment to Sec.2-268. – Benefit Districts Established.

Section 2-268 is hereby amended as follows, with strike through identifying deleted text and underline identifying new text.

- (a) There ~~are~~ is hereby established ~~five~~ one benefit districts ~~as shown in Appendix K—Map 1.~~
- (b) Subdistricts may be created by interlocal agreement or further legislation.

Section 5. Permit Submittal and Issuance.

Permits submitted on or before the close of business on October 8, 2018 must be issued within 3 months in order to realize the rate in effect at the time of submittal. Permits not issued within 3 months shall be assessed impact fees at the time of permit issuance.

Section 6. 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 7. 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 8. Effective Date.

This ordinance will take effect immediately upon adoption. All increases in impact fee rates will become effective 90 days after adoption of this Ordinance (October 9, 2018). Reductions in impact fee rates will become effective on the effective date of this Ordinance.

PASSED on first reading this 27th day of June, 2018.

PASSED AND ADOPTED BY THE VILLAGE COUNCIL of the Village of Estero, Florida this ___ day of _____, 2018.

Attest: **VILLAGE OF ESTERO, FLORIDA**

By: _____
Kathy Hall, MMC, Village Clerk

By: _____
James R. Boesch, Mayor

169 Reviewed for legal sufficiency:

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171

172 By: _____
173 Nancy Stroud, Esq., Village Land Use Attorney

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176	Vote:	AYE	NAY
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177	Mayor Boesch	_____	_____
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178	Vice Mayor Ribble	_____	_____
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179	Councilmember Batos	_____	_____
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180	Councilmember Errington	_____	_____
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181	Councilmember Levitan	_____	_____
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182	Councilmember McLain	_____	_____
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183	Councilmember Wilson	_____	_____
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Road Impact Fee Study for Lee County, Florida

prepared by

Duncan Associates

February 2018

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cover photo from Lee County website

prepared by Duncan Associates
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EXECUTIVE SUMMARY

Lee County is responsible for building and maintaining a network of public roads, 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's major road system. The County periodically updates the impact fee schedules to reflect the most recent road cost data, level of service and other funding sources used in funding growth-related capacity improvements. This study provides an update of Lee County's road impact fees, based on the most current available information.

The current road impact fees are based on a study completed in January 2015.¹ The current fee schedule was adopted on March 3, 2015 (and became effective 90 days later). On the same day, the Commission adopted Ordinance 15-02, which increased the collection rate from 20% (which had been in effect since March 13, 2013) to 45%. The 45% collection rate commenced on March 16, 2015, and will end on March 16, 2018 without further action by the Board.

This update retains the overall impact fee methodology used in prior studies. 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 municipalities in the county also collect road impact fees – some based on the County's study, and others based on separate studies.

Summary of Changes

The major data updates (along with some minor modifications to calculation methodology and fee assessment) made in this study are summarized as follows.

Updated Cost Information. 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 update bases average road costs on recently-completed projects and projects included in the County's 5-year capital improvements plan. These are the most current costs available. The capacities added by the projects are based on the County's adopted level-of-service standards.

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 multi-modal approach implemented in 2015, this update continues to provide credit for gas tax and surplus toll revenue spent on stand-

¹ Duncan Associates, *Road Impact Fee Update, Lee County, Florida*, January 2015

alone bicycle and pedestrian improvements. It retains the debt credit, even though all County transportation debt has been retired, because the County still has outstanding developer credits, which are essentially a debt obligation for excess capacity in the existing system that will be repaid with fee offsets or reimbursements from the impact fee fund. Finally, this update adds a credit for Growth Increment Fund (GIF) revenues, a new funding mechanism established by the Board in 2015.

Updated Travel Demand Factors. The service unit for the road fees is daily vehicle-miles of travel (VMT) generated by the development. VMT is the product of trip generation rates and average trip lengths. Trip rates have been updated based on the September 2017 10th edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. National average trip lengths continue to be based on National Household Travel Survey data. An updated inventory of the county-wide major roadway system is used to calibrate the travel demand factors and ensure that they are consistent with actual existing VMT on the major roadway system in Lee County.

In addition, several new land uses were added to the fee schedule, both to accommodate the most recent data from ITE and to reduce the need for administrative determinations. These include the following.

Multi-Family, Mid-Rise	Super Convenience Store with Gas Sales
Multi-Family, High-Rise	(10+ vehicle fueling positions)
Senior Adult Housing, Detached	Restaurant, High-Turnover (Sit-Down)
Continuing Care Retirement Community	Restaurant, Fast Casual

Finally, the fee assessment basis for convenience stores with gas sales has been changed from building square feet to vehicle fueling positions, based on the newest ITE data.

Components of Fee Change

The components of the County's road impact fee calculations contained in this update are compared to the 2015 study in Table 1. There are two major components of the fee calculation – the net cost per VMT, and the VMT per unit of development.

Net Cost per VMT. The cost per VMT has increased 16% in this update from the last one. Despite the addition of a new credit for Growth Increment Funding, the total credit per VMT is down 7%, due to the decrease in State/Federal capacity funding. The net result of these changes is a 29% increase in the net cost per VMT over the previous study.

VMT per Unit. The VMT per unit of development is different for every land use type, and there is much variation in the changes. In general, the VMT per unit has increased significantly in this update. The general increase could be due to a number of factors, including increasing occupancy rates as the local economy improves, but may also reflect more accurate data on traffic volumes and existing land uses.

The effect of the change in travel demand on the updated fee amounts can be illustrated using the example of single-family development. The 20% increase in travel demand for single-family is on the low end of increases for residential uses, and in the mid-range of increases for most major

nonresidential uses (several uses, particularly industrial/warehouse ones, saw declines – see Table 10). For a single-family unit, the result is an increase of 55% over the current adopted fee, as shown in Table 1.

Table 1. Components of Road Impact Fee Change, 2015-2018

Fee Component	2015 Study	2018 Study	Percent Change
Cost per Vehicle-Mile of Travel (VMT)	\$375	\$436	16%
– Credit per VMT	-\$136	-\$127	-7%
Net Cost per VMT	\$239	\$309	29%
x Single-Family VMT per Unit	27.02	32.35	20%
Net Cost per Single-Family Unit	\$6,458	\$9,996	55%

Source: 2015 study data from Duncan Associates, *Road Impact Fee Update*, January 2015; 2018 study data from Table 13 (cost per VMT), Table 20 (credit per VMT) and Table 9 (VMT per unit); change and percent change are in comparison to 2015 study.

Comparative Fees

The updated road impact fees are compared with the current fees at the adopted amounts (i.e., without the temporary 45% collection rate) in Table 2. Only land use categories that are comparable between the 2015 study and this update are shown.

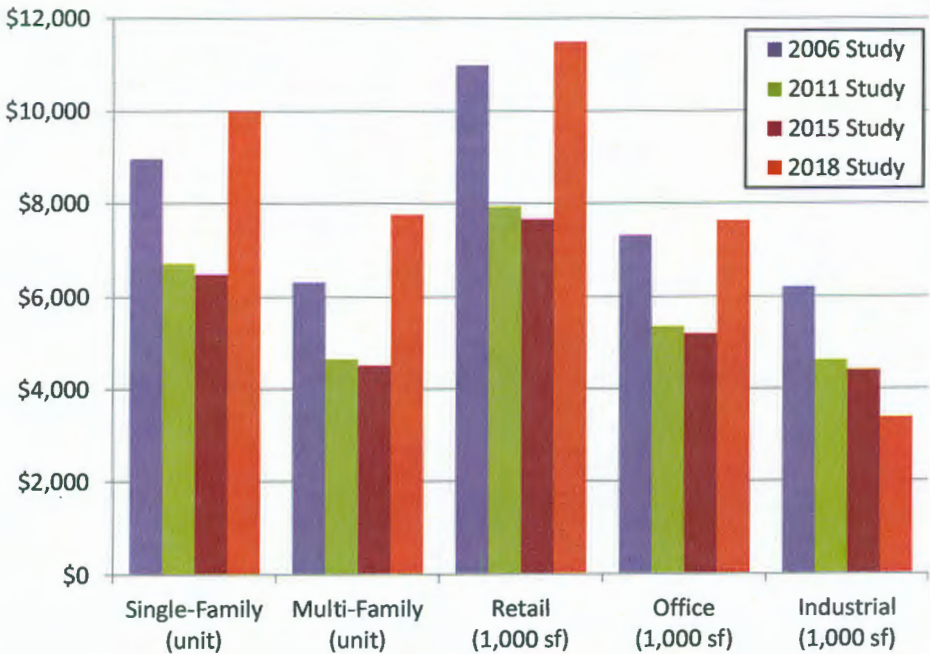
Table 2. Comparison of Current and Updated Maximum Road Fees

Land Use	Unit	2015 Max. Fee	Updated Fee	Percent Change
Single-Family Detached	Dwelling	\$6,458	\$9,996	55%
Multi-Family (Low-Rise)	Dwelling	\$4,517	\$7,750	72%
Mobile Home/RV Park	Pad	\$3,391	\$5,293	56%
Adult Cong. Living Facility (ACLF)	Dwelling	\$1,369	\$2,138	56%
Hotel/Motel	Room	\$3,745	\$4,947	32%
Shopping Center/General Retail	1,000 sf	\$7,648	\$11,476	50%
Bank	1,000 sf	\$16,665	\$25,579	53%
Car Wash, Self Service	1,000 sf	\$3,685	\$6,112	66%
Golf Course (open to public)	Acre	\$1,850	\$2,277	23%
Movie Theater	1,000 sf	\$16,259	\$26,985	66%
Restaurant, Standard	1,000 sf	\$14,240	\$22,019	55%
Restaurant, Fast Food	1,000 sf	\$31,053	\$48,912	58%
Office	1,000 sf	\$5,191	\$7,614	47%
Hospital	1,000 sf	\$5,887	\$7,920	35%
Nursing Home	1,000 sf	\$3,384	\$4,907	45%
Church	1,000 sf	\$3,733	\$4,712	26%
Day Care Center	1,000 sf	\$9,699	\$10,345	7%
Elementary/Sec. School (private)	1,000 sf	\$1,838	\$3,893	112%
Industrial	1,000 sf	\$4,407	\$3,380	-23%
Warehouse, General	1,000 sf	\$2,294	\$1,749	-24%
Warehouse, High-Cube	1,000 sf	\$1,083	\$1,409	30%
Mini-Warehouse	1,000 sf	\$1,090	\$1,085	0%
Mine or Quarry	1,000 cy	\$26	\$40	54%

Source: 2015 maximum fees from Duncan Associates, *Road Impact Fee Update*, Lee County, Florida, January 2015; updated fees from Table 21.

To put the current changes in context, the maximum fees from the County's studies since 2006 are illustrated for major land use categories in Figure 1. In general, the fees for major land use categories are returning to the levels of the 2016 study.

Figure 1. Comparison of Maximum Road Fees, 2006-2018 Studies



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 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:²

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.³ The County has established 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.

² St. Johns County v. Northeast Florida Builders Association, Inc., 583 So.2d 635, April 18, 1991

³ 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 ... 3. Standards to ensure the availability of public facilities and the adequacy of those facilities including acceptable levels of service.”

The demand on roadways created by new developments 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 independent fee calculation study if it is believed that the development will have less impact than that indicated in the fee schedule.⁴

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 ...”⁵ 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.*
- (10) Alternative roadway capacity improvements that accommodate vehicle trips by providing alternative travel modes and by taking pedestrians, bicyclists, and buses out of travel lanes including, but not limited to, sidewalks and other pedestrian improvements, bikeways, and bus pull out lanes along arterial and collector roads.⁶*

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.

⁴ Lee County Land Development Code, Sec. 2-266(f)

⁵ Lee County Land Development Code, Sec. 2-270(a)

⁶ Lee County Land Development Code, Sec. 2-264

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.⁷ 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.⁸

Another way to demonstrate benefit to the fee-paying 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.⁹

Ordinance provisions requiring the earmarking of funds, refunding of unexpended funds to fee-payers 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:

⁷ *Home Builders Ass'n v. Board of County Commissioners of Palm Beach County*, 446 So. 2d 140 (Fla. Dist. Ct. App. 1983)

⁸ Lee County Land Development Code, Sec. 2-271(b)

⁹ Lee County Land Development Code, Sec. 2-270(a)

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

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

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

(d) Require that notice be provided no less than 90 days before the effective date of an ordinance or resolution imposing a new or 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 direct 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 and planned project costs. Credit per VMT has been based on recent or planned local patterns of using motor fuel taxes, surplus toll, and Growth Increment Funding for road capacity enhancements. VMT per development unit is based on the most current national travel demand characteristics (trip generation rates, new trip factors and average trip lengths), and is calibrated to current local traffic conditions. In sum, 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 (also called service areas) and benefit districts. An assessment district is a geographic area that is served by an integrated set of facilities, and is the level at which the fees are calculated. 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

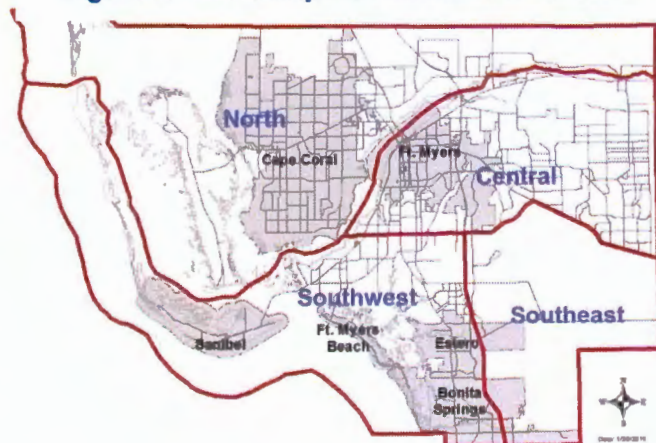
In the case of the County's road impact fee, the assessment district is the entire county, which is served by an integrated major road system. A county-wide analysis is the most reasonable approach for such an integrated system. Although the County only assesses fees directly on new development in the unincorporated area, a county-wide approach avoids the need to account for spill-over effects across jurisdictional boundaries, which work in both directions and tend to cancel each other out. A county-wide approach also accounts for the fact that County, State, and Federal roads traverse municipalities as well as unincorporated area.

The County currently uses a single fee schedule that applies uniformly throughout the unincorporated area. Some of the municipalities rely on the County's calculated road impact fees as the basis for their fees, sometimes at a different collection rate from the County's. Other municipalities have performed independent road impact fee studies to serve as the basis for their fees.

Benefit Districts

The current ordinance identifies four benefit districts for the road impact fees. The geographic boundaries of the road districts are illustrated in Figure 2. The number of benefit districts were reduced from eight to five in 2003. In 2008, the Boca Grande and North benefit districts were merged, because 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 2. Road Impact Fee Benefit Districts



All four of the County’s road impact fee benefit districts have collected reasonable amounts of revenue over the last five years, as summarized in Table 3. Total fee revenue, including actual fees collected and credits for developer contributions, have been on the increase, with developer credits being used accounting for an average of 38% of the total revenue over the 5-year period, as illustrated in Figure 3

Figure 3. Road Impact Fee Revenue, FY 2013-2017

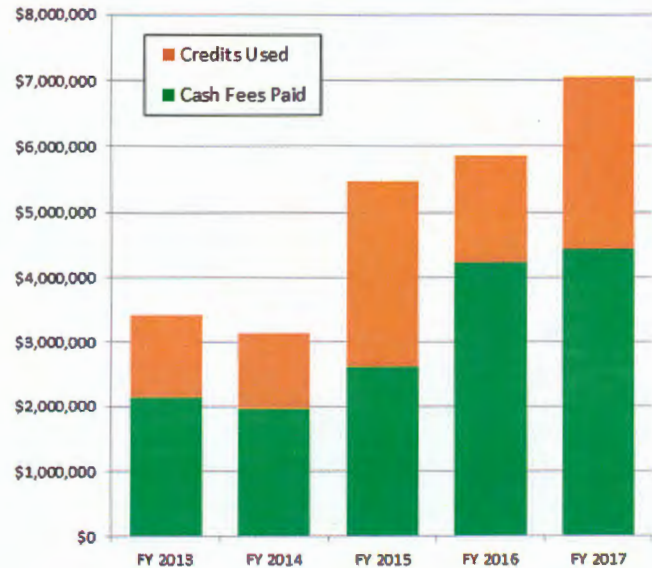


Table 3. Road Impact Fee Revenue, FY 2013 to FY 2017

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	5-Yr Total
Cash Payments						
North	\$565,620	\$347,079	\$567,521	\$645,226	\$427,438	\$2,552,884
Central	\$709,918	\$531,648	\$749,352	\$1,690,196	\$2,348,054	\$6,029,169
Southwest	\$494,983	\$842,652	\$1,225,344	\$1,828,095	\$1,302,275	\$5,693,349
Southeast	\$374,924	\$247,316	\$68,235	\$76,388	\$348,739	\$1,115,602
Unincorp. Total	\$2,145,445	\$1,968,695	\$2,610,452	\$4,239,905	\$4,426,506	\$15,391,004
Credits Used						
North	\$263,474	\$0	\$387	\$0	\$0	\$263,861
Central	\$92,437	\$132,572	\$371,919	\$541,625	\$950,208	\$2,088,761
Southwest	\$507,619	\$682,488	\$1,568,550	\$397,055	\$1,228,368	\$4,384,080
Southeast	\$406,961	\$349,566	\$912,364	\$671,666	\$445,218	\$2,785,775
Unincorp. Total	\$1,270,491	\$1,164,626	\$2,853,220	\$1,610,346	\$2,623,795	\$9,522,478
Total Revenue						
North	\$829,094	\$347,079	\$567,908	\$645,226	\$427,438	\$2,816,745
Central	\$802,355	\$664,220	\$1,121,271	\$2,231,821	\$3,298,263	\$8,117,930
Southwest	\$1,002,602	\$1,525,140	\$2,793,894	\$2,225,150	\$2,530,643	\$10,077,429
Southeast	\$781,885	\$596,882	\$980,599	\$748,054	\$793,958	\$3,901,378
Unincorp. Total	\$3,415,936	\$3,133,321	\$5,463,672	\$5,850,251	\$7,050,301	\$24,913,482

Source: Revenue for unincorporated area from Lee County Community Development Department, October 24, 2017; "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 4).

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 existing arterial and collector roads in the county. The detailed inventory, which is based on the County's functional classification map illustrated in Figure 5, is presented in Table 22 in the Appendix and summarized in Table 4.

Although the County's road impact fee is not applied in some of the municipalities, 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 is 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 (even though the one major road in Fort Myers Beach appears to be exceeding its capacity based on the generalized capacity analysis).

Table 4. Existing Travel on Major Roadway System

Roadway Type	Miles	Daily VMC	Daily VMT	VMC/VMT
Interstate	34.14	3,767,283	3,276,885	1.15
State Arterials	140.31	6,111,888	4,867,248	1.26
County Arterials	264.32	7,867,182	5,433,846	1.45
County Collectors	204.10	2,563,354	1,055,929	2.43
City of Fort Myers Arterials/Collectors	34.67	842,983	251,030	3.36
City of Cape Coral Arterials/Collectors	175.63	6,376,289	1,320,460	4.83
City of Bonita Springs Arterials/Collectors	24.14	507,323	199,898	2.54
City of Sanibel Arterials/Collectors	18.87	269,917	153,504	1.76
Village of Estero Arterials/Collectors	11.87	280,883	94,940	2.96
Town of Ft. Myers Beach Arterials/Collectors	0.92	13,740	14,842	0.93
Total	908.96	28,600,842	16,668,582	1.72

Source: Table 22 of the Appendix; daily VMT is based on most recent daily traffic counts, adjusted to peak season volumes.

Figure 4. Lee County 2030 Financially Feasible Highway Plan Map

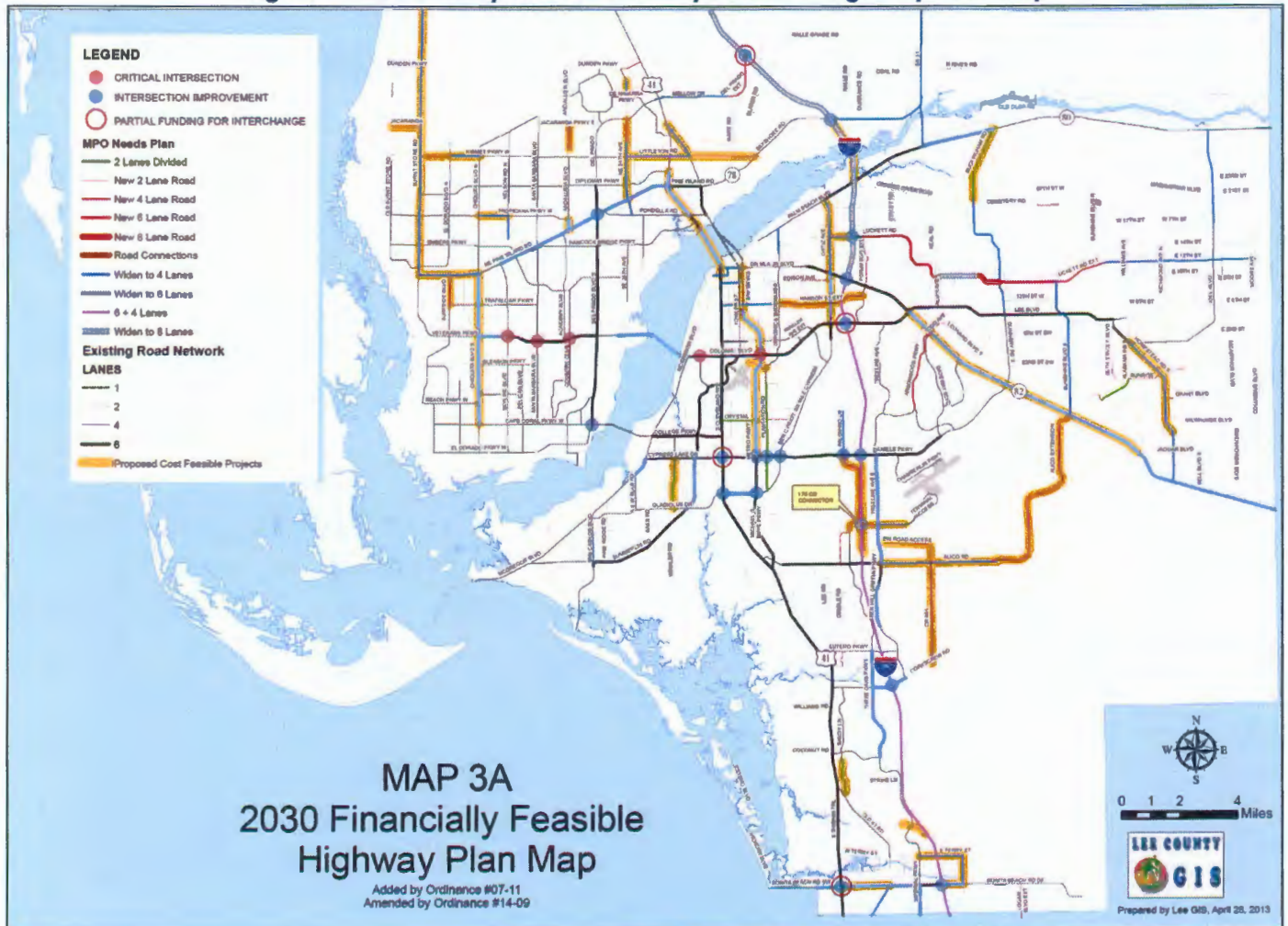
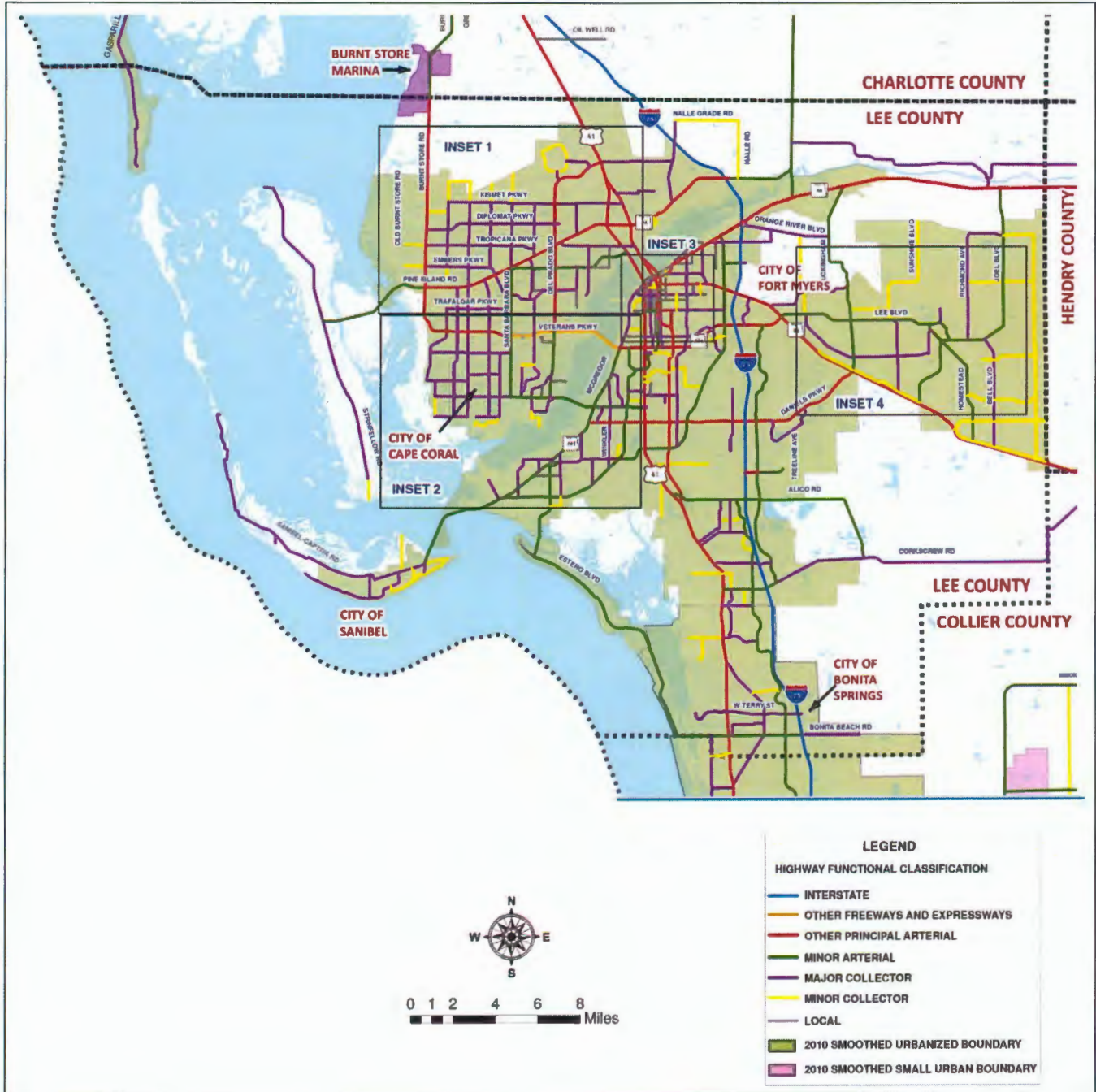


Figure 5. Lee County Major Roadway Functional Classification Map



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.

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 peak season 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 the vehicle-miles of travel, then the temporary 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 continues to be based on the consumption-based model, consistent with previous updates. The consumption-based road impact fee methodology used in this study is summarized in the following formula:

IMPACT FEE	=	VMT x NET COST/VMT
<u>Where:</u>		
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 of recent/planned improvements ÷ VMC added x 1.00 VMC/VMT
CREDIT/VMT	=	Sum of revenue credits per VMT for motor fuel tax, surplus toll revenue, GIF funding, and outstanding debt/developer credits

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 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 allocates travel equally between the origin and destination of the trip and eliminates double charging for any particular trip. This update utilizes the 10th edition of the ITE manual, which was published in September 2017.

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.

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.¹⁰ 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.

¹⁰ CRSPE, Inc., *Lee County Trip Length Study*, January 2003.

Table 5 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.

Table 5. Average Trip Length by Trip Purpose

Trip Purpose	National Avg. Trip Length (miles)
To or from work	11.57
Residential	8.90
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 and other local data sources. The updated land uses 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 6, existing county-wide land uses would be expected to generate approximately 18.9 million VMT during a weekday, based on national trip generation and trip length data.

Table 6. 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	208,834	4.72	100%	985,696	8.90	8,772,694
Multi-Family	220	Dwelling	137,827	3.66	100%	504,447	8.90	4,489,578
Mobile Home Park	240	Space	39,636	2.50	100%	99,090	8.90	881,901
Hotel/Motel	310/320	Room	15,350	2.92	80%	35,858	8.90	319,136
Retail/Commercial	820	1,000 Sq. Ft.	47,529	18.87	44%	394,624	5.81	2,292,765
Office	710	1,000 Sq. Ft.	23,207	4.87	75%	84,764	8.76	742,533
Public/Institutional*	560/610/620	1,000 Sq. Ft.	43,185	4.05	75%	131,174	8.06	1,057,262
Industrial	130	1,000 Sq. Ft.	10,247	1.68	95%	16,354	8.90	145,551
Warehousing	150	1,000 Sq. Ft.	20,642	0.87	95%	17,061	8.90	151,843
Total Expected Daily Vehicle-Miles of Travel						2,269,068		18,853,263

* trip rate is average of hospital (610), nursing home (620), and church (560)
 Source: Existing units from Lee County Department of Community Development, October 30, 2017; single-family detached includes mobile and manufactured home on individual lot; average trip lengths from Table 5; trip rates and new trips factors from Table 9, 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 22 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 additional counts conducted by the municipalities. For segments without recent traffic counts, daily volumes were estimated based on one-half of average volumes for roadways of the same functional classification and number of lanes for which counts were available.¹¹

Counts provided by all agencies were annual average 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. Based on available traffic counts for the last 12 months, the peak season factor (ratio of February/March to 12-month average) is 1.127.¹² This is somewhat lower than the 1.170 factor used in the 2015 study.

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 determine VMT for the link. VMT for individual links were summed to arrive at an actual county-wide VMT. The detailed peak season volumes and VMT for each roadway segment are presented in Table 22 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 trips generated within Lee County. However, since the area covered by the model extends beyond Lee County into adjoining counties, the model may be under-estimating the percent of through trips 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. Because 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. The travel demand excludes not only through traffic, but also the VMT on toll road facilities. The calculation of locally-generated, non-toll road VMT is presented in Table 7.

¹¹ Using one-half of average traffic count on similar roads with traffic counts is intended to acknowledge that roads with counts are likely to be more heavily traveled.

¹² Lee County Community Development Department, September 18, 2017.

Table 7. Major Roadway System Travel Demand

Total Daily Trips	2,269,068
x Percent Through Trips	2.40%
Daily Through Trips	54,458
x Average Length of Through Trips (miles)	34.138
Daily Through Trip VMT	1,859,087
Cape Coral Bridge VMT	103,029
Midpoint Bridge VMT	79,701
Sanibel Causeway VMT	67,559
Total Daily Through Trip and Toll Road VMT	2,109,376
Total Daily VMT on Major Roadway System	16,668,582
- Total Daily Through Trip and Toll Road VMT	-2,109,376
Locally-Generated, Non-Toll Road Daily VMT	14,559,206

Source: Total daily trips generated within Lee County from Table 6; 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 4; 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 8, the average daily demand for each land use should be multiplied by a local adjustment factor of 0.77. The updated local adjustment factor is somewhat higher than the figure of 0.60 used in the prior update.

Table 8. Local Adjustment Factor

Actual Locally-Generated, Non-Toll VMT	14,559,206
÷ Expected Local Vehicle-Miles of Travel (VMT)	18,853,263
Local Adjustment Factor	0.77

Source: Locally-generated, non-toll road VMT from Table 7; expected locally-generated VMT from Table 6.

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*, 10th edition, 2017. 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 9. For each land use, daily VMT is a factor of trip rate, trip length, new trip factor, and the local adjustment factor.

Table 9. Travel Demand Schedule

Land Use	ITE Code	Unit	1-Way Trips	Trip Length	% New Trips	Adjust. Factor	Daily VMT
Single-Family Detached	210	Dwelling	4.72	8.90	100%	0.77	32.35
Multi-Family, Low-Rise (1-2 stories)	220	Dwelling	3.66	8.90	100%	0.77	25.08
Multi-Family Mid-Rise (3-10 stories)	221	Dwelling	2.72	8.90	100%	0.77	18.64
Multi-Family, High-Rise (11+ stories)	222	Dwelling	2.22	8.90	100%	0.77	15.21
Mobile Home/RV Park	240	Pad	2.50	8.90	100%	0.77	17.13
Senior Adult Housing, Detached	251	Dwelling	2.13	8.90	100%	0.77	14.60
Senior Adult Housing, Attached	252	Dwelling	1.85	8.90	100%	0.77	12.68
Adult Cong. Living Facility (ACLF)	253	Dwelling	1.01	8.90	100%	0.77	6.92
Continuing Care Retirement Community	255	Dwelling	1.20	8.90	100%	0.77	8.22
Hotel/Motel	310/320	Room	2.92	8.90	80%	0.77	16.01
Shopping Center/General Retail	820	1,000 sf	18.87	5.81	44%	0.77	37.14
Bank	912	1,000 sf	50.01	5.81	37%	0.77	82.78
Car Wash, Self Service	na	1,000 sf	10.05	5.81	44%	0.77	19.78
Convenience Store w/Gas Sales (<10 fuel positions)	853	Fuel Pos.	161.25	2.91	17%	0.77	61.42
Super Convenience Store w/Gas Sales (10+ fuel pos.)	960	Fuel Pos.	115.26	2.91	17%	0.77	43.90
Golf Course (open to public)	430	Acre	1.87	6.40	80%	0.77	7.37
Movie Theater	443	1,000 sf	39.04	5.81	50%	0.77	87.33
Restaurant, Standard	931	1,000 sf	41.92	5.81	38%	0.77	71.26
Restaurant, High-Turnover (Sit Down)	932	1,000 sf	56.09	5.81	36%	0.77	90.33
Restaurant, Fast Casual	930	1,000 sf	157.58	2.91	36%	0.77	127.11
Restaurant, Fast Food	934	1,000 sf	235.47	2.91	30%	0.77	158.29
Office, General	710	1,000 sf	4.87	8.76	75%	0.77	24.64
Hospital	610	1,000 sf	5.36	8.28	75%	0.77	25.63
Nursing Home	620	1,000 sf	3.32	8.28	75%	0.77	15.88
Church	560	1,000 sf	3.47	7.61	75%	0.77	15.25
Day Care Center	565	1,000 sf	23.81	7.61	24%	0.77	33.48
Elem./Middle/High School (avg.)	520/522/530	1,000 sf	8.96	7.61	24%	0.77	12.60
Industrial	130	1,000 sf	1.68	8.90	95%	0.77	10.94
Warehouse, General	150	1,000 sf	0.87	8.90	95%	0.77	5.66
Warehouse, High-Cube	154	1,000 sf	0.70	8.90	95%	0.77	4.56
Mini-Warehouse	151	1,000 sf	0.75	6.40	95%	0.77	3.51
Mine or Quarry	na	1,000 cy	0.02	8.90	95%	0.77	0.130

Source: 1-way trips are 1/2 of trip ends from Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017, (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 Lee County Community Development, September 22, 2008); new trip percentages for retail/commercial uses from ITE, *Trip Generation Handbook*, 3rd Edition, 2017; 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 5; local adjustment factor from Table 8; 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 10. Travel demand per unit of development by land use type is significantly higher for most land uses.

The change in travel demand per unit by land use exhibits considerable variation, ranging from declines for some categories to greater-than-average increases for others. These variations are entirely due to updated trip generation rates and new trip factors from the 2017 *Trip Generation Manual* and *Trip Generation Handbook*.

Table 10. Travel Demand Comparison

Land Use	Unit	2015 VMT	Updated VMT	Percent Change
Single-Family Detached	Dwelling	27.02	32.35	20%
Multi-Family (low-rise)	Dwelling	18.90	25.08	33%
Mobile Home/RV Park	Pad	14.19	17.13	21%
Senior Adult Housing, Attached	Dwelling	9.76	12.68	30%
Adult Cong. Living Facility (ACLF)	Dwelling	5.73	6.92	21%
Hotel/Motel	Room	15.67	16.01	2%
Shopping Center/General Retail	1,000 sf	32.00	37.14	16%
Bank	1,000 sf	69.73	82.78	19%
Car Wash, Self Service	1,000 sf	15.42	19.78	28%
Golf Course (open to public)	1,000 sf	7.74	7.37	-5%
Movie Theater	1,000 sf	68.03	87.33	28%
Restaurant, Standard	1,000 sf	59.58	71.26	20%
Restaurant, Fast Food	1,000 sf	129.93	158.29	22%
Office, General	1,000 sf	21.72	24.64	13%
Hospital	1,000 sf	24.63	25.63	4%
Nursing Home	1,000 sf	14.16	15.88	12%
Church	1,000 sf	15.62	15.25	-2%
Day Care Center	1,000 sf	40.58	33.48	-17%
Elem./Middle/High School (avg.)	1,000 sf	7.69	12.60	64%
Industrial	1,000 sf	18.44	10.94	-41%
Warehouse, General	1,000 sf	9.60	5.66	-41%
Warehouse, High-Cube	1,000 sf	4.53	4.56	1%
Mini-Warehouse	1,000 sf	4.56	3.51	-23%
Mine or Quarry	1,000 cy	0.108	0.130	21%

Source: 2015 VMT from Duncan Associates, *Road Impact Fee Update*, January 2015; updated VMT from Table 9.

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 representative set of improvements, and the capacity added by those improvements. This section describes both components used to calculate the average cost per service unit.

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 11 are limited to recently-completed projects and planned projects. The average cost from this representative set of recent and planned roadway improvements is about \$3.97 million per added lane-mile, which is slightly higher than the \$3.90 million per lane-mile calculated in the 2015 study.

Table 11. Major Roadway Cost per Lane-Mile

Road Segment	Year Compl.	Miles	No. of Lanes			Lane- Miles	Total Cost	Cost/ Lane-Mile
			Ex	Fut	New			
Alico Rd, Dusty Ln-Three Oaks	FY 2010	2.30	2	6	4	9.20	\$17,774,094	\$1,931,967
Daniels Pky, Treeline-Gateway	FY 2010	1.70	4	6	2	3.40	\$4,976,542	\$1,463,689
Hanson St, Shoemaker-Ortiz	FY 2010	1.75	0	2	2	3.50	\$20,724,744	\$5,921,355
Plantation, Idlewild St-Colonial Blvd	FY 2011	1.00	0	4	4	4.00	\$8,000,731	\$2,000,183
Three Oaks Pkwy, Corkscrew Rd-Alico	FY 2011	4.60	2	4	2	9.20	\$30,128,027	\$3,274,786
Gladiolus, Bass-Winkler		0.79	2	6	4	3.16		
Gladiolus, Pine Ridge-Bass	FY 2012	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		
Three Oaks Pkwy, E Terry St-Coconut Rd	FY 2012	4.15	0	4	4	16.60	\$57,285,251	\$3,450,919
Colonial Blvd, Six Mile-SR 82	FY 2013	2.65	4	6	2	5.30	\$33,107,897	\$6,246,773
Six Mile Cypress, Daniels Pkwy-Winkler	FY 2013	2.30	2	4	2	4.60	\$10,225,001	\$2,222,826
Summerlin Rd, Cypress Lake-Boy Scout	FY 2013	2.60	4	6	2	5.20	\$38,238,990	\$7,353,652
Alico Rd, Ben Hill-Airport Haul Rd	FY 2017	1.78	2	6	4	7.12	\$18,185,758	\$2,554,179
N Airport Rd ext, end-SR 739	FY 2018	0.62	0	2	2	1.24	\$5,190,001	\$4,185,485
Homestead Rd, Sunrise Blvd-Alabama Rd	FY 2019	2.25	2	4	2	4.50	\$24,864,214	\$5,525,381
Alico Rd Connector, end-SR 82	FY 2020	9.00	0	2	2	18.00	\$69,375,686	\$3,854,205
Ortiz, Colonial-SR 82 (MLK Blvd)	FY 2020	1.73	2	4	2	3.46	\$16,019,000	\$4,629,769
Burnt Store, SR 78-Van Buren Pkwy	FY 2021	4.30	2	4	2	8.60	\$54,336,155	\$6,318,158
Three Oaks Pkwy, Alico-Daniels Pkwy	FY 2022	3.50	0	4	4	14.00	\$67,144,485	\$4,796,035
Total		49.16				125.36	\$497,067,460	\$3,965,120

Source: Planned projects in FY 2017 and later from Lee County FY 17/18 - 21/22 Transportation Capital Improvements Plan, September 2017; details from earlier completed projects from Duncan Associates, *Road Impact Fee Study for Lee County, Florida*, January 2015.

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.

For this update, Lee County provided current capacity estimates for all major County roads and State/Federal highways. These capacities are based on the non-regulatory minimum level of serve standards set forth in *The Lee Plan*,¹³ along with Florida Department of Transportation generalized capacity estimates.¹⁴ The capacities of municipal roadways used in this update are based on the generalized capacities derived from Lee County roadway capacities shown in see Table 12. The updated capacities for collector roads are somewhat lower than those used in the 2015 study.

Table 12. Generalized Roadway Capacities

Road Type	Daily Capacity
2-Lane Collector	12,600
2-Lane Arterial	15,000
4-Lane Collector	27,500
4-Lane Arterial	35,800
6-Lane Arterial	53,900

Source: Derived from capacities for major Lee County roads provided by Lee County Community Development Department, August 29, 2017 (see existing major roadway inventory in Appendix A).

¹³ Policy 95.1.3.6 of *The Lee Plan*, as amended through October 2017, states: LOS “E” is the standard LOS for principal and minor arterials, and major collectors on county-maintained transportation facilities. Level of service standards for the State Highway System during peak travel hours are D in urbanized areas and C outside urbanized areas.

¹⁴ Florida Department of Transportation, *Quality/Level of Service Handbook*, 2013.

Cost per Service Unit Summary

As calculated in Table 13, the average cost of recent and planned improvements is \$436 per vehicle-mile of capacity (VMC). Under the standard consumption-based model, the cost per VMC is the same as the cost per VMT, which is the service unit for the road impact fees.

Table 13. Road Cost per Service Unit

Road Segment	Year		Avg. Daily Capacity			New VMC	Total Cost	Cost/ VMC
	Compl.	Miles	Before	After	New			
Alico Rd, Dusty Ln-Three Oaks	FY 2010	2.30	17,700	59,900	42,200	97,060	\$17,774,094	\$183
Daniels Pky, Treeline-Gateway	FY 2010	1.75	39,800	59,900	20,100	35,175	\$20,724,744	\$589
Hanson St, Shoemaker-Ortiz	FY 2010	4.60	0	17,700	17,700	81,420	\$30,128,027	\$370
Plantation, Idlewild St-Colonial Blvd	FY 2011	1.51	0	39,800	39,800	60,098	\$21,490,884	\$358
Three Oaks Pkwy, Corkscrew Rd-Alico	FY 2011	2.60	17,700	39,800	22,100	57,460	\$38,238,990	\$665
Gladiolis, Bass-Winkler		0.79	17,700	59,900	42,200	33,338		
Gladiolis, Pine Ridge-Bass	FY 2012	1.00	17,700	39,800	22,100	22,100	\$8,000,731	\$134
Bass, Gladiolis to 4-lane		0.63	17,700	39,800	22,100	13,923		
Three Oaks Pkwy, E Terry St-Coconut Rd	FY 2012	2.30	0	39,800	39,800	91,540	\$10,225,001	\$112
Colonial Blvd, Six Mile-SR 82	FY 2013	1.70	39,800	59,900	20,100	34,170	\$4,976,542	\$146
Six Mile Cypress, Daniels Pkwy-Winkler	FY 2013	4.15	17,700	39,800	22,100	91,715	\$57,285,251	\$625
Summerlin Rd, Cypress Lake-Boy Scout	FY 2013	2.65	39,800	59,900	20,100	53,265	\$33,107,897	\$622
Alico Rd, Ben Hill-Airport Haul Rd	FY 2017	1.78	12,600	27,500	14,900	26,522	\$18,185,758	\$686
N Airport Rd ext, end-SR 739	FY 2018	0.62	0	12,600	12,600	7,812	\$5,190,001	\$664
Homestead Rd, Sunrise Blvd-Alabama Rd	FY 2019	2.25	15,900	35,800	19,900	44,775	\$24,864,214	\$555
Alico Rd Connector, end-SR 82	FY 2020	9.00	0	15,900	15,900	143,100	\$69,375,686	\$485
Ortiz, Colonial-SR 82 (MLK Blvd)	FY 2020	1.73	15,900	35,800	19,900	34,427	\$16,019,000	\$465
Burnt Store, SR 78-Van Buren Pkwy	FY 2021	4.30	15,900	35,800	19,900	85,570	\$54,336,155	\$635
Three Oaks Pkwy, Alico-Daniels Pkwy	FY 2022	3.50	0	35,800	35,800	125,300	\$67,144,485	\$536
Total		49.16				1,138,770	\$497,067,460	\$436

Source: Year completed or planned, miles and total costs from Table 11; capacities for projects completed prior to FY 2017 from Duncan Associates, *Road Impact Fee Study for Lee County, Florida*, January 2015; capacities for planned projects based on capacities from Appendix A and Table 12; 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 surplus toll revenue. The County recently retired all its non-toll debt.

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. A new credit is provided in this update for a new funding mechanism – Growth Increment Funding. Finally, a credit is provided for outstanding developer credits, which essentially represent debt on existing facilities for excess capacity to accommodate future development.

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 funded in the first year of recent Florida Department of Transportation Five-Year Work Programs for Lee County. Historical funding for the last five years is detailed in Appendix B, and data for the previous four years is taken from the 2015 road impact fee study. Federal/State 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 last 9 year, it is estimated that 61.3% 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 14. This percentage is down considerably from the 86.5% calculated in the 2015 study, reflecting the fact that FDOT capacity funding in Lee County has fallen considerably from the relatively heavy spending levels seen in fiscal years 2009-2012.

Table 14. 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	\$118,881,428	\$237,450,165	199.7%
FY 2012/2013	304,458,737	\$0.40525	\$123,381,903	\$42,569,814	34.5%
FY 2013/2014	317,740,403	\$0.40825	\$129,717,520	\$20,117,101	15.5%
FY 2014/2015	341,904,920	\$0.41125	\$140,608,398	\$24,706,930	17.6%
FY 2015/2016	366,446,093	\$0.41225	\$151,067,402	\$22,327,041	14.8%
FY 2016/2017	372,421,412	\$0.41325	\$153,903,148	\$35,015,154	22.8%
9-Year Average					61.3%

* excludes \$0.02 constitutional fuel tax (addressed as a local tax)

Source: Total gallons of motor fuel sold in Lee County (includes gasohol and diesel) and tax rate per gallon from the Florida Department of Revenue; FDOT capacity-expanding improvement funding from Table 23 in Appendix B.

Based on the average historical percentage of Federal and State fuel tax funding for capacity and the current tax structure, it can be reasonably anticipated that 25.3 cents of the 41.3 cents per gallon of Federal and State fuel taxes will be available for capacity-expanding capital improvements in the future (see Table 15).

As also summarized in Table 15, 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 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.

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

The calculation of the motor fuel tax credit per gallon is summarized in Table 15. For every gallon of gasoline sold in Lee County, motorists pay about 57.3 cents in motor fuel taxes. Of the total fuel taxes paid in Lee County, 36.8 cents per gallon is estimated to be available for capacity-expanding improvements to the major roadway system. This is down from 47.1 cents per gallon available for capacity-expanding improvements calculated in the 2015 study, which is attributable to declining programming of Federal/State funding for local capacity improvements in recent years.

Table 15. Motor Fuel Tax per Gallon for Capacity

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)	\$0.15525		
State Comprehensive Enhanced Transportation (SCETS)	\$0.07400		
Total Federal/State Motor Fuel Tax per Gallon	\$0.41325	61.3%	\$0.253
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 Additional 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	\$0.57325	64.2%	\$0.368

* capacity portion excludes half cent for transit

Source: Tax rates per gallon for FY 2016/2017 from the Florida Department of Revenue; percent of federal/state capacity funding for capacity from Table 14; percentages for local motor fuel taxes based on preceding text derived from information provided by Lee County Department of Transportation, October 19, 2017.

Over the long-term, quantified as the next 20 years using a typical time frame for long-term debt financing, new development can be expected to generate \$117 in capacity-expanding road funding for every daily vehicle-mile of travel (shown in Table 16). 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 16. Motor Fuel Tax Credit per Service Unit

Total Motor Fuel Tax Capacity-Expanding Improvement Funding per Gallon	\$0.368
÷ Average Miles per Gallon	17.9
Capacity-Expanding Improvement Funding per Daily Vehicle-Mile	\$0.0206
x Days per Year	365
Annual Capacity-Expanding Improvement Funding per Daily Vehicle-Mile	\$7.52
x Net present Value Factor (2.50% discount rate over 20 years)	15.59
Motor Fuel Tax Credit per Daily Vehicle-Mile of Travel (VMT)	\$117

Source: Motor fuel tax funding per gallon from Table 15; average mile per gallon is average for all motor vehicles for 2015 from US Department of Transportation, Bureau of Transportation Statistics, "Motor Fuel Consumption and Travel," Table 4-9; net present value based on 2.50% discount rate, which is the national average interest rate on 20-year, AAA municipal bonds for October 24, 2017 from fmsbonds.com.

Surplus 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 “surplus” toll 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, some non-toll facilities receive surplus toll funding. For this reason, a credit has been calculated for the present value of future surplus toll revenue expected to be generated by new development.

Toll facility bond coverage requirements virtually guarantee that at some point toll roads will generate more revenue than required to retire debt service. As in the prior study, an additional credit is necessary to account for surplus toll revenue programmed for non-toll road construction in the major road corridors associated with the bridge traffic. Table 17 depicts the annual surplus toll revenue available for non-toll road projects over the next five years. The surplus toll credit of \$4 per VMT is higher than the \$3 calculated in the 2015 study, due to the projected availability of more future surplus toll revenue for non-toll road improvements.

Table 17. Surplus Toll Credit per Service Unit

Surplus Toll Revenue Capacity Funding, FY 2018-2022	\$17,412,070
÷ Years	5
Average Annual Surplus Toll Revenue Funding	\$3,482,414
÷ Existing Locally-Generated VMT on Major Road System	14,559,206
Annual Surplus Toll Funding per VMT	\$0.24
x Net present Value Factor (2.50% discount rate over 20 years)	15.59
Surplus Toll Credit per Daily Vehicle-Mile of Travel (VMT)	\$4

Source: Surplus toll revenue from Lee County Department of Transportation, Adopted CIP Request Sheets, FY 2018-2022, September 2017; existing VMT from Table 4; net present value factor from Table 16.

Growth Increment Funding Credit

In June 2015, the Lee County Board of County Commissioners adopted a policy to earmark property tax revenue increases each year that are attributable to new construction, as well as from change in ownership occurring in real estate sales (due to reset of property values), to pay for infrastructure needs. That portion of the annual increase in property tax revenue is placed in the Growth Increment Fund (GIF). While not restricted to be used for roads, all of the anticipated funding for the next five years is programmed in the adopted Capital Improvements Program for transportation projects. As summarized in Table 18 below, about half of the projected GIF funding for the next five years is programmed for capacity expansion projects. At that rate of funding, each new service unit will generate the present value equivalent of \$5 per VMT over the next 20 years.

Table 18. Growth Increment Funding Credit per Service Unit

Road Segment	Year	Total Funding	Capacity Funding
Alico Rd, Ben Hill-Airport Haul Rd	FY 2019	\$540,000	\$540,000
Burnt Store 4L/78-Van Buren	FY 2021	\$1,290,000	\$1,290,000
Homestead 4L/Sunrise-Alabama	FY 2019	\$690,000	\$690,000
Ortiz 4L/Colonial-MLK	FY 2020	\$1,001,000	\$1,001,000
Ortiz 4L/Colonial-MLK	FY 2022	\$519,000	\$519,000
Sunshine Blvd./8th St. SW Roundabout	FY 2022	\$37,500	\$37,500
Three Oaks Pkwy Ext North	FY 2018	\$7,670,511	\$7,670,511
Three Oaks Pkwy Ext North	FY 2020	\$11,900,000	\$11,900,000
Three Oaks Pkwy Ext North	FY 2022	\$1,050,000	\$1,050,000
Road Resurface/Rebuild Program Lehigh	FY 2018	\$5,000,000	0
Road Resurface/Rebuild Program Lehigh	FY 2019	\$5,000,000	0
Road Resurface/Rebuild Program Lehigh	FY 2020	\$5,000,000	0
Road Resurface/Rebuild Program Lehigh	FY 2021	\$5,000,000	0
Road Resurface/Rebuild Program Lehigh	FY 2022	\$5,000,000	0
Roadway Beautification	FY 2018	\$100,000	0
Roadway Beautification	FY 2019	\$100,000	0
Roadway Beautification	FY 2020	\$100,000	0
Roadway Beautification	FY 2021	\$100,000	0
Roadway Beautification	FY 2022	\$100,000	0
Growth Increment Funding, FY 2018-2022		\$50,198,011	\$24,698,011
÷ Years			5
Annual GIF Funding			\$4,939,602
÷ Existing Locally-Generated VMT on Major Road System			14,559,206
Annual GIF Funding per VMT			\$0.34
x Net Present Value Factor (2.50% discount rate over 20 years)			15.59
Growth Increment Funding Credit per VMT			\$5

Source: Project funding from Lee County Department of Transportation, Adopted CIP Request Sheets, FY 2018-2022, September 2017; existing VMT from Table 4; net present value factor from Table 16.

Debt Credit

The County does not have any outstanding debt on non-toll road facilities, nor does it have any interfund loans for past road improvements. However, the County owes credits to developers for previous right-of-way dedications or construction of portions of the existing major roadway system. This is essentially another form of debt. The amount of outstanding developer credits should be removed from the fee, because this amount represents excess capacity for future development that has been installed by developers for future construction, and it will be repaid with fee offsets or reimbursements. A reasonable way to calculate the credit is to divide the outstanding debt by existing service units, as shown in Table 19 on the following page.

Table 19. Debt Credit per Service Unit

Outstanding Debt or Intefund Loans	\$0
Outstanding Developer Credits	\$15,900,571
Total Outstanding Debt and Credits	\$15,900,571
÷ Existing Road Service Units (VMT)	14,559,206
Debt Credit per Daily Vehicle-Mile of Travel (VMT)	\$1

Source: No debt or interfund loans per Lee County Department of Transportation, October 31, 2017; outstanding credits from Lee County Community Development, October 24, 2017; existing VMT from Table 7.

Net Cost per Service Unit Summary

The net cost per service unit is the cost per VMT less the motor fuel tax, surplus toll, GIF, and debt credits per VMT. As summarized in Table 20, the net cost per service unit is \$309 per VMT.

Table 20. Road Net Cost per Service Unit

Cost per VMT	\$436
– Motor Fuel Tax Credit per VMT	-\$117
– Surplus Toll Credit per VMT	-\$4
– Growth Increment Funding Credit per VMT	-\$5
– Debt Credit per VMT	-\$1
Net Cost per VMT	\$309

Source: Cost per VMT is average cost per VMC from Table 13; motor fuel tax credit from Table 16; surplus toll credit from Table 17; GIF credit from Table 18; debt credit from Table 19.

NET COST SCHEDULE

The updated road impact fees for the various land use categories are shown in Table 21. 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 21. Updated Road Impact Fees

Land Use Type	Unit	Daily VMT	Net Cost/ VMT	Net Cost/ Unit
Single-Family Detached	Dwelling	32.35	\$309	\$9,996
Multi-Family, Low-Rise (1-2 stories)	Dwelling	25.08	\$309	\$7,750
Multi-Family Mid-Rise (3-10 stories)	Dwelling	18.64	\$309	\$5,760
Multi-Family, High-Rise (11+ stories)	Dwelling	15.21	\$309	\$4,700
Mobile Home/RV Park	Pad	17.13	\$309	\$5,293
Senior Adult Housing, Detached	Dwelling	14.60	\$309	\$4,511
Senior Adult Housing, Attached	Dwelling	12.68	\$309	\$3,918
Adult Cong. Living Facility (ACLF)	Dwelling	6.92	\$309	\$2,138
Continuing Care Retirement Community	Dwelling	8.22	\$309	\$2,540
Hotel/Motel	Room	16.01	\$309	\$4,947
Shopping Center/General Retail	1,000 sf	37.14	\$309	\$11,476
Bank	1,000 sf	82.78	\$309	\$25,579
Car Wash, Self Service	1,000 sf	19.78	\$309	\$6,112
Convenience Store w/Gas Sales (<10 fuel positions)	Fuel Pos.	61.42	\$309	\$18,979
Super Convenience Store w/Gas Sales (10+ fuel pos.)	Fuel Pos.	43.90	\$309	\$13,565
Golf Course (open to public)	Acre	7.37	\$309	\$2,277
Movie Theater	1,000 sf	87.33	\$309	\$26,985
Restaurant, Standard	1,000 sf	71.26	\$309	\$22,019
Restaurant, High-Turnover (Sit Down)	1,000 sf	90.33	\$309	\$27,912
Restaurant, Fast Casual	1,000 sf	127.11	\$309	\$39,277
Restaurant, Fast Food	1,000 sf	158.29	\$309	\$48,912
Office	1,000 sf	24.64	\$309	\$7,614
Hospital	1,000 sf	25.63	\$309	\$7,920
Nursing Home	1,000 sf	15.88	\$309	\$4,907
Church	1,000 sf	15.25	\$309	\$4,712
Day Care Center	1,000 sf	33.48	\$309	\$10,345
Elementary/Sec. School (private)	1,000 sf	12.60	\$309	\$3,893
Industrial	1,000 sf	10.94	\$309	\$3,380
Warehouse, General	1,000 sf	5.66	\$309	\$1,749
Warehouse, High-Cube	1,000 sf	4.56	\$309	\$1,409
Mini-Warehouse	1,000 sf	3.51	\$309	\$1,085
Mine or Quarry	Acre	0.13	\$309	\$40

Source: VMT per unit from Table 9; net cost per VMT from Table 20.

APPENDIX A: MAJOR ROAD INVENTORY

Table 22. Existing Major Roadway Inventory

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
I-75	Collier Co Line-Bonita Beach Rd	1.029	6	111,800	113,264	115,042	116,549
I-75	Bonita Beach Rd-Corkscrew Rd	7.638	6	111,800	113,264	853,928	865,110
I-75	Corkscrew Rd-Alico Rd	3.947	6	111,800	113,264	441,275	447,053
I-75	Alico Rd-Terminal Access Rd	1.270	6	151,800	111,532	192,786	141,646
I-75	Terminal Access Rd-Daniels Pky	2.558	6	131,800	111,532	337,144	285,299
I-75	Daniels Pkwy-Colonial Blvd	4.330	6	111,800	101,430	484,094	439,192
I-75	Colonial Blvd-MLK Blvd	1.852	6	111,800	96,922	207,054	179,500
I-75	MLK Blvd-Luckett Rd	1.515	6	111,800	99,740	169,377	151,106
I-75	Luckett Rd-SR 80	1.908	6	111,800	95,232	213,314	181,703
I-75	SR 80-SR 78	2.316	6	111,800	77,763	258,929	180,099
I-75	SR 78-SR 78 Ramp	0.295	6	85,600	50,152	25,252	14,795
I-75	SR 78 Ramp-Charlotte Co Line	5.480	6	85,600	50,152	469,088	274,833
Subtotal, Interstate		34.138				3,767,283	3,276,885
Alico Rd	Three Oaks Pkwy-I 75	0.380	6	56,606	49,471	21,510	18,799
Alico Rd	I 75-Ben Hill Griffin Pkwy	0.656	6	56,606	26,963	37,134	17,688
Bayshore Rd (SR 78)	Business 41-Hart Rd	1.147	4	41,790	37,775	47,933	43,328
Bayshore Rd (SR 78)	Hart Rd-W of Willow Stream Ln	1.544	4	41,790	37,971	64,524	58,627
Bayshore Rd (SR 78)	W of Willow Strm-W of Pritchett	2.620	4	41,790	28,175	109,490	73,819
Bayshore Rd (SR 78)	W of Pritchett Pky-Pritchett Pky	0.221	4	41,790	13,862	9,236	3,064
Bayshore Rd (SR 78)	Pritchett Pkwy-Old Bayshore Rd	2.358	2	18,585	13,862	43,823	32,687
Bayshore Rd (SR 78)	Old Bayshore Rd-SR 31	0.646	2	18,585	9,692	12,006	6,261
Business 41 (N Tamiami Tr)	First St-N end Edison Br (1-way)	1.029	3	37,737	18,596	38,831	19,135
Business 41 (N Tamiami Tr)	Dr MLK Jr Blvd-N end Edison Br	1.060	3	35,940	18,263	38,096	19,359
Business 41 (N Tamiami Tr)	N end Edison Bridge-Pine Is Rd	1.054	6	62,895	28,739	66,291	30,291
Business 41 (N Tamiami Tr)	Pine Island Rd-Littleton Rd	1.090	4	41,790	27,404	45,551	29,870
Business 41 (N Tamiami Tr)	Littleton Rd-US 41	1.288	4	41,790	14,426	53,826	18,581
Business 41 (N Tamiami Tr)	US 41 SB-US 41	0.131	1	8,921	5,410	1,169	709
Main St (SR 80)	US 41 SB-Monroe St	0.168	3	23,930	10,030	4,020	1,685
Colonial Blvd (SR 884)	Cleveland Av-W of Solomon Blvd	0.156	4	39,800	47,898	6,209	7,472
Colonial Blvd (SR 884)	W of Solomon Blvd-Metro Pkwy	1.163	6	62,895	65,815	73,147	76,543
Colonial Blvd (SR 884)	Metro Pkwy(SR 739)-Ortiz Ave	2.793	6	62,895	68,292	175,666	190,740
Colonial Blvd (SR 884)	Ortiz Ave-I 75	0.393	6	62,895	95,795	24,718	37,647
Colonial Blvd (SR 884)	I 75-400' e of Dynasty Dr	0.784	6	62,895	95,795	49,310	75,103
Daniels Pkwy	W of I 75- E of Rest Area	0.513	6	62,895	59,731	32,265	30,642
Dr MLK Jr Blvd (SR 82)	US 41-Monroe St	0.200	2	15,540	10,256	3,108	2,051
Dr MLK Jr Blvd (SR 82)	Monroe St-Jackson St	0.371	4	15,540	17,356	5,765	6,439
Dr MLK Jr Blvd (SR 82)	Jackson St-Fowler Ave	0.645	4	25,168	17,356	16,233	11,195
Dr MLK Jr Blvd (SR 82)	Fowler Ave-Michigan Link Ave	2.966	4	34,020	40,797	100,903	121,004
Dr MLK Jr Blvd (SR 82)	Michigan Link Ave-Ortiz Ave	3.826	5	52,342	49,025	200,260	187,570
Dr MLK Jr Blvd (SR 82)	Ortiz Ave-I 75	0.572	6	62,895	38,318	35,976	21,918
Monroe St (SR 82)	Dr MLK Jr Blvd-Main St	0.148	2	15,540	9,580	2,300	1,418
Second St (SR 80)	Fowler St-Park Ave (EB 1-way)	0.237	3	30,000	10,368	7,110	2,457
Second/Seaboard St (SR 80)	Park Ave-Palm Bch Blvd (1-way)	0.926	2	19,440	12,979	18,001	12,019
Evans Ave (SR 739)	Hanson St-Dr MLK Jr Blvd (1-way)	1.267	3	37,737	9,016	47,813	11,423
First St (SR 80)	Fowler St-Palm Ave (WB 1-way)	0.640	2	20,412	9,241	13,064	5,914

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lanes	Daily Capacity	Daily Trips	VMC	VMT
Fowler St (Bus 41)	Hanson St-Edison Ave	0.758	4	31,500	21,803	23,877	16,527
Fowler St (Bus 41)	Edison Ave-SR 82 (MLK)	0.507	4	37,737	26,676	19,133	13,525
Fowler St (Bus 41)	MLK Blvd-First St (SB one way)	0.444	3	31,500	25,921	13,986	11,509
Hanson St (SR 739)	Fowler St-Old Metro Pkwy	0.624	2	15,540	12,172	9,697	7,595
Immokalee Rd (SR 82)	I 75-E of Teter Rd	0.528	6	62,895	35,635	33,209	18,815
Immokalee Rd (SR 82)	E of Teter Rd-Buckingham Rd	1.228	6	62,895	34,937	77,235	42,903
Immokalee Rd (SR 82)	Buckingham Rd-Lee Blvd	0.720	6	62,895	34,937	45,284	25,155
Immokalee Rd (SR 82)	Colonial/Lee Blvd-Gateway Blvd	1.032	2	19,514	33,247	20,138	34,311
Immokalee Rd (SR 82)	Gateway Blvd-Griffin Dr	1.408	2	19,514	21,300	27,476	29,990
Immokalee Rd (SR 82)	Griffin Dr-Gunnery Rd	1.809	2	19,514	19,384	35,301	35,066
Immokalee Rd (SR 82)	Daniels/Gunnery-Alabama Rd S	3.569	2	24,200	31,710	86,370	113,173
Immokalee Rd (SR 82)	Alabama Rd S-Homestead Rd	0.330	2	24,200	11,495	7,986	3,793
Immokalee Rd (SR 82)	Homestead Rd-Bell Blvd S	1.041	2	24,200	11,495	25,192	11,966
Immokalee Rd (SR 82)	Bell Blvd-County Line	2.622	2	24,200	12,848	63,452	33,687
McGregor Blvd (SR 867)	Old McGregor-A&W Bulb	1.993	4	41,970	37,191	83,646	74,122
McGregor Blvd (SR 867)	A&W Bulb Rd-College Pkwy	1.472	4	41,970	41,129	61,780	60,542
McGregor Blvd (SR 867)	College Pkwy-Winkler Rd	1.431	2	18,585	18,257	26,595	26,126
McGregor Blvd (SR 867)	Winkler Rd-Colonial Blvd	1.589	2	19,514	26,761	31,008	42,523
Metro Pkwy (SR 739)	Six Mile Cypress-Daniels Pkwy	1.257	6	62,895	25,921	79,059	32,583
Metro Pkwy (SR 739)	Daniels Pkwy-Crystal Dr	1.252	4	41,790	28,841	52,321	36,109
Metro Pkwy (SR 739)	Crystal Dr-Idlewild St	1.254	4	41,970	38,882	52,630	48,758
Metro Pkwy (SR 739)	Idlewild St-Colonial Blvd	1.052	4	41,970	37,755	44,152	39,718
Metro Pkwy (SR 739)	Colonial Blvd-Winkler Ave Ext	0.505	4	41,790	19,384	21,104	9,789
Metro Pkwy (SR 739)	Winkler Ave Ext- New Metro Pky	0.413	6	62,895	7,664	25,976	3,165
Metro Pkwy (SR 739)	E of Forest Lake Entr-Hanson St	0.841	2	18,585	9,323	15,630	7,841
Michael G Rippe Pkwy	US 41-NB Alico Rd Ramp	0.613	4	41,790	26,485	25,617	16,235
Michael G Rippe Pkwy	US 41-Six Mile Cypress Pkwy	2.172	6	62,895	26,485	136,608	57,525
Palm Beach Blvd (SR 80)	Palm Ave-Seaboard St (1-way)	0.368	2	20,412	9,241	7,512	3,401
Palm Beach Blvd (SR 80)	Seaboard St-Figuera Ave	2.630	4	41,970	24,977	110,381	65,690
Palm Beach Blvd (SR 80)	Figuera Ave-E of Lexington Ave	1.089	6	62,895	28,079	68,493	30,578
Palm Beach Blvd (SR 80)	E of Lexington Ave-SR 31	2.858	6	62,895	36,670	179,754	104,803
Palm Beach Blvd (SR 80)	SR 31-Buckingham Rd	2.492	4	41,790	39,445	104,141	98,297
Palm Beach Blvd (SR 80)	Buckingham Rd-W of Werner Dr	2.574	4	65,600	26,485	168,854	68,172
Palm Beach Blvd (SR 80)	W of Werner Dr-Hickey Creek Rd	0.500	4	40,700	26,485	20,350	13,243
Palm Beach Blvd (SR 80)	Hickey Creek Rd-Broadway St	4.358	4	40,700	22,540	177,371	98,229
Palm Beach Blvd (SR 80)	Broadway St-Joel Blvd	0.573	4	30,765	22,540	17,628	12,915
Palm Beach Blvd (SR 80)	Joel Blvd-Hendry County Line	2.131	4	40,700	17,694	86,732	37,706
Pine Island Rd (SR 78)	Burnt Store Rd-Chiquita Blvd	2.047	4	41,790	39,445	85,544	80,744
Pine Island Rd (SR 78)	Chiquita Blvd-Santa Barbara Blvd	2.243	4	41,790	39,445	93,735	88,475
Pine Island Rd (SR 78)	Santa Barbara Blvd-Del Prado Blvd	2.304	4	41,790	39,445	96,284	90,881
Pine Island Rd (SR 78)	Del Prado Blvd-W of Pondella Rd	0.223	6	62,895	31,707	14,026	7,071
Pine Island Rd (SR 78)	Pondella Rd-Cleveland Ave	2.457	4	41,790	35,040	102,678	86,093
Pine Island Rd (SR 78)	Cleveland Ave (US 41)-Bus 41	1.110	4	41,790	37,775	46,387	41,930
San Carlos Blvd (SR 865)	Esteros Blvd-Main St	0.660	2	19,514	25,191	12,879	16,626
San Carlos Blvd (SR 865)	Main-Buttonwood (2L NB/1L SB)	0.250	3	23,930	25,191	5,983	6,298
San Carlos Blvd (SR 865)	Buttonwood Dr-Summerlin Rd	2.212	4	41,790	25,191	92,439	55,722
San Carlos Blvd (SR 865)	Summerlin Rd-Kelly Rd	1.022	2	19,514	20,624	19,943	21,078
San Carlos Blvd (SR 865)	Kelly Rd-Gladiolus Dr	0.480	4	41,790	20,624	20,059	9,900

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Six Mile Cypress (SR 865)	US 41-Metro Pkwy	1.156	4	41,790	41,136	48,309	47,553
SR 31 (Arcadia Rd)	Palm Beach Blvd-Old Rodeo Dr	1.640	2	18,585	12,111	30,479	19,862
SR 31 (Arcadia Rd)	Old Rodeo Dr-N River Rd	1.030	2	16,400	9,692	16,892	9,983
SR 31 (Arcadia Rd)	N River Rd-Charlotte Co Line	2.014	2	16,400	7,461	33,030	15,026
Terminal Access Road	I-75-Airport Access	1.508	4	39,800	25,921	60,018	39,089
US 41 Bus. (1-way NB)	Dr MLK Jr Blvd (SR 82)-First St	0.540	3	35,940	18,263	19,408	9,862
US 41 (SR 45)	Collier Co Line-Bonita Beach Rd	0.990	6	62,895	41,099	62,266	40,688
US 41 (SR 45)	Bonita Beach Rd-W Terry Street	1.139	6	62,895	64,803	71,637	73,811
US 41 (SR 45)	West Terry St-Old 41	2.291	6	62,895	76,636	144,092	175,573
US 41 (SR 45)	Old 41-Corkscrew Rd	3.509	6	62,895	54,660	220,699	191,802
US 41 (SR 45)	Corkscrew Rd-Estero Pkwy	1.363	6	62,895	46,771	85,726	63,749
US 41 (SR 45)	Estero Pkwy-San Carlos Blvd	1.098	6	62,895	44,517	69,059	48,880
US 41 (SR 45)	San Carlos Blvd-Island Park Rd	3.417	6	62,895	56,243	214,912	192,182
US 41 (SR 45)	Island Park Rd-Gladiolus Dr	1.010	6	62,895	71,475	63,524	72,190
US 41 (SR 45)	Gladiolus Dr-Daniels Pkwy	1.274	6	62,895	62,549	80,128	79,687
US 41 (SR 45)	Daniels Pkwy-College Pkwy	0.695	6	62,895	60,905	43,712	42,329
US 41 (SR 45)	College Pkwy-Brantley Rd	0.300	6	62,895	60,905	18,869	18,272
US 41 (SR 45)	Brantley Rd-Pine Dr N	1.059	6	62,895	60,905	66,606	64,498
US 41 (SR 45)	Pine Dr N-Boy Scout Dr	0.445	6	62,895	65,366	27,988	29,088
US 41 (SR 45)	Boy Scout Dr-North Airport Rd	0.743	6	62,895	59,776	46,731	44,414
US 41 (SR 45)	North Airport Rd-Colonial	0.223	6	62,895	59,776	14,026	13,330
US 41 (SR 45)	Colonial Blvd-Winkler Ave	0.507	6	62,895	59,776	31,888	30,306
US 41 (SR 45)	Winkler Ave-Hanson St	1.253	6	62,895	59,776	78,807	74,899
US 41 (SR 45)	Hanson St-Johnson St	1.093	6	59,900	52,329	65,471	57,196
US 41 (SR 45)	Johnson St-Pondella Rd	2.283	4	41,790	47,772	95,407	109,063
US 41 (SR 45)	Pondella Rd-Pine Island Rd	1.284	4	41,790	34,184	53,658	43,892
US 41 (SR 45)	Pine Island Rd-Littleton Rd	1.005	4	41,790	34,184	41,999	34,355
US 41 (SR 45)	Littleton Rd-Bus 41	1.105	4	41,790	27,871	46,178	30,797
US 41 (SR 45)	Bus 41-Del Prado Blvd	0.919	4	41,790	27,871	38,405	25,613
US 41 (SR 45)	Del Prado Blvd-Sun Seekers RV	1.923	4	41,790	36,064	80,362	69,351
US 41 (SR 45)	Sun Seekers RV-Charlotte Co Ln	1.452	4	41,790	23,104	60,679	33,547
Subtotal, State Arterials		140.305				6,111,888	4,867,248
23rd St SW	Gunnery Rd-Sunshine Blvd	2.075	2	15,900	13,299	32,993	27,595
23rd St SW	Sunshine Blvd-Beth Stacey Rd	1.489	2	15,900	7,776	23,675	11,578
Alabama Rd S	Immokalee Rd-Milwaukee Bvd	1.876	2	15,900	7,664	29,828	14,378
Alabama Rd S	Milwaukee Blvd-Homestead Rd	1.644	2	13,300	12,397	21,865	20,381
Alico Rd	US 41-Michael G Rippe Pkwy	0.450	4	35,800	27,161	16,110	12,222
Alico Rd	M G Rippe Pkwy-Three Oaks Pky	2.470	6	53,900	27,161	133,133	67,088
Ben Hill Griffin Pkwy	Corkscrew Rd-FGCU Blvd	2.040	4	35,800	22,202	73,032	45,292
Ben Hill Griffin Pkwy	FGCU Blvd-College Club Dr	1.450	4	35,800	23,442	51,910	33,991
Ben Hill Griffin Pkwy	College Club Dr-Alico Rd	0.750	6	53,900	25,696	40,425	19,272
Ben Hill Griffin Pkwy	Alico Rd-Midfield Terminal Rd	1.300	4	35,800	21,864	46,540	28,423
Beth Stacey Blvd	23rd St SW-Homestead Rd	1.142	2	15,900	8,453	18,158	9,653
Bonita Beach Rd SW	Hickory Blvd-Vanderbilt Dr	1.580	4	35,800	18,483	56,564	29,203
Bonita Beach Rd SW	Vanderbilt Dr-US 41	0.814	4	35,800	29,189	29,141	23,760
Bonita Beach Rd SE	US 41-Old US 41	1.648	4	35,800	32,458	58,998	53,491
Bonita Beach Rd SE	Old US 41-Imperial Pkwy	1.028	6	53,900	39,332	55,409	40,433

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Bonita Beach Rd SE	Imperial Pkwy-I 75	0.760	6	53,900	29,527	40,964	22,441
Bonita Beach Rd SE	I 75-Bonita Grande Dr	0.706	4	35,800	18,708	25,275	13,208
Bonita Beach Rd SE	Bonita Grande Dr-Radio Tower	1.990	4	35,800	11,608	71,242	23,100
Boy Scout Dr	Summerlin Rd-US 41	0.481	6	45,000	37,191	21,645	17,889
Buckingham Rd	Immokalee Rd-Alvin Ave	1.970	2	15,900	9,692	31,323	19,093
Buckingham Rd	Alvin Ave-Orange River Rd	3.410	2	15,900	9,692	54,219	33,050
Buckingham Rd	Orange River Rd-Orange Rvr Bvd	1.689	2	15,900	11,045	26,855	18,655
Buckingham Rd	Orange River Bvd-Palm Bch Bvd	2.559	2	15,900	11,045	40,688	28,264
Burnt Store Rd	Pine Is Rd-Tropicana Pkwy	2.020	2	15,900	16,680	32,118	33,694
Burnt Store Rd	Tropicana Pkwy-Diplomat Pkwy	0.730	2	15,900	16,680	11,607	12,176
Burnt Store Rd	Diplomat Pkwy-Van Buren Pkwy	0.840	2	15,900	16,680	13,356	14,011
Burnt Store Rd	Van Buren Pkwy-Kismet Pkwy	5.520	2	15,900	8,678	87,768	47,903
Burnt Store Rd	Caloosa Pky-Charlotte Co Line	5.060	2	15,900	8,678	80,454	43,911
Cape Coral Bridge Rd	Del Prado Blvd-McGregor Blvd	2.146	4	35,800	48,010	76,827	103,029
College Pkwy	McGregor Blvd-Winkler Rd	0.756	6	53,900	43,277	40,748	32,717
College Pkwy	Winkler Rd-Summerlin Rd	0.780	6	53,900	42,375	42,042	33,053
College Pkwy	Summerlin Rd-US 41	0.851	6	53,900	30,270	45,869	25,760
Colonial Blvd	McGregor Blvd-Summerlin Rd	0.412	6	53,900	77,200	22,207	31,806
Colonial Blvd	Summerlin Rd-E of US 41	0.770	6	53,900	62,661	41,503	48,249
Colonial Blvd	E of Dynasty Dr-Immokalee Rd	1.630	6	53,900	39,579	87,857	64,514
Corkscrew Rd	US 41-Three Oaks Pkwy	1.366	4	35,800	17,469	48,903	23,863
Corkscrew Rd	Three Oaks Pkwy-I 75	0.650	4	35,800	37,642	23,270	24,467
Corkscrew Rd	I 75-Ben Hill Griffin Pkwy	0.521	4	35,800	34,937	18,652	18,202
Corkscrew Rd	Ben Hill Griffin Pky-Wildcat Run	1.449	2	15,900	17,579	23,039	25,472
Corkscrew Rd	Wildcat Run Dr-Alico Rd	2.939	2	15,900	15,327	46,730	45,046
Corkscrew Rd	Alico Rd-Wildcat Dr	10.220	2	15,900	4,959	162,498	50,681
Cypress Lake Dr	McGregor Blvd-S Pointe Blvd	0.424	4	35,800	29,866	15,179	12,663
Cypress Lake Dr	South Pointe Blvd-Winkler Rd	0.579	4	35,800	25,132	20,728	14,551
Cypress Lake Dr	Winkler Rd-Summerlin Rd	0.712	4	35,800	34,035	25,490	24,233
Cypress Lake Dr	Summerlin Rd-US 41	0.941	6	53,900	39,670	50,720	37,329
Daniels Pkwy	US 41-Metro Pkwy	1.166	6	53,900	54,434	62,847	63,470
Daniels Pkwy	Metro Pkwy-Six Mile Cypress	0.820	6	53,900	53,645	44,198	43,989
Daniels Pkwy	Six Mile Cypress-Eagle Ridge	0.480	6	53,900	67,282	25,872	32,295
Daniels Pkwy	Eagle Ridge Dr-Fiddlesticks Bvd	1.650	6	53,900	68,409	88,935	112,875
Daniels Pkwy	Fiddlesticks Blvd-W of I 75	0.280	6	53,900	68,409	15,092	19,155
Daniels Pkwy	W of Treeline-Chamberlin Pkwy	0.930	6	53,900	49,813	50,127	46,326
Daniels Pkwy	Chamberlin Pkwy-Gateway Bvd	1.680	6	53,900	47,221	90,552	79,331
Daniels Pkwy	Gateway Blvd-Immokalee Rd	2.940	4	35,800	37,642	105,252	110,667
Del Prado Blvd S	Cape Coral Pkwy-Coronado Pky	0.960	6	53,900	32,458	51,744	31,160
Del Prado Blvd S	Coronado Pkwy-Veterans Pkwy	2.120	6	53,900	34,035	114,268	72,154
Del Prado Blvd S	Veterans Pkwy-Viscaya Pkwy	1.970	6	53,900	52,406	106,183	103,240
Del Prado Blvd S	Viscaya Pky-Hancock Bridge Pky	1.060	6	53,900	51,729	57,134	54,833
Del Prado Blvd N	Hancock Bridge Pkwy-Pine Is Rd	1.090	6	53,900	35,501	58,751	38,696
Estero Blvd	New Pass Br-Big Carlos Pass Br	3.800	2	15,900	6,649	60,420	25,266
Estero Blvd	Big Carlos Br-Avenida Pescadora	3.280	2	13,300	6,424	43,624	21,071
Estero Blvd	Avenida Pescadora-SR 865	2.760	2	13,300	13,975	36,708	38,571
Estero Pkwy	Three Oaks Pkwy-Ben Hill Griffin	0.894	4	35,800	17,807	32,005	15,919
Fowler St	US 41-Colonial Blvd	1.300	6	53,900	26,259	70,070	34,137

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Fowler St	Colonial Blvd-Hanson St	1.770	4	35,800	26,710	63,366	47,277
Gateway Blvd	Daniels Pkwy-Hidden Links Dr	2.210	4	35,800	17,919	79,118	39,601
Gateway Blvd	Hidden Links Dr-Immokalee Rd	1.550	2	15,900	9,805	24,645	15,198
Gladiolus Dr	San Carlos Blvd-Pine Ridge Rd	0.546	4	35,800	15,327	19,547	8,369
Gladiolus Dr	Pine Ridge Rd-Bass Rd	1.580	4	29,200	25,470	46,136	40,243
Gladiolus Dr	Bass Rd-Summerlin Rd	1.250	6	53,900	25,470	67,375	31,838
Gladiolus Dr	Summerlin Rd-US 41	1.490	6	53,900	47,334	80,311	70,528
Gunnery Rd S	SR 82-23rd St SW	0.670	4	35,800	24,231	23,986	16,235
Gunnery Rd N	23rd St SW-Lee Blvd	1.770	4	35,800	24,231	63,366	42,889
Gunnery Rd N	Lee Blvd-Buckingham Rd	1.740	2	15,900	16,680	27,666	29,023
Hancock Bridge Pkwy	Del Prado Blvd-SE 24th Ave	1.070	4	35,800	26,823	38,306	28,701
Hancock Bridge Pkwy	SE 24th Ave-Orange Grove Blvd	0.520	4	35,800	26,823	18,616	13,948
Hancock Bridge Pkwy	Orange Grove Blvd-US 41	2.080	4	35,800	24,794	74,464	51,572
Hickory Blvd	Bonita Beach Rd-New Pass Br	2.150	2	13,300	9,241	28,595	19,868
Homestead Rd S	Immokalee Rd-Milwaukee Blvd	2.280	2	15,900	2,367	36,252	5,397
Homestead Rd S	Milwaukee Blvd-Sunrise Blvd	1.610	2	15,900	6,987	25,599	11,249
Homestead Rd N	Sunrise Blvd-Leeland Hts Blvd	1.470	2	15,900	13,299	23,373	19,550
Homestead Rd N	Leeland Heights Blvd-Lee Blvd	1.030	4	32,400	30,429	33,372	31,342
Imperial Pkwy	Collier Co Line-Bonita Beach Rd	1.180	4	35,800	21,752	42,244	25,667
Imperial Pkwy	E Terry St-S of Coconut Rd	4.460	4	35,800	14,651	159,668	65,343
Joel Blvd	Bell Blvd-E 23rd St	6.033	4	35,800	16,342	215,981	98,591
Joel Blvd	E 23rd St-Palm Beach Blvd	1.769	2	15,900	9,918	28,127	17,545
Lee Blvd	Immokalee Rd-Westgate Blvd	1.190	6	53,900	55,787	64,141	66,387
Lee Blvd	Westgate Blvd-Gunnery Rd	2.240	6	53,900	42,150	120,736	94,416
Lee Blvd	Gunnery Rd-Sunshine Blvd	1.990	6	53,900	42,150	107,261	83,879
Lee Blvd	Sunshine Blvd-Homestead Rd	1.820	6	53,900	42,150	98,098	76,713
Lee Blvd	Homestead Rd-Williams Ave	0.460	4	35,800	14,200	16,468	6,532
Lee Blvd	Williams Ave-Leeland Hts Blvd	1.030	2	13,300	14,200	13,699	14,626
Leeland Hgts Blvd W	Homestead Rd-Lee Blvd	0.400	4	35,800	21,864	14,320	8,746
Leeland Hgts Blvd W	Lee Blvd-Bell Blvd	1.660	4	35,800	21,864	59,428	36,294
Leonard Blvd S	Gunnery Rd-Westgate Blvd	2.944	2	15,900	9,129	46,810	26,876
Luckett Rd	Ortiz Ave-I 75	0.771	2	13,300	8,227	10,254	6,343
McGregor Blvd	Sanibel Causeway-Summerlin Rd	2.020	4	35,800	23,216	72,316	46,896
McGregor Blvd	Summerlin Rd-San Carlos Blvd	2.680	4	35,800	17,581	95,944	47,117
Midpoint Bridge	Cape Coral Shoreline-McGregor	1.600	4	35,800	49,813	57,280	79,701
N River Rd	SR 31-Villadel Rio Dr	4.510	2	15,900	3,268	71,709	14,739
N River Rd	Villadel Rio Dr-Parkinson Rd	5.160	2	15,900	3,268	82,044	16,863
N River Rd	Parkinson Rd-Broadway St	0.560	2	13,300	3,268	7,448	1,830
N River Rd	Broadway St-Persimmon Ridge	0.800	2	13,300	3,043	10,640	2,434
N River Rd	Persimmon Ridge-Hendry Co Ln	2.530	2	15,900	1,691	40,227	4,278
Ortiz Ave	Colonial Blvd-Dr MLK Jr Blvd	1.710	2	15,900	18,370	27,189	31,413
Ortiz Ave	SR 82(Dr MLK Jr Blvd)-Ballard St	1.010	2	15,900	23,216	16,059	23,448
Ortiz Ave	Ballard St-Tice St	1.254	2	13,300	23,216	16,678	29,113
Ortiz Ave	Tice St-SR 80 (Palm Beach Blvd)	0.332	2	13,300	8,340	4,416	2,769
Pine Island Rd NW	Stringfellow-E of Shoreview	2.550	2	15,900	12,961	40,545	33,051
Pine Island Rd NW	E of Shoreview-W of Matlacha	1.560	2	13,300	12,961	20,748	20,219
Pine Island Rd	0.4 mi W of Matlacha-Burnt Store	1.200	2	15,900	12,961	19,080	15,553
Plantation Rd	Idlewild St-Colonial Blvd	1.175	4	35,800	16,003	42,065	18,804

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Pondella Rd	NE Pine Is Rd-Orange Grove Blvd	1.391	4	35,800	14,876	49,798	20,693
Pondella Rd	Orange Grove Blvd-US 41	1.570	4	35,800	24,343	56,206	38,219
Pondella Rd	US 41-Bus 41	0.579	4	35,800	22,315	20,728	12,920
Sanibel Causeway	Sanibel Shoreline-Toll Plaza	2.910	2	13,300	23,216	38,703	67,559
Six Mile Cypress Pkwy	Metro Pkwy-Daniels Pkwy	1.680	4	35,800	34,486	60,144	57,936
Six Mile Cypress Pkwy	Daniels Pkwy-Winkler Ext	3.670	4	35,800	22,765	131,386	83,548
Six Mile Cypress Pkwy	Winkler Ext-Challenger Blvd	0.818	4	35,800	20,061	29,284	16,410
Six Mile Cypress Pkwy	Challenger Blvd-Colonial Blvd	0.503	6	53,900	20,061	27,112	10,091
Slater Rd	Bayshore Rd-Rich Rd	3.090	2	15,900	8,565	49,131	26,466
Stringfellow Rd	York Rd-Pine Island Rd	7.250	2	15,900	5,072	115,275	36,772
Stringfellow Rd	Pine Island Rd-Jug Creek	6.590	2	15,900	9,467	104,781	62,388
Summerlin Rd	McGregor Ivd-San Carlos Blvd	2.160	4	35,800	23,892	77,328	51,607
Summerlin Rd	San Carlos Blvd-Gladiolus Dr	3.860	6	53,900	35,839	208,054	138,339
Summerlin Rd	Gladiolus Dr-Cypress Lake Dr	1.821	4	35,800	25,696	65,192	46,792
Summerlin Rd	Cypress Lake Dr-College Pkwy	0.768	6	53,900	29,077	41,395	22,331
Summerlin Rd	College Pkwy-Boy Scout Dr	1.800	6	53,900	35,501	97,020	63,902
Summerlin Rd	Boy Scout Dr-Colonial Blvd	1.180	4	35,800	21,413	42,244	25,267
Terminal Access Rd	Treeline Ave-Terminal	2.600	4	35,800	26,485	93,080	68,861
Three Oaks Pkwy	S of Coconut Rd-Corkscrew Rd	2.578	4	35,800	24,569	92,292	63,339
Three Oaks Pkwy	Corkscrew Rd-San Carlos Blvd	2.780	4	35,800	22,391	99,524	62,247
Three Oaks Pkwy	San Carlos Blvd-Alico Rd	1.732	4	35,800	14,764	62,006	25,571
Treeline Ave	Terminal Access Rd-Daniels Pky	2.550	4	35,800	28,175	91,290	71,846
Treeline Ave	Daniels Pkwy-Colonial Blvd	4.930	4	35,800	13,073	176,494	64,450
Veterans Pkwy	SW Pine Island Rd-Surfside Blvd	2.845	4	35,800	17,919	101,851	50,980
Veterans Pkwy	Surfside Blvd-Chiquita Blvd	1.010	4	35,800	24,794	36,158	25,042
Veterans Pkwy	Chiquita Blvd-Skyline Blvd	1.003	4	35,800	35,501	35,907	35,608
Veterans Pkwy	Skyline Blvd-Santa Barbara Blvd	1.060	6	53,900	45,869	57,134	48,621
Veterans Pkwy	Santa Barbara Blvd-Country Club	1.117	6	53,900	55,198	60,206	61,656
Veterans Pkwy	Country Club Blvd-Del Prado Blvd	0.960	6	53,900	70,438	51,744	67,620
Veterans Pkwy	Del Prado Blvd-Toll Plaza	0.540	6	53,900	49,813	29,106	26,899
Veterans Pkwy	Toll Plaza-Cape Coral Shoreline	1.240	4	35,800	49,813	44,392	61,768
Westgate Blvd	Leonard Blvd-Lee Blvd	0.359	2	15,900	9,129	5,708	3,277
Winkler Rd	Summerlin Rd-Gladiolus Dr	0.418	4	35,800	7,213	14,964	3,015
Winkler Rd	Gladiolus Dr-Cypress Lake Dr	1.760	2	15,900	15,215	27,984	26,778
Winkler Rd	Cypress Lake Dr-College Pkwy	0.743	4	35,800	15,665	26,599	11,639
Winkler Rd	College Pkwy-McGregor Blvd	1.252	2	15,900	9,129	19,907	11,430
Subtotal, Lee County Arterials		264.318				7,867,182	5,433,846
1st St W	Sunshine Blvd-Lee Blvd	1.002	2	12,600	3,352	12,625	3,359
2nd St E	Country Club Pky-Hendry Co Ln	2.150	2	12,600	3,352	27,090	7,207
6th St W	Williams Ave-Richmond Ave	1.300	2	12,600	3,832	16,380	4,982
6th St W	Williams Ave-Joel Blvd	2.987	2	12,600	3,832	37,636	11,446
7th St E	Richmond Ave-Joel Blvd	1.678	2	12,600	3,352	21,143	5,625
8th St SW	Gunnery Rd-Sunshine Blvd	2.130	2	12,600	3,352	26,838	7,140
10th St E	Richmond Ave-Hines Ave	3.670	2	12,600	3,352	46,242	12,302
12th St E	Joel Blvd-Hines Ave	1.980	2	15,000	1,296	29,700	2,566
12th St W	Gunnery Rd-Sunshine Blvd	1.830	2	12,600	4,621	23,058	8,456
12th St W	Sunshine Blvd-Williams Ave	1.156	2	12,600	3,381	14,566	3,908

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
12th St W	Williams Ave-Joel Blvd	3.000	2	12,600	2,592	37,800	7,776
14th St W	Williams Ave-Richmond Ave	1.290	2	12,600	1,465	16,254	1,890
14th St E	Richmond Ave-Hines Ave	3.670	2	12,600	3,352	46,242	12,302
21st St E	Joel Blvd-Hines Ave	1.970	2	12,600	676	24,822	1,332
40th St SW	Immokalee Rd-Sunshine Blvd	1.315	2	12,600	3,352	16,569	4,408
A & W Bulb Rd	Gladiolus Dr-McGregor Blvd	1.243	2	12,600	7,438	15,662	9,245
Abrams Blvd	Lee Blvd-Buckingham Rd	1.070	2	12,600	3,352	13,482	3,587
Alico Rd	Ben Hill Griffin-Corkscrew Rd	6.940	2	12,600	9,580	87,444	66,485
American Colony Blvd	Eagle Ridge Dr-Daniels Pkwy	0.521	4	27,500	3,352	14,328	1,746
Austin St	Big Pine Way-Aldridge Ave	0.840	2	12,600	3,352	10,584	2,816
Babcock Rd	US 41-Rockefeller Circle	0.297	2	12,600	2,254	3,742	669
Ballard Rd	Ortiz Ave-end of pavement	0.228	2	12,600	3,352	2,873	764
Barbie Ln	Tucker Ln-Mellow Dr	0.172	2	12,600	3,352	2,167	577
Barrett Rd	Pondella Rd-Pine Island Rd	1.090	2	12,600	3,352	13,734	3,654
Bass Rd	Summerlin Rd-Gladiolus Dr	1.180	4	27,500	9,467	32,450	11,171
Beacon Blvd	Crystal Dr-Beacon Manor Dr	0.677	2	12,600	3,352	8,530	2,269
Beacon Manor Dr	Cleveland Ave-Beacon Blvd	0.272	2	12,600	3,352	3,427	912
Bell Blvd S	Immokalee Rd-Milwaukee Blvd	2.300	2	15,000	3,832	34,500	8,814
Bell Blvd S	Milwaukee Blvd-Sentinela Blvd	2.520	2	15,000	11,157	37,800	28,116
Bell Blvd S	Sentinela Blvd-Joel Blvd	0.430	2	12,600	11,157	5,418	4,798
Bonita Grande Dr	Bonita Beach Rd-E Terry St	1.022	2	15,000	11,157	15,330	11,402
Brantley Rd	Summerlin Rd-US 41	0.775	2	12,600	6,199	9,765	4,804
Briarcliff Rd	S Tamiami Trl-Triple Crown Ct	2.710	2	12,600	7,213	34,146	19,547
Broadway Ave	Winkler Ave-Hanson St	1.300	2	12,600	4,733	16,380	6,153
Broadway St	Palm Beach Blvd-N River Rd	0.511	2	12,600	5,860	6,439	2,994
Captiva Dr	Blind Pass-S Seas Plantation Rd	3.580	2	12,600	6,762	45,108	24,208
Cemetery Rd	Buckingham Rd-EOP	2.255	2	15,000	6,537	33,825	14,741
Chamberlin Pkwy	Air Cargo Ln-Daniels Pkwy	1.290	4	27,500	1,352	35,475	1,744
Constitution Blvd	US 41-Constitution Cir	0.307	2	12,600	8,340	3,868	2,560
Constitution Cir	Iris Rd-Cypress Point Rd	0.590	2	12,600	3,352	7,434	1,978
Corbett Rd	Pine Island Rd-Littleton Rd	1.260	2	15,000	1,127	18,900	1,420
Country Club Pkwy	Dania St-Joel Blvd	0.665	2	12,600	3,352	8,379	2,229
Country Lakes Dr	Lockett Rd-Tice St	1.016	2	12,600	5,184	12,802	5,267
Crystal Dr	Cleveland Ave-Plantation Rd	1.530	2	12,600	13,862	19,278	21,209
Cypress Point Rd	Constitution Cir-Pebble Bch Rd	0.126	2	12,600	3,352	1,588	422
Danley Dr	Beach Manor Dr-Metro Pkwy	1.373	2	12,600	7,100	17,300	9,748
Davis Rd	McGregor Blvd-Iona Rd	0.988	2	12,600	2,367	12,449	2,339
Del Prado Blvd N	US 41(N Tamiami Tr)-Barbie Ln	1.760	2	12,600	7,438	22,176	13,091
Delaware Rd	Homestead Rd-Lee Blvd	0.798	2	12,600	3,352	10,055	2,675
De Navarra Pkwy	Playa Del Sol Blvd-City Limit	0.530	4	27,500	4,926	14,575	2,611
Donald Rd	Bayshore Rd-Jones Rd	0.789	2	12,600	3,352	9,941	2,645
Eagle Ridge Dr	EOP-Daniels Pkwy	1.080	2	12,600	3,352	13,608	3,620
Eisenhower Blvd	SR 82-McArthur Blvd	4.050	2	12,600	3,352	51,030	13,576
Evergreen Rd	Captiva Blvd-Hickory Dr	0.650	2	12,600	3,352	8,190	2,179
Evergreen Rd (N Ft M)	Piney Rd-Business 41	0.370	2	12,600	2,029	4,662	751
Gasparilla Rd	Charlotte Co Line-5th St W	2.639	2	15,000	7,306	39,585	19,281
Grant Blvd	Immokalee Rd-Ranier Ave	2.430	2	12,600	3,352	30,618	8,145
Grant Blvd	LaBree Blvd-Sentinela Blvd	3.580	2	12,600	3,352	45,108	12,000

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Greenbriar Blvd	Wingford Ave-Joel Blvd	3.370	2	12,600	3,352	42,462	11,296
Griffin Dr	Gateway Blvd-Immokalee Rd	2.160	2	12,600	5,410	27,216	11,686
Hart Rd	Bayshore Rd-Tucker Ln	2.578	2	12,600	7,326	32,483	18,886
Idlewild St	Metro Pkwy-Ranchette Rd	0.741	2	12,600	6,875	9,337	5,094
Iona Rd	Davis Rd-McGregor Blvd	2.710	2	12,600	8,002	34,146	21,685
Iris Rd	Constitution Cir-Sanibel Blvd	0.520	2	12,600	3,352	6,552	1,743
Island Park Rd	Park Rd-S Tamiami Trl	1.559	2	12,600	12,848	19,643	20,030
Jaguar Blvd	Immokalee Rd-Hendry Co Line	4.540	2	12,600	4,170	57,204	18,932
John Morris Rd	Bunche Beach-Summerlin Rd	1.230	2	12,600	1,691	15,498	2,080
John Morris Rd	Summerlin Rd-McGregor Blvd	0.415	2	15,000	5,072	6,225	2,105
John Morris Rd	McGregor Blvd-Iona Rd	0.852	2	12,600	3,352	10,735	2,856
Kelly Rd	McGregor Blvd-San Carlos Blvd	0.765	2	12,600	5,973	9,639	4,569
Kelly Rd	San Carlos Blvd-Pine Ridge Rd	0.504	2	12,600	2,479	6,350	1,249
Lakewood Blvd	Gladiolus Dr-Summerlin Rd	0.856	2	12,600	3,352	10,786	2,869
Laurel Dr	Business 41-Hart Rd	1.918	2	12,600	6,649	24,167	12,753
Lee Rd	San Carlos Blvd-Alico Rd	1.557	2	12,600	4,846	19,618	7,545
Leetana Rd	Pritchett Pkwy-Rich Rd	2.506	2	12,600	3,352	31,576	8,400
Littleton Rd	NE 24th Ave-Corbett Rd	0.288	2	12,600	7,551	3,629	2,175
Littleton Rd	Corbett Rd-US 41	1.221	2	12,600	8,565	15,385	10,458
Littleton Rd	US 41(N Tamiami Tr)-Bus 41	0.661	2	12,600	7,776	8,329	5,140
Luckett Rd	I 75-Country Lakes Dr	0.418	2	12,600	7,326	5,267	3,062
Luckett Rd	Country Lakes Dr-Holstein Dr	0.187	2	12,600	3,352	2,356	627
Marsh Ave	Ballard Rd-Palm Beach Blvd	1.035	2	12,600	3,352	13,041	3,469
Matanzas Rd	San Carlos Blvd-Oriole Rd	1.022	2	12,600	3,352	12,877	3,426
McArthur Blvd	Milwaukee Blvd-E 5th St	3.940	2	12,600	3,352	49,644	13,207
Mellow Dr	Barbie Ln-Slater Rd	1.630	2	12,600	3,352	20,538	5,464
Miami Blvd	Pineapple Rd-San Carlos Blvd	0.780	2	12,600	3,352	9,828	2,615
Milwaukee Blvd	Alabama Rd-Homestead Rd	2.280	2	12,600	3,352	28,728	7,643
Milwaukee Blvd	Homestead Rd-Bell Blvd	1.300	2	12,600	3,606	16,380	4,688
Milwaukee Blvd	Bell Blvd-Columbus Blvd	2.100	2	15,000	1,465	31,500	3,077
Moody Rd	Skyline Dr-Hancock Bridge Pkwy	0.495	2	12,600	3,352	6,237	1,659
Moody Rd	Hancock Br Pkwy-Pondella Rd	0.523	2	12,600	4,395	6,590	2,299
Moore Ave	Sentinel Blvd-E 21st St	5.360	2	12,600	1,127	67,536	6,041
N Airport Rd	US 41-N Airport Rd	0.333	2	12,600	2,367	4,196	788
Nalle Grade Rd	Slater Rd-Nalle Rd	3.007	2	15,000	1,803	45,105	5,422
Nalle Rd	Bayshore Rd-Nalle Grade Rd	2.780	2	15,000	2,818	41,700	7,834
Neal Rd	Buckingham Rd-Orange Rvr Blvd	2.811	2	12,600	2,930	35,419	8,236
New Post Rd	Old Bridge Rd-Bayshore Rd	0.762	2	12,600	3,268	9,601	2,490
Nimitz Blvd	Bell Blvd-Columbus Blvd	2.050	2	12,600	3,352	25,830	6,872
Olga Rd	Buckingham Rd-Palm Bch Blvd	2.583	2	12,600	5,072	32,546	13,101
Orange Grove Blvd	Birkdale Ave-Hancock Bridge Pky	1.045	4	27,500	11,608	28,738	12,130
Orange Grove Blvd	Hancock Bridge Pky-Pondella Rd	1.020	4	27,500	14,313	28,050	14,599
Orange River Blvd	Palm Beach Blvd-Staley Rd	1.477	2	12,600	9,467	18,610	13,983
Orange River Blvd	Staley Rd-Buckingham Rd	2.754	2	12,600	11,608	34,700	31,968
Oriole Rd	EOP-Alico Rd	1.038	2	12,600	3,719	13,079	3,860
Palm Ave	Hancock Bridge Pky-Pondella Rd	0.419	2	12,600	3,352	5,279	1,404
Palomino Ln	Daniels Pkwy-Penzance Blvd	1.508	2	12,600	9,241	19,001	13,935
Panther Ln	Myerlee CC Blv-Cypress Lake Dr	0.493	2	12,600	3,352	6,212	1,653

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Park Meadows Dr	Summerlin Rd-US 41	0.745	2	12,600	5,748	9,387	4,282
Parkdale Blvd	Immokalee Rd-Homestead Rd	1.603	2	12,600	3,352	20,198	5,373
Penzance Blvd	Ranchette Rd-Six Mile Cypress	0.817	2	12,600	3,494	10,294	2,855
Pine Ridge Rd	San Carlos Blvd-Summerlin Rd	0.914	2	15,000	15,102	13,710	13,803
Pine Ridge Rd	Summerlin Rd-Kelly Rd	1.017	2	15,000	6,199	15,255	6,304
Pine Ridge Rd	Kelly Rd-Gladiolus Dr	0.627	2	15,000	3,352	9,405	2,102
Pine Ridge Rd	Gladiolus Dr-McGregor Blvd	0.421	2	15,000	6,311	6,315	2,657
Pineapple Rd	Miami Blvd-Pine Chase Dr	0.648	2	12,600	3,352	8,165	2,172
Plantation Rd	Six Mile Cypress-Daniels Pkwy	1.168	2	12,600	7,213	14,717	8,425
Plantation Rd	Daniels Pkwy-Idlewild St	2.490	2	12,600	16,003	31,374	39,847
Playa Del Sol Blvd	US 41-DeNavarra Pkwy	0.530	4	27,500	4,926	14,575	2,611
Pritchette Pkwy	Bayshore Rd-Rich Rd	2.621	2	15,000	2,818	39,315	7,386
Ranchette Rd	Penzance Blvd-Idlewild St	0.850	2	12,600	2,592	10,710	2,203
Rich Rd	Slater Rd-Pritchett Pkwy	1.595	2	12,600	1,691	20,097	2,697
Richmond Ave N	Leeland Hts Bvd E-E 12th St	2.630	2	12,600	2,367	33,138	6,225
Richmond Ave N	W 12th St-Greenbriar Blvd	2.430	2	12,600	1,691	30,618	4,109
River Ranch Rd	Williams Rd-Corkscrew Rd	0.752	2	12,600	3,043	9,475	2,288
San Carlos Blvd	US 41-Three Oaks Pkwy	2.377	2	12,600	7,438	29,950	17,680
Sandy Ln	Corkscrew Rd-Broadway Ave	0.732	2	12,600	2,536	9,223	1,856
Sanibel Blvd	US 41(S Tamiami Trl)-Lee Rd	1.220	2	12,600	10,030	15,372	12,237
Sentinela Blvd	Bell Blvd-Naples Ave S	2.560	2	12,600	1,916	32,256	4,905
Shell Point Blvd	McGregor Blvd-David Dr	1.636	2	12,600	6,987	20,614	11,431
Skyline Dr	Hancock Bridge Pkwy-Moody Rd	0.744	2	12,600	3,352	9,374	2,494
Slater Rd	Rich Rd-Nalle Grade Rd	0.883	2	15,000	3,352	13,245	2,960
South Pointe Blvd	Cypress Lake Dr-College Pkwy	0.802	2	12,600	3,352	10,105	2,688
Staley Rd	Luckett Rd-Orange River Blvd	0.571	2	12,600	2,930	7,195	1,673
Stringfellow Rd	8th St-York Rd	0.670	2	12,600	3,352	8,442	2,246
Stringfellow Rd	Jug Creek-Main St	0.260	2	12,600	3,352	3,276	872
Sunniland Blvd	Lee Blvd-Park Ave	2.100	2	15,000	3,352	31,500	7,039
Sunrise Blvd - Lehigh	Bell Blvd-Thorton Ave	0.515	2	12,600	676	6,489	348
Sunshine Blvd	Immokalee Rd-SW 23rd St	1.770	2	12,600	4,395	22,302	7,779
Sunshine Blvd	SW 23rd St-Lee Blvd	1.820	2	12,600	8,453	22,932	15,384
Sunshine Blvd	Lee Blvd-W 12th St	0.579	2	12,600	11,383	7,295	6,591
Sunshine Blvd	W 12th St-Rena Ln	1.020	2	12,600	7,213	12,852	7,357
Thornton Rd	McGregor Blvd-Iona Rd	0.510	2	12,600	3,352	6,426	1,710
Tice St	Palm Beach Blvd-Ortiz Ave	0.627	2	12,600	4,283	7,900	2,685
Tice St	Ortiz Ave-Staley Rd	2.250	2	15,000	3,945	33,750	8,876
Westgate Blvd	Lee Blvd-Buckingham Rd	1.067	2	12,600	3,352	13,444	3,577
Whiskey Creek Dr	College Pkwy-McGregor Blvd	1.776	2	12,600	10,481	22,378	18,614
Williams Ave	Lee Blvd-W 18th St	3.450	2	12,600	16,567	43,470	57,156
Winkler Rd	Big Mangrove Rd-Summerlin Rd	2.139	2	15,000	7,213	32,085	15,429
Woodland Blvd	Cleveland Ave-Austin St	0.080	2	12,600	11,721	1,008	938
Subtotal, Lee County Collectors		204.1				2,563,354	1,055,929
Ballard Rd	Veronica Shoemaker-Marsh Ave	0.752	2	12,600	3,603	9,475	2,709
Ballard Rd	Marsh Ave-Ortiz Ave	1.003	2	12,600	3,603	12,638	3,614
Braman Ave	McGregor Blvd-US 41	0.745	2	12,600	1,253	9,387	933
Broadway Ave	Hanson St-Dr MLK Jr Blvd	1.250	2	12,600	4,399	15,750	5,499

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Challenger Blvd	Winkler Ave Ext-Ortiz Ave	0.476	4	53,900	7,903	25,656	3,762
Challenger Blvd	Colonial Blvd-Winkler Ave Ext	0.641	4	53,900	1,916	34,550	1,228
Edison Ave (Ft Myers)	US 41-Jackson St	0.381	2	12,600	5,096	4,801	1,942
Edison Ave (Ft Myers)	Jackson St-Fowler St	0.254	2	12,600	4,773	3,200	1,212
Edison Ave (Ft Myers)	Fowler St-Ford St	0.871	2	12,600	13,618	10,975	11,861
Edison Ave (Ft Myers)	Ford St-Rockfill Rd	1.120	2	12,600	4,724	14,112	5,291
Evans Ave	Colonial Blvd-Winkler Ave	0.503	2	15,000	5,297	7,545	2,664
Evans Ave	Winkler Ave-Hanson St	1.250	2	15,000	7,776	18,750	9,720
First St	US 41(Cleveland Ave)-Fowler St	0.500	2	15,000	3,771	7,500	1,886
Ford St	Hanson St-Edison Ave	0.745	2	12,600	10,978	9,387	8,179
Ford St	Edison Ave-Dr MLK Jr Blvd	0.500	2	12,600	9,665	6,300	4,833
Ford St (Ext)	Colonial Blvd-Winkler	0.486	2	12,600	2,705	6,124	1,315
Forum Blvd	Colonial Blvd-Dr MLK Jr Blvd	1.420	4	27,500	7,100	39,050	10,082
Hanson St	Magnolia St-US 41	0.450	2	15,000	1,465	6,750	659
Hanson St	US 41(Cleveland Av)-Broadway	0.249	2	15,000	8,670	3,735	2,159
Hanson St	Broadway-Fowler St	0.375	2	15,000	9,927	5,625	3,723
Hanson St	Old Metro Pkwy-Ford St	0.248	2	15,000	3,771	3,720	935
Hanson St	Ford St-Veronica Shoemaker	0.490	2	15,000	9,692	7,350	4,749
Henderson Ave	Jeffcott St-Dr MLK Jr Blvd	0.800	2	12,600	3,603	10,080	2,882
Henderson Ave	Dr MLK Jr Blvd-Michigan Ave	0.496	2	12,600	3,603	6,250	1,787
Hill Ave	McGregor Blvd-US 41	0.830	2	12,600	2,444	10,458	2,029
Luckett Rd	Nuna Ave-Ortiz Ave	0.377	2	12,600	3,603	4,750	1,358
Maple Dr	Summerlin Rd-US 41	0.759	2	12,600	4,508	9,563	3,422
Marsh Ave	Michigan Link Ave-Ballard Rd	0.326	2	12,600	6,762	4,108	2,204
Marsh Ave	Palm Beach Blvd-Edgewood Ave	0.214	2	12,600	3,268	2,696	699
McGregor Blvd	Colonial Blvd-Braman Ave	1.650	2	15,000	3,771	24,750	6,222
McGregor Blvd	Braman Ave-Cleveland Ave	1.710	2	15,000	3,771	25,650	6,448
Michigan Ave	Seaboard St-Veronia Shoemaker	0.916	2	12,600	4,560	11,542	4,177
Michigan Ave	Veronica Shoemaker-Marsh Ave	0.746	2	12,600	11,215	9,400	8,366
Michigan Ave	Marsh Ave-Dr MLK Jr Blvd	0.483	2	12,600	12,053	6,086	5,822
Solomon Blvd	Colonial Blvd-Winkler Ave	0.500	2	15,000	10,814	7,500	5,407
Solomon Blvd	Winkler Ave-Broadway Blvd	0.266	2	15,000	5,184	3,990	1,379
Veronica Shoemaker	Colonial Blvd-Dr MLK Jr Blvd	3.026	4	53,900	8,402	163,101	25,424
Veronica Shoemaker	Dr MLK Jr Blvd-Michigan Ave	0.495	4	53,900	13,761	26,681	6,812
Veronica Shoemaker	Michigan Ave-Palm Beach Blvd	0.856	2	15,000	9,016	12,840	7,718
Winkler Ave	McGregor Blvd-US 41	0.973	2	15,000	762	14,595	741
Winkler Ave	US 41-Solomon Blvd	0.370	4	53,900	18,872	19,943	6,983
Winkler Ave	Solomon Blvd-Fowler St	0.240	4	53,900	23,862	12,936	5,727
Winkler Ave Ext	Fowler St-Metro Pkwy	0.699	4	53,900	22,427	37,676	15,676
Winkler Ave Ext	Metro Pkwy-Veronia Shoemaker	0.673	4	27,500	4,001	18,508	2,693
Winkler Ave Ext	V. Shoemaker Bvd-Colonial Bvd	1.293	4	53,900	22,941	69,693	29,663
Winkler Ave Ext	Colonial Blvd-Challenger Blvd	0.475	4	53,900	4,733	25,603	2,248
Winkler Ave Ext	Challenger Bvd-Six Mile Cypress	0.783	4	53,900	7,903	42,204	6,188
Subtotal, City of Fort Myers Arterials and Collectors		34.665				842,983	251,030
Academy Blvd	SE 32nd St-Archer Pkwy	0.551	2	12,600	1,221	6,943	673
Academy Blvd	Veterans Pkwy-Nicholas Pkwy	1.734	2	12,600	1,221	21,848	2,117
Agualinda Blvd	El Dorado Pkwy-Cape Coral Pkwy	0.933	2	12,600	1,221	11,756	1,139

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Agualinda Blvd	Cape Coral Pkwy-Beach Pkwy	0.749	4	27,500	2,533	20,598	1,897
Agualinda Blvd	Beach Pkwy-Savona Pkwy	0.704	4	27,500	2,533	19,360	1,783
Andalusia Blvd	Jacaranda Pkwy-Voginatis Pkwy	1.030	4	27,500	2,533	28,325	2,609
Andalusia Blvd	Voginatis Pkwy-Durden Pkwy	1.012	4	27,500	2,533	27,830	2,563
Andalusia Blvd	Pine Island Rd-Tropicana Pkwy	0.333	4	27,500	6,649	9,158	2,214
Andalusia Blvd	Tropicana Pkwy-Diplomat Pkwy	1.216	4	27,500	2,533	33,440	3,080
Andalusia Blvd	Diplomat Pkwy-Kismet Pkwy	0.937	4	27,500	2,533	25,768	2,373
Archer Pkwy W	SE 26th Ter-Academy Blvd	0.410	2	12,600	1,221	5,166	501
Archer Pkwy W	Academy Blvd-Country Club Blvd	0.181	2	12,600	1,221	2,281	221
Archer Pkwy E	Country Club Blvd-SE 26th Ter	0.442	2	12,600	1,221	5,569	540
Averill Blvd	Jacaranda Pkwy-Gator Cir	0.250	4	27,500	6,875	6,875	1,719
Beach Pkwy	Del Prado Blvd-SE 20 PI	0.714	2	12,600	1,221	8,996	872
Beach Pkwy W	Surfside Blvd-Sands Blvd	0.410	4	27,500	4,508	11,275	1,848
Beach Pkwy W	Sands Blvd-Oasis Blvd	0.456	4	27,500	2,533	12,540	1,155
Beach Pkwy W	Oasis Blvd-Agualinda Blvd	0.419	4	27,500	2,533	11,523	1,061
Beach Pkwy W	Agualinda Blvd-Chiquita Blvd	0.661	4	27,500	2,533	18,178	1,674
Bolado Pkwy	Del Prado Blvd-SE 20 Ct	0.595	2	12,600	1,221	7,497	726
Cape Coral Pkwy W	Sands Blvd-Aguilinda Blvd	0.884	4	53,900	7,372	47,648	6,517
Cape Coral Pkwy W	Aguilinda Blvd-Chiquita Blvd	0.646	4	53,900	7,372	34,819	4,762
Cape Coral Pkwy W	Chiquita Blvd-Skyline Blvd	0.988	6	27,500	30,993	27,170	30,621
Cape Coral Pkwy W	Skyline Blvd-Pelican Blvd	0.504	6	27,500	33,472	13,860	16,870
Cape Coral Pkwy W	Pelican Blvd-Santa Barbara Blvd	0.506	6	27,500	20,544	13,915	10,395
Cape Coral Pkwy E	Santa Barbara Blv-Palm Tree Blv	0.507	6	27,500	51,279	13,943	25,998
Cape Coral Pkwy E	Palm Tree Blvd-Coronado Pkwy	0.492	6	27,500	37,755	13,530	18,575
Cape Coral Pkwy E	Coronado Pkwy-Leonard St	0.330	4	53,900	7,372	17,787	2,433
Cape Coral Pkwy E	Leonard St-Del Prado Blvd	0.530	4	53,900	39,445	28,567	20,906
Ceitus Pkwy	Old Burnt Store-Burnt Store Rd	1.070	4	53,900	7,372	57,673	7,888
Ceitus Pkwy	Burnt Store Rd-El Dorado Blvd	0.840	4	53,900	7,372	45,276	6,192
Chiquita Blvd	Hermitage Ln-El Dorado Pkwy	0.441	2	15,000	2,676	6,615	1,180
Chiquita Blvd	El Dorado Pkwy-Cape Coral Pkwy	0.926	4	53,900	7,372	49,911	6,826
Chiquita Blvd	Cape Coral Pkwy-Beach Pkwy	0.731	4	53,900	7,372	39,401	5,389
Chiquita Blvd	Beach Pkwy-Mohawk Pkwy	0.294	4	53,900	7,372	15,847	2,167
Chiquita Blvd	Mohawk Pkwy-Savona Pkwy	0.413	4	53,900	7,372	22,261	3,045
Chiquita Blvd	Savona Pkwy-Gleason Pkwy	0.604	4	53,900	7,372	32,556	4,453
Chiquita Blvd	Gleason Pkwy-Veterans Pkwy	0.992	4	53,900	18,821	53,469	18,670
Chiquita Blvd	Veterans Pkwy-Trafalgar Pkwy	1.091	4	53,900	7,372	58,805	8,043
Chiquita Blvd	Trafalgar Pkwy-Pine Island Rd	1.083	4	53,900	7,372	58,374	7,984
Chiquita Blvd	Pine Island Rd-Embers Pkwy	0.918	4	53,900	11,495	49,480	10,552
Chiquita Blvd	Embers Pkwy-Tropicana Pkwy	1.000	4	53,900	7,372	53,900	7,372
Chiquita Blvd	Tropicana Pkwy-Diplomat Pkwy	1.040	4	53,900	7,372	56,056	7,667
Chiquita Blvd	Diplomat Pkwy-Kismet Pkwy	1.000	4	53,900	7,372	53,900	7,372
Chiquita Blvd	Kismet Parkway-Jacaranda Pkwy	1.000	2	15,000	1,465	15,000	1,465
Cornwallis Pkwy	Del Prado Blvd-SE 22nd PI	0.895	2	12,600	1,221	11,277	1,093
Coronado Pkwy	El Dorado Pkwy-Cape Coral Pkwy	0.655	2	12,600	1,221	8,253	800
Coronado Pkwy	Cape Coral Pkwy-Vincennes Blvd	0.846	2	15,000	9,918	12,690	8,391
Coronado Pkwy	Vincennes Blvd-Del Prado Blvd	0.648	2	15,000	2,676	9,720	1,734
Country Club Blvd	Palm Tree Blvd-Wildwood Pkwy	1.883	4	53,900	8,002	101,494	15,068
Country Club Blvd	Wildwood Pkwy-Archer Pkwy	1.085	4	53,900	7,372	58,482	7,999

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Country Club Blvd	Archer Pkwy-Veterans Pkwy	0.352	4	53,900	17,581	18,973	6,189
Country Club Blvd	Veterans Blvd-Nicholas Pkwy	1.661	4	53,900	7,372	89,528	12,245
Country Club Blvd	Nicholas Pkwy-SE 9th Ln	0.330	4	53,900	7,372	17,787	2,433
Country Club Blvd	SE 9th Ln-Viscaya Pkwy	0.270	4	53,900	7,372	14,553	1,990
Cultural Park Blvd N	Nicholas Pkwy-SE 4th Ter	0.998	4	53,900	11,834	53,792	11,810
Cultural Park Blvd N	SE 4th Ter-Hancock Bridge Pkwy	0.549	4	53,900	13,186	29,591	7,239
Cultural Park Blvd N	Hancock Bridge Pkwy-Pine Is Rd	0.360	4	53,900	7,372	19,404	2,654
De Navarra Pkwy	Gator Cir-Garden Blvd	0.490	4	27,500	2,533	13,475	1,241
De Navarra Pkwy	Garden Blvd-City Limit	1.660	4	27,500	2,533	45,650	4,205
Del Prado Blvd S	El Dorado Pkwy-Miramar St	0.585	2	12,600	4,621	7,371	2,703
Del Prado Blvd S	Miramar St-Cape Coral Pkwy	0.122	2	12,600	1,221	1,537	149
Del Prado Blvd S	Cape Coral Pkwy-Coronado Pkwy	1.000	6	53,900	32,458	53,900	32,458
Del Prado Blvd S	Coronado Pkwy-Veterans Pkwy	2.100	6	53,900	56,109	113,190	117,829
Del Prado Blvd S	Veterans Pkwy-Pine Island Rd	4.150	6	53,900	33,171	223,685	137,660
Del Prado Blvd N	NE Pine Is Rd-Diplomat Pkwy	1.040	6	53,900	22,991	56,056	23,911
Del Prado Blvd N	Diplomat Pkwy-Kismet Pkwy	0.932	6	53,900	24,794	50,235	23,108
Del Prado Blvd N	Kismet Pkwy-Averill Blvd	1.214	4	53,900	20,399	65,435	24,764
Del Prado Blvd N	Averill Blvd-De Navarra Pkwy	1.670	4	53,900	7,372	90,013	12,311
Del Prado Blvd N	De Navarra Pkwy-US 41	0.559	4	53,900	7,372	30,130	4,121
Diplomat Pkwy W	Burnt Store Rd-El Dorado Blvd	1.016	4	53,900	2,930	54,762	2,977
Diplomat Pkwy W	El Dorado Blvd-Chiquita Blvd	1.103	4	53,900	7,372	59,452	8,131
Diplomat Pkwy W	Chiquita Blvd-Nelson Rd	1.009	4	53,900	7,372	54,385	7,438
Diplomat Pkwy W	Nelson Rd-Santa Barbara Blvd	0.993	4	53,900	7,372	53,523	7,320
Diplomat Pkwy E	Santa Barbara Blvd-Andalusia Blvd	1.049	4	53,900	7,372	56,541	7,733
Diplomat Pkwy E	Andalusia Blvd-Del Prado Blvd	0.940	4	53,900	7,372	50,666	6,930
Diplomat Pkwy E	Del Prado Blvd-NE 24th Ave	1.035	4	53,900	7,372	55,787	7,630
Diplomat Pkwy E	NE 24th Ave-Corbett Rd	0.479	4	53,900	10,368	25,818	4,966
Diplomat Pkwy E	Corbett Rd-N Cleveland Ave	1.163	4	53,900	7,372	62,686	8,574
El Dorado Blvd N	Embers Pkwy-Tropicana Pkwy	1.024	4	27,500	4,283	28,160	4,386
El Dorado Blvd N	Tropicana Pkwy-Diplomat Pkwy	0.737	4	27,500	1,221	20,268	900
El Dorado Blvd N	Diplomat Pkwy-Van Buren Pkwy	0.833	4	27,500	1,221	22,908	1,017
El Dorado Blvd N	Van Buren Pkwy-Kismet Pkwy	0.463	4	27,500	1,221	12,733	565
El Dorado Blvd N	Kismet Pkwy-Jacaranda Pkwy	0.987	4	27,500	1,014	27,143	1,001
El Dorado Blvd S	Ceitus Pkwy-Embers Pkwy	0.766	4	27,500	2,367	21,065	1,813
El Dorado Pkwy W	Sands Blvd-Aguilinda Blvd	0.879	2	12,600	845	11,075	743
El Dorado Pkwy W	Aguilinda Blvd-Chiquita Blvd	0.660	2	12,600	1,221	8,316	806
El Dorado Pkwy W	Chiquita Blvd-Canal	0.310	2	12,600	1,221	3,906	379
El Dorado Pkwy W	SW 12th Pl-SW 12th Ave	0.060	2	12,600	1,221	756	73
El Dorado Pkwy W	SW 12th Ave-Skyline Blvd	0.579	2	12,600	1,221	7,295	707
El Dorado Pkwy W	Skyline Blvd-Pelican Blvd	0.495	2	12,600	1,409	6,237	697
El Dorado Pkwy W	Pelican Blvd-Canal	0.404	2	12,600	1,221	5,090	493
El Dorado Pkwy E	Bayside Ct-Coronado Pkwy	1.080	2	12,600	1,221	13,608	1,319
El Dorado Pkwy E	Coronado Pkwy-Del Prado Blvd	0.654	2	12,600	1,221	8,240	799
Embers Pkwy W	Old Burnt Store-Burnt Store Rd	0.982	2	15,000	2,592	14,730	2,545
Embers Pkwy W	Burnt Store Rd-El Dorado Blvd	1.014	4	53,900	8,453	54,655	8,571
Embers Pkwy	El Dorado Blvd-Chiquita Blvd	1.012	4	53,900	7,372	54,547	7,460
Embers Pkwy	Chiquita Blvd-Nelson Rd	1.012	4	53,900	7,372	54,547	7,460
Everest Pkwy	SE 26th Ter-Del Prado Blvd	0.730	2	12,600	1,221	9,198	891

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Everest Pkwy	Veterans Pkwy-SE 28th St	1.463	2	12,600	1,221	18,434	1,786
Four Mile Cove Pkwy	Del Prado Blvd-Coach Rd	0.131	4	27,500	52,406	3,603	6,865
Gator Cir	De Navarra Pkwy-Ramsey Blvd	1.030	4	27,500	1,916	28,325	1,973
Gator Cir	Ramsey Blvd-Averill Blvd	2.140	4	27,500	2,479	58,850	5,305
Gator Cir	Averill Blvd-De Navarra Pkwy	0.801	4	27,500	2,592	22,028	2,076
Gleason Pkwy	Surfside Blvd-SW 26th Ave	0.510	2	12,600	1,221	6,426	623
Gleason Pkwy	SW 26th Ave-Chiquita Blvd	1.340	2	12,600	1,221	16,884	1,636
Gleason Pkwy	Chiquita Blvd-Skyline Blvd	0.993	4	27,500	5,860	27,308	5,819
Gleason Pkwy	Skyline Blvd-Pelican Blvd	0.519	4	27,500	2,533	14,273	1,315
Gleason Pkwy	Pelican Blvd-Santa Barbara Blvd	0.520	4	27,500	2,533	14,300	1,317
Hancock Creek S Blvd	Pondella Rd-Pine Island Rd	0.588	4	27,500	2,533	16,170	1,489
Hancock Bridge Pkwy	Pine Island Rd-Santa Barbara Bvd	0.275	4	53,900	13,749	14,823	3,781
Hancock Bridge Pkwy	Santa Barbara Bvd-Cultural Pk Bvd	0.969	4	53,900	13,749	52,229	13,323
Hancock Bridge Pkwy	Cultural Park Blvd-Del Prado Blvd	1.088	4	53,900	18,032	58,643	19,619
Jacaranda Pkwy E	Santa Barbara Bvd-Andalusia Bvd	1.043	4	27,500	2,533	28,683	2,642
Jacaranda Pkwy E	Andalusia Blvd-Averill Blvd	1.210	4	27,500	2,533	33,275	3,065
Kamal Pkwy	Santa Barbara Bvd-Veterans Pky	0.791	2	12,600	1,221	9,967	966
Kismet Pkwy E	Santa Barbara Bvd-Andalusia Bvd	1.062	4	53,900	7,372	57,242	7,829
Kismet Pkwy E	Andalusia Blvd-Del Prado Blvd	0.923	4	53,900	7,372	49,750	6,804
Kismet Pkwy E	Del Prado Blvd-NE 24th Ave	1.058	4	53,900	7,372	57,026	7,800
Kismet Pkwy W	El Dorado Blvd-Chiquita Blvd	1.011	4	53,900	2,254	54,493	2,279
Kismet Pkwy W	Chiquita Blvd-Nelson Rd	1.001	4	53,900	4,621	53,954	4,626
Kismet Pkwy W	Nelson Rd-Santa Barbara Blvd	0.989	4	53,900	7,372	53,307	7,291
Mohawk Pkwy	Chiquita Blvd-Skyline Blvd	0.993	4	27,500	4,959	27,308	4,924
Mohawk Pkwy	Skyline Blvd-Pelican Blvd	0.516	4	27,500	2,533	14,190	1,307
NE 24th Ave	Pine Island Rd-Diplomat Pkwy	0.501	4	27,500	3,832	13,778	1,920
NE 24th Ave	Diplomat Pkwy-Kismet Pkwy	0.926	4	27,500	2,533	25,465	2,346
Nelson Rd N	SW 2nd Ter-Embers Pkwy	0.324	4	27,500	2,533	8,910	821
Nelson Rd N	Embers Pkwy-Tropicana Pkwy	1.046	4	27,500	6,987	28,765	7,308
Nelson Rd N	Tropicana Pkwy-Diplomat Pkwy	1.037	4	27,500	2,533	28,518	2,627
Nelson Rd N	Diplomat Pkwy-Kismet Pkwy	1.006	4	27,500	2,533	27,665	2,548
Nicholas Pkwy E	Santa Barbara Bvd-Cultural Pk Bvd	0.965	4	53,900	7,372	52,014	7,114
Nicholas Pkwy E	Cultural Pk Bvd-Country Club Bvd	0.203	4	53,900	7,372	10,942	1,497
Nicholas Pkwy NW	Santa Barbara Bvd-Pine Island Rd	1.346	4	53,900	7,372	72,549	9,923
Nicholas Pkwy NW	Pine Island Rd(SR 78)-Nelson Rd	0.452	4	53,900	7,372	24,363	3,332
Oasis Blvd	Beach Pkwy-Surfside Blvd	1.890	2	12,600	1,221	23,814	2,308
Old Burnt Store Rd S	Ceitus Pkwy-Embers Pkwy	0.548	2	12,600	1,221	6,905	669
Old Burnt Store Rd	Embers Pkwy-Tropicana Pkwy	1.030	4	27,500	2,533	28,325	2,609
Old Burnt Store Rd	Tropicana Pkwy-Yucatan Pkwy	0.475	2	12,600	1,221	5,985	580
Old Burnt Store Rd	Yucatan Pkwy-Gulfstream Pkwy	0.546	2	12,600	1,221	6,880	667
Old Burnt Store Rd	Gulfstream Pkwy-Kismet Pkwy	1.020	4	27,500	2,533	28,050	2,584
Old Burnt Store Rd	Kismet Pkwy-Caloosa Pkwy	1.980	4	27,500	2,533	54,450	5,015
Old Burnt Store Rd	Caloosa Pkwy-EOP	1.778	4	27,500	2,533	48,895	4,504
Palaco Grande Pkwy	Del Prado Blvd-SE 22nd PI	0.848	2	12,600	1,221	10,685	1,035
Palm Tree Blvd	Cape Coral Pky-Country Club Bvd	0.255	2	15,000	6,537	3,825	1,667
Palm Tree Blvd	Country Club Blvd-Wildwood Py	1.234	2	15,000	2,676	18,510	3,302
Pelican Blvd	El Dorado Pkwy-Cape Coral Pkwy	0.927	4	27,500	2,533	25,493	2,348
Pelican Blvd	Cape Coral Pkwy-Mohawk Pkwy	1.087	2	12,600	1,221	13,696	1,327

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Pelican Blvd	Mohawk Pkwy-Gleason Pkwy	0.954	2	12,600	1,221	12,020	1,165
Rose Garden Rd	EOP-El Dorado Pkwy	1.500	4	27,500	2,533	41,250	3,800
Sands Blvd	El Dorado Pky-Cape Coral Pky	0.933	2	12,600	2,479	11,756	2,313
Sands Blvd	Cape Coral Pkwy-Beach Pkwy	0.740	4	27,500	2,254	20,350	1,668
Santa Barbara Blvd	Cape Coral Pkwy-Gleason Pkwy	2.051	4	53,900	16,229	110,549	33,286
Santa Barbara Blvd	Gleason Pkwy-Kamal Pkwy	0.546	4	53,900	7,372	29,429	4,025
Santa Barbara Blvd	Kamal Pkwy-Veterans Pkwy	0.251	4	53,900	7,372	13,529	1,850
Santa Barbara Blvd	Veterans Pkwy-Trafalgar Pkwy	1.278	4	53,900	7,372	68,884	9,421
Santa Barbara Blvd	Trafalgar Pkwy-Nicholas Pkwy	0.677	4	53,900	7,372	36,490	4,991
Santa Barbara Blvd	Nicholas Pky-Hancock Br Pkwy	1.257	4	53,900	23,667	67,752	29,749
Santa Barbara Blvd	Hancock Bridge Pky-Pine Is Rd	0.075	4	53,900	7,372	4,043	553
Santa Barbara Blvd	Pine Island Rd-Tropicana Pkwy	1.010	4	53,900	7,372	54,439	7,446
Santa Barbara Blvd	Tropicana Pkwy-Diplomat Pkwy	1.041	4	53,900	7,372	56,110	7,674
Santa Barbara Blvd	Diplomat Pkwy-Kismet Pkwy	0.964	4	53,900	7,372	51,960	7,107
Santa Barbara Blvd	Kismet Pkwy-Jacaranda Pkwy	1.054	4	53,900	5,297	56,811	5,583
Santa Barbara Blvd	Jacaranda Pky-Wilmington Pky	0.340	4	53,900	7,372	18,326	2,506
Savona Pkwy	Del Prado Blvd-SE 21 Pl	0.780	2	12,600	1,221	9,828	952
Savona Pkwy W	Aqualinda Blvd-Chiquita Blvd	0.664	4	27,500	2,533	18,260	1,682
SE 24th Ave	SE 13th St-Viscaya Pkwy	0.531	2	12,600	1,221	6,691	648
SE 24th Ave	Viscaya Pky-Hancock Br Pkwy	1.113	4	27,500	8,678	30,608	9,659
SE 26th St	Del Prado Blvd-Everest Pkwy	0.277	4	27,500	2,533	7,618	702
SE 47th Ter	Palm Tree Blvd-Coronado Pkwy	0.500	2	12,600	1,221	6,300	611
SE 47th Ter	Coronado Pkwy-Vincennes Blvd	0.481	2	12,600	1,221	6,061	587
SE 47th Ter	Vincennes Blvd-Del Prado Blvd	0.381	2	12,600	1,221	4,801	465
SE 47th Ter	Del Prado Blvd-SE 17th Pl	0.223	2	12,600	1,221	2,810	272
Shelby Pkwy	SE 26th Ter-Del Prado Blvd	0.720	2	12,600	1,221	9,072	879
Skyline Blvd	El Dorado Pkwy-Cape Coral Pkwy	0.930	2	15,000	2,676	13,950	2,489
Skyline Blvd	Cape Coral Pkwy-Mohawk Pkwy	1.068	4	53,900	23,667	57,565	25,276
Skyline Blvd	Mohawk Pkwy-Gleason Pkwy	0.983	4	53,900	7,372	52,984	7,247
Skyline Blvd	Gleason Pkwy-Veterans Pkwy	1.006	4	53,900	7,372	54,223	7,416
Skyline Blvd	Veterans Pkwy-Trafalgar Pkwy	1.092	4	53,900	7,372	58,859	8,050
Skyline Blvd	Trafalgar Pkwy-Pine Island Rd	1.429	4	53,900	7,372	77,023	10,535
Surfside Blvd	Beach Pkwy-Gleason Pkwy	1.276	4	27,500	2,533	35,090	3,232
Surfside Blvd	Gleason Pkwy-Veterans Pkwy	1.470	4	27,500	2,533	40,425	3,724
Surfside Blvd	Veterans Pkwy-Trafalgar Pkwy	1.053	4	27,500	3,381	28,958	3,560
SW 12th Ave	Rose Garden Rd-El Dorado Pkwy	0.278	4	27,500	2,533	7,645	704
SW 20th Ave	Gleason Pkwy-Veterans Pkwy	0.986	2	12,600	1,221	12,424	1,204
SW 20th Ave	Veterans Pkwy-Trafalgar Pkwy	1.080	2	12,600	1,221	13,608	1,319
SW 20th Ave	Trafalgar Pky-Pine Island Rd	1.020	2	12,600	1,221	12,852	1,245
Trafalgar Pkwy	Surfside Blvd-Chiquita Blvd	0.997	4	27,500	7,326	27,418	7,304
Trafalgar Pkwy	Chiquita Blvd-Skyline Blvd	0.981	4	27,500	2,533	26,978	2,485
Trafalgar Pkwy	Skyline Blvd-Santa Barbara Blvd	1.048	4	27,500	2,533	28,820	2,655
Tropicana Pkwy W	Old Burnt Store-Burnt Store Rd	0.976	2	15,000	1,972	14,640	1,925
Tropicana Pkwy W	Burnt Store Rd-El Dorado Blvd	1.021	4	53,900	7,372	55,032	7,527
Tropicana Pkwy W	El Dorado Blvd-Chiquita Blvd	1.009	4	53,900	7,372	54,385	7,438
Tropicana Pkwy W	Chiquita Blvd-Nelson Rd	1.011	4	53,900	6,199	54,493	6,267
Tropicana Pkwy W	Nelson Rd-Santa Barbara Blvd	1.003	4	53,900	7,372	54,062	7,394
Tropicana Pkwy W	Santa Barbara Blvd-Andalusia Blvd	1.100	4	53,900	5,184	59,290	5,702

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Van Buren Pkwy	Burnt Store Rd-El Dorado Blvd	1.011	4	27,500	1,972	27,803	1,994
Vincennes Blvd	Cape Coral Pkwy-SE 46th St	0.286	2	12,600	1,221	3,604	349
Vincennes Blvd	SE 46th St-Coronado Pkwy	0.263	2	12,600	1,221	3,314	321
Viscaya Pkwy	Country Club Bvd-Del Prado Bvd	0.549	4	53,900	21,075	29,591	11,570
Viscaya Pkwy	Del Prado Blvd-SE 24th Ave	1.025	4	53,900	7,372	55,248	7,556
Wildwood Pkwy	Palm Tree-Country Club Blvd	0.592	2	15,000	2,676	8,880	1,584
Wilmington Pkwy	Chiquita Blvd-Nelson Rd	1.145	4	27,500	2,533	31,488	2,900
Wilmington Pkwy	Nelson Rd-Santa Barbara Blvd	1.124	4	27,500	2,533	30,910	2,847
Subtotal, City of Cape Coral Arterials and Collectors		175.630				6,376,289	1,320,460
Arroyal Rd	Bonita Bch Rd-Pennsylvania Ave	0.493	2	12,600	7,400	6,212	3,648
Bonita Grande Dr	Burnham Rd-Bonita Beach Rd	1.053	2	12,600	2,854	13,268	3,005
Bonita Grande Dr	E Terry St-The Everglades	1.024	2	12,600	3,857	12,902	3,950
Cockleshell Dr	Shangri La Rd-Maddox Ln	0.921	2	12,600	3,857	11,605	3,552
Coconut Rd	EOP-Via Veneto Blvd	0.390	2	12,600	3,857	4,914	1,504
Dean St	Old US 41-Imperial St	1.000	2	12,600	3,857	12,600	3,857
Hunters Ridge Blvd	Glen Hollow Dr-Bonita Beach Rd	1.006	2	12,600	3,857	12,676	3,880
Imperial Harbor Blvd	EOP-Old 41 Rd	0.680	2	12,600	3,857	8,568	2,623
Imperial Pkwy	Bonita Beach Rd-E Terry St	1.010	4	53,900	14,440	54,439	14,584
Matheson Ave	Dean St-Terry St	0.822	2	12,600	3,857	10,357	3,170
Morton Ave	Terry St-West Morton Ave	1.014	2	12,600	3,857	12,776	3,911
North Carolina Dr	Williamsburg Dr-Southern Pines	0.523	2	12,600	3,857	6,590	2,017
Old 41 Rd	Collier Co Line-Bonita Beach Rd	1.187	2	15,000	15,327	17,805	18,193
Old 41 Rd	Bonita Beach Rd-West Terry St	0.993	2	15,000	18,710	14,895	18,579
Old 41 Rd	W Terry St-Imperial Harbor Blvd	1.210	4	53,900	22,555	65,219	27,292
Old 41 Rd	Imperial Harbor-S Tamiami Trl	1.883	4	53,900	13,568	101,494	25,549
Pennsylvania Ave	Arroyal Rd-Old US 41	1.543	2	12,600	5,748	19,442	8,869
Spring Creek Dr	Saltfish St-Coconut Rd	1.453	2	12,600	1,521	18,308	2,210
W Terry St	US 41-Old 41	1.760	2	12,600	6,283	22,176	11,058
E Terry St	Old 41-Imperial Pkwy	1.020	4	27,500	15,553	28,050	15,864
E Terry St	Imperial Pky-Southern Pines Dr	0.470	2	12,600	3,857	5,922	1,813
E Terry St	Southern Pines-Bonita Grande Dr	1.021	2	12,600	3,857	12,865	3,938
Windsor Rd	Gulf Harbor Ct-Bonita Beach Rd	0.485	2	12,600	3,857	6,111	1,871
Windsor Rd	Bonita Beach Rd-2nd Ave	0.290	2	12,600	3,857	3,654	1,119
Woods Edge Pkwy	Vanderbilt Dr-Bonita Beach Rd	0.890	4	27,500	15,553	24,475	13,842
Subtotal, City of Bonita Springs Arterials and Collectors		24.141				507,323	199,898
Causeway Blvd	Periwinkle-Sanibel Causeway	0.460	2	15,000	21,300	6,900	9,798
Periwinkle Way	Tarpon Bay Rd-Casa Ybel Rd	1.413	2	15,000	6,027	21,195	8,516
Periwinkle Way	Casa Ybel Rd-Causeway Blvd	1.309	2	15,000	23,667	19,635	30,980
Periwinkle Way	Causeway Blvd-SE End of Island	1.693	2	15,000	2,930	25,395	4,960
Sanibel Captiva Rd	Clam Bayou Ln-Blind Pass	7.373	2	15,000	10,134	110,595	74,718
Tarpon Bay Rd	West Gulf Dr-Periwinkle Way	0.828	2	15,000	5,184	12,420	4,292
Tarpon Bay Rd	Periwinkle-Sanibel Captiva Rd	0.301	2	15,000	6,027	4,515	1,814
West Gulf Dr	EOP-Tarpon Bay Rd	3.308	2	12,600	3,352	41,681	11,088
West Gulf Dr	Tarpon Bay Rd-Periwinkle Way	2.189	2	12,600	3,352	27,581	7,338
Subtotal, City of Sanibel Arterials and Collectors		18.874				269,917	153,504

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Table 22. Existing Major Roadway Inventory (continued)

Major Roadway	Segment	Miles	Thru Lns	Daily Capacity	Daily Trips	VMC	VMT
Broadway E	S Tamiami Trl-Tanglewood Ln	0.560	2	12,600	<i>4,496</i>	7,056	2,518
Broadway W	Armada Ct-Tamiami Trl	1.633	2	12,600	6,424	20,576	10,490
Coconut Rd	Via Veneto Dr-S Tamiami Trl	1.350	2	12,600	8,419	17,010	11,366
Coconut Rd	S Tamiami Trl-Coconut Rd	1.420	4	27,500	11,817	39,050	16,780
Estero Pkwy	Tamiami Trl-Three Oaks Pkwy	1.821	4	53,900	12,172	98,152	22,165
Via Coconut Pointe	Coconut Rd-Williams Rd	1.526	4	27,500	5,871	41,965	8,959
Via Coconut Pointe	Williams Rd-Corkscrew Rd	0.820	4	27,500	4,170	22,550	3,419
Williams Rd	W Bay Blvd-S Tamiami Trl	1.310	2	12,600	<i>4,496</i>	16,506	5,890
Williams Rd	S Tamiami Trl-Three Oaks Pkwy	1.430	2	12,600	9,338	18,018	13,353
Subtotal, Village of Estero Arterials and Collectors		11.870				280,883	94,940
Estero Blvd	San Carlos Blvd-Bowditch Point	0.916	2	15,000	16,203	13,740	14,842
Subtotal, Town of Fort Myers Beach Arterials		0.916				13,740	14,842
Total		908.959				28,600,842	16,668,582

Source: Segment descriptions, miles, lanes, capacities for Federal, State, and County roads, and daily trips derived from recent traffic counts (adjusted by peak season factor of 1.127 based on unweighted average of seasonal factors for each of the county's permanent count stations for February and March) from Lee County Department of Community Development, August 29, 2017; capacities for municipal roads based on generalized capacities from Table 12; daily trips in italics are estimates based on one-half of the average daily trips for roads of the same jurisdiction that have the same number of lanes and functional classification (or County roads of that type if there is an insufficient sample of municipal roads with counts).

APPENDIX B: ROADWAY FUNDING

Table 23. Federal/State Capacity Funding, 2013-2017

Description	Type	FY 12-/13	FY 13-14	FY 14-15	FY 15-16	FY 16-2017
Able Canal, Harns Marsh-Joel	Bike Path				\$675,986	\$11,282
Academy, Nicholas-Veterans	Sidewalk		\$570,034	\$42	\$188	
Alico Rd, Griffin Pky-Airport Haul	Add Lanes					\$1,000,000
Alico Rd, US 41-Dusty Rd	New Road		\$2,000,000	\$999,999		
Allen Park Elem	Sidewalk					\$17,500
6-Mile, N of CR 865-S of Winkler	Add Lanes	\$20	\$1,002,796			
Bonita Sps Signal Reimb	Signal	\$10,200	\$10,505	\$10,821	\$21,280	\$32,100
Cape Coral Bike Route Study	Planning			\$105,000	\$38	
Cape Coral, end-Agualinda	Sidewalk			\$345,000	\$62	\$130,456
Cape Coral Signals Reimb	Signal	\$7,418	\$7,640	\$7,870	\$15,200	\$16,055
Chiquita, Gleason-SW 12th Terr	Sidewalk					\$250,316
Chiquita Blvd, SR 78-NW 4th St	Sidewalk				\$75,000	\$275,539
Chiquita, SW 47th-SW 32nd Terr	Sidewalk			\$740,837		
CR 765, Diplomat-Van Buren	Add Lanes			\$10,457,368		
CR 765, Tropicana-Diplomat	Add Lanes					\$3,529,506
El Dorado Pky, Various Locations	Sidewalk			\$89,905	\$444,854	\$39
Fowler/US 41 Lighting Retrofit	Lighting					\$3,667
Franklin Park Elem	Sidewalk			\$109,402	\$664,432	\$27,447
Ft Myers Bch Signals Reimb	Signal	\$695	\$716	\$1,476	\$3,040	\$3,231
Ft Myers Signals Reimb	Signal	\$93,382	\$98,078	\$101,613	\$169,176	\$263,775
G Weaver Higgs Elem	Sidewalk				\$125,392	\$33,901
Gulf Elem/Middle School	Sidewalk	\$212,342	\$70			
I 75, Corkscrew Rd-Luckett Rd	Signage	\$295,994	\$44,518			
I-75 at Bonita Beach Rd	Landscaping					\$72,028
I-75 at Loop Ramp to SWFIA	Landscaping			\$124,822	\$12,358	\$1,081,154
I-75, Collier Co-Corkscrew Rd	Drainages	\$100,000	\$375,919			
I-75, S of SR 78-Charlotte Co	Add Lanes	\$263,343	\$594,154	\$48,177	\$123	
I-75, Collier Co-Bonita Beach Rd	Structure	\$47,747				
I-75 Airport Access	Interchange	\$135,050	\$179,385	\$1,516,143	\$10,407	
I-75 at Daniels Pky Interchange	Interchange	\$94	\$118	\$125	\$452	
I-75 at SR 80 Interchange	Interchange	\$402,736	\$386,124	\$1,257,063	\$1,434	
I-75 at SR 884 Interchange	Interchange	\$1,108	\$29,434	\$72,874	\$79,130	\$400,585
I-75, N of SR 80-South of SR 78	Add Lanes	\$4,751,831	\$113,036	\$278,476	\$57,133	\$779
I-75, S of Colonial-S of SR 82	Add Lanes	\$400				
I-75, S of Corkscrew-S of Daniels	Add Lanes	\$3,768	\$9,963	\$1,440	\$382	
I-75, S of Luckett Rd-S of SR 80	Add Lanes	\$147,331	\$365,065	\$164,308		
I-75, S of SR 82-S of Luckett Rd	Add Lanes	\$14,539				
I-75, S of SR 82-S of Luckett Rd	ROW	\$38,144	\$140,577			
James Stephens Int't Academy	Sidewalk	\$54,993	\$77,540			
Jeffcott St, US 41-Fowler St	Sidewalk					\$155,076
J Yarbrough Lin Park Ph IV Feas	Pedestrian Safety					\$250,000
Lee Co Computer Sig Update Ph I	Traffic Ops	\$155,426	\$618,583	\$693,553	\$31,138	
Lee Co Computer Sig Update Ph II	Traffic Ops				\$447,589	\$976,297
Lee Co Computer Sig Update Ph II	Traffic Ops				\$1,994	\$9,204,135
Lee County IMS Upgrade	Traffic Ops				\$167,018	
Lee County Traffic Signals Reimb	Signal	\$151,108	\$157,885	\$177,085	\$325,432	\$490,363

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Table 23. Federal/State Capacity Funding, 2013-2017 (continued)

Description	Type	FY 12-/13	FY 13-14	FY 14-15	FY 15-16	FY 16-2017
Leeland HS Blvd, GA Rd-Richmond	Sidewalk			\$76,961	\$1,673,745	\$61,309
Mariner Middle School	Sidewalk					\$101,094
McGregor Inters Lighting Retrofit	Lighting				\$15,337	\$7,471
Oasis Blvd, Beach Pky-Surfside	Sidewalk		\$520,036	\$128	\$230	
Orangewood Elementary	Sidewalk			\$122,985	\$444,558	\$28,117
Palm Tree Bv, SE 47th Ter-SE 40th	Sidewalk			\$91,685	\$509,920	
Pelican Elementary Sidewalks	Sidewalk					\$37,982
Queens Dr/Richmond Ave	Sidewalk			\$110,667	\$5,766	\$476
Ray V. Pottorf Elementary	Sidewalk				\$39,000	\$209,406
Sands Blvd, Cape Coral Py-Beach	Sidewalk			\$63,041	\$247,189	\$39
Sands Blvd, El Dorado-Cape Coral	Sidewalk			\$98,810	\$465,948	\$132
Cape Coral Signal Timing	Signal				\$250,000	\$136
Six Mile, Winkler Ext-Challenger	Bike Path				\$47,660	
6 Mile Cypress Preserve N Project	Drainage		\$75,000	\$42,500		
Skyline Blvd, Gleason-SW 26th	Sidewalk			\$35,924		\$215,582
Skyline Blvd, Vets Mem-Trafalgar	Sidewalk			\$42,753		\$256,557
SR 31, SR 78-CR 78	Design	\$13,986	\$5,677	\$4,011	\$5,677	\$144,307
SR 45, N of Del Prado-Tara Blvd	Sidewalk		\$2,403	\$184,633	\$3,635	\$945,860
SR 45, N of Del Prado-Fntainview	Sidewalk		\$5,479	\$167,991	\$5,726	\$803,463
SR 45, SR 739-S of Del Prado Blvd	Sidewalk		\$8,971	\$144,907	\$2,635	\$705,118
SR 45, SR 78-North Fork Drive	Sidewalk				\$633	\$472
SR 45/US 41 (S Cleveland Ave)	Landscaping					\$29
SR 739, Daniels Pkwy-Winkler Ave	Add Lanes	\$5,329,262	\$9,049	\$15,746	\$296,154	\$186,944
SR 739/Briarcliff Rd Signal/Misc	Signal	\$538,220	\$50,650			
SR 739, S of Alico-6 Mile Cypress	New Road	\$3,254				
SR 739, Winkler Ave-Hanson St	New Road	\$1,974				
SR 78, Park 78 Dr-SR 31	Bike Path					\$1,000,798
SR 78, Various Locations	Bike Path			\$28,687	\$134,002	\$62,198
SR 78, Burnt Store-W of Chiquita	Add Lanes	\$11,739,989	\$542,951	\$912,121	\$5,000,014	\$3,709,243
SR 78 at Chiquita Blvd	Turn Ln		\$35,001	\$52,266	\$211,039	
SR 78 at Santa Barbara Blvd	Turn Ln		\$24,478	\$57,890	\$185,667	\$1,187
SR 78, 300' E of US 41B-N Evalena	Lighting	\$346,262	\$32,078	\$117		
SR 78, US 41Bus-Brewer Rd	Bike Lane	\$3,379	\$22,738	\$99,496	\$551,126	\$90,340
SR 78, Chiquita-Santa Barbara	Bike Lane			\$211,564	\$4,276	\$926,720
SR 80, Freemont St-Royalston Av	Turn Ln	\$213,531				
SR 80, Shoreland Dr-CR 80	Bike Path		\$259,975	\$413,555	\$86,769	\$8,477
SR 80, Various Locations	Bike Path				\$352,354	\$8,421
SR 80, E of Hickey Crk Br-Iverson	Add Lanes	\$158	\$158			
SR 80, V Shoemaker-New York Dr	Intersection	\$2,961				
SR 82 at Homestead Road	Turn Ln		\$65,509	\$3,937	\$613,190	
SR 82 FR E of Ortiz-S of Lee Blvd	Add Lanes	\$4,299,895	\$5,946,691			
SR 82 at Fowler Street	Intersection	\$5,951	\$91,554	\$586,675	\$24,413	\$215
SR 82 at Gregory Ave S	Intersection	\$621,122	\$2,656			
SR 82 at Haviland Ave S	Intersection	\$595,111	\$2,288			
SR 82 at Veronica Shoemaker Blvd	Intersection	\$61,989	\$505,712	\$11,962		
SR 82, Alabama S-Homestead S	Add Lanes	\$179,026	\$514,390	\$117,097	\$984,765	\$1,711,250
SR 82, CR 884-Shawnee Road	Add Lanes			\$110,000		\$2,585,117
SR 82, Homestead Rd S-Co Line	Add Lanes	\$17,203	\$76,440	\$592,738	\$551,888	\$503,211

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Table 23. Federal/State Capacity Funding, 2013-2017 (continued)

Description	Type	FY 12-/13	FY 13-14	FY 14-15	FY 15-16	FY 16-2017
SR 82, Shawnee Rd-Alabama Rd S	Add Lanes	\$191,803	\$115,296	\$121,898	\$61,726	\$92,927
SR 865, Estero Blvd-CR 869	Design			\$1,159,751	\$14,511	\$14,962
SR 865 at US 41	Intersection				\$10,090	\$110,666
SR 867, Royal Palm Sq-CR 884	Sidewalk				\$110	\$117
SR 867, W College Pky-Wilson	Sidewalk	\$166,197	\$15,872			
SR 867 at A & W Bulb Road	Intersection	\$248	\$90,991	\$859,642	\$42,229	\$10,863
SR 867, Dean Way-River Court Rd	Drainages			\$3,840	\$7,206	\$1,430
SR 867, River Court-Winkler Rd	Drainages		\$70,844	\$5,454	\$12,625	\$5,644
SR 867, Tanglewood-Brentwood	Sidewalk			\$73	\$85,648	\$9,789
SR 867 Winkler Rd-Whiskey Crk	Drainages		\$69,790	\$6,736	\$16,091	\$12,527
SR 884 (Colonial Blvd) at US 41	Intersection	\$56,549	\$726,357	\$6,009		
SR 884 at Six Mile Cypress	Signal	\$13,420				
SR 884, SR 739-Ver Shoemaker	Bike Path		\$48,392	\$109,914	\$484,888	\$38,463
SR 80, Park Ave-Michigan Ave	Drainage	\$60,000	\$1,235,212	\$74	\$827	
SW 20th Ave, Vet Py-s/o Trafalgar	Sidewalk				\$318,743	
Tanglewood Elementary	Sidewalk					\$144,481
Tice Elementary Sidewalks	Sidewalk	\$63,803	\$539	\$510	\$311	
Tropicana, Chiquita-Santa Barbara	Sidewalk					\$76,799
US 41 at CR 865	Design		\$98,878	\$504		
US 41 at Winkler Avenue	Signal	\$54,327	\$387,057	\$222		
US 41, Littleton Rd-Del Prado	Sidewalk	\$127,107	\$404,890	\$16,694		
US 41, N Shore Park Ent-SR 78	Sidewalk	\$111,770	\$44			
US 41, S of Daniels-S of Palm Dr	Sidewalk	\$124,618				
US 41, SR 78-Stockton St	Bike Lane		\$95,641	\$265,968		
US 41 at Cortez Blvd/Edison Ave	Signal	\$30,710	\$1,207	\$440	\$56	
US 41 at College Pkwy/Woodland	Intersection					\$99,378
US 41 Bus, Littleton Rd-US 41	Add Lanes	\$9,750,422	\$353,238	\$236,694	\$9,181	\$59
US 41 Bus, Littleton Rd-US 41	Signing			\$9,109	\$38,808	
US 41, Corkscrew-San Carlos Blvd	Add Lanes	\$846,865	\$791,580	\$20,400		
US 41, Corkscrew-San Carlos Blvd	Landscaping		\$21,706			
US 41, S of Pelican Bvd-San Carlos	Lighting	\$61,828	\$5,290	\$75,838	\$4,263,992	\$81,579
US 41, Winkler Avenue-SR 82	Ped Safety	\$49,205	\$2,253	\$2,065	\$56	
Van Buren, Burnt Store-Nelson	Bike Path					\$1,778,100
Veronica Shoemaker at SR 884	Turn Ln				\$206,290	\$429
Wildwood, SE 40th-Country Club	Sidewalk			\$100,849	\$561,099	
Winkler Canal Shared Use Path	Ped Safety				\$150,000	\$39
Total		\$42,569,814	\$20,117,101	\$24,706,930	\$22,327,041	\$35,015,154

Source: Capacity-expanding improvement programmed costs from Florida Department of Transportation (FDOT), Work Program - Adopted Work Program Six Year History, for Lee County (<http://www2.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx>); projects related to resurfacing, bridge repair, and maintenance have been excluded.