



**AGENDA**  
**CITY OF HAINES CITY, FLORIDA**  
**CITY COMMISSION MEETING**

**May 1, 2025, 7:00 p.m.**  
**City Hall Commission Chambers**  
**620 E. Main Street, Haines City, FL 33844**  
**Phone: 863-421-9921    Web: hainescity.com**

NOTICE – Pursuant to Section 286.0105 of the Florida Statutes, if any person decides to appeal any decision made by the City Commission with respect to any matter considered at this public meeting, such person will need a record of the proceedings and for such purpose, such person may need to ensure that a verbatim record of the proceedings is made, including the testimony and evidence upon which the appeal is to be based.

For special accommodations, please notify the City Clerk's Office at least 72 hours in advance.

Help for the hearing impaired is available through the Assistive Listening System. Receivers can be obtained from the City Clerk's Office. In accordance with the Americans with Disabilities Act (ADA), persons with a disability, such as a vision, hearing or speech impairment, or persons needing other types of assistance, and who wish to attend City Commission meetings or any other board or committee meeting may contact the City Clerk's Office in writing, or may call 863-421-9921 for information regarding available aids and services.

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**Pages**

- 1. CALL TO ORDER**
- 2. INVOCATION**
- 3. PLEDGE OF ALLEGIANCE**
- 4. PRESENTATIONS AND PROCLAMATIONS**
  - 4.a Special Thanks to Outgoing Mayor**
  - 4.b Reorganization of The City Commission- Mayor**
  - 4.c Reorganization of the City Commissioner-Vice Mayor**
  - 4.d Oath of Office- City Commissioner Seat #5**

## 5. CONSENT AGENDA

The action proposed is stated for each item on the Consent Agenda. Unless a City Commissioner removes an item from the Consent Agenda, no discussion on individual items will occur and a single motion will approve all items.

- 5.a Addendum 1 to Pennoni Agreement for the 6th Street Water Line Improvements -Carryover Project** 7
- Approve Addendum 1 to the 6<sup>th</sup> Street Water Line Improvements agreement with Pennoni.
- Staff Contact: James Keene, Deputy City Manager
- 5.b Cemetery Deeds** 17
- Staff Contact: Sharon Lauther, City Clerk, MMC
- 5.c Approval of Minutes** 27
- April 17, 2025 - City Commission Meeting
- April 17, 2025 - City Commission Workshop
- Staff Contact: Sharon Lauther, City Clerk, MMC

## 6. OLD BUSINESS

- 6.a Ordinance No. 25-2104 – Amending Chapter 24, Sec. 24-117 Code of Ordinances and Ordinance No. 22-2015 regarding Multi Modal Transportation Impact Fees – Second Reading** 37
- Adopt Ordinance No. 24-2104 – Amending Chapter 24, Sec. 24-117, Code of Ordinances and Ordinance No. 22-2015, regarding Multi-Modal Transportation Impact Fees on Second Reading.
- Staff Contact: Richard Greenwood, Development Services Director

## 7. NEW BUSINESS

- 7.a Ordinance No. 25-2101 – Minor Modification to the Sand Hill Shores RPUD – First Reading** 151
- Approve Ordinance No. 25-2101, on first reading, regarding a minor modification to the RPUD for the project Sand Hill Shores RPUD.
- Staff Contact: Richard Greenwood, Development Services Director
- 7.b Ordinance No. 25-2106– Bridgemohan Property Voluntary Annexation – First Reading** 167
- Approve Ordinance No. 25-2106, regarding the voluntary annexation for the Bridgemohan property located at 5283 Johnson Avenue East on first reading.
- Staff Contact: Richard Greenwood, Development Services Director

- 7.c **Ordinance No. 25-2107 – Voluntary Annexation of Joel Massey Property – First Reading** 175  
Approve Ordinance No. 25-2107 regarding the voluntary annexation for the Joel Massey Property located at 64 & 68 Joel Massey Road on first reading.  
Staff Contact: Richard Greenwood, Development Services Director
- 7.d **Ordinance No. 25-2110 Fiscal Year 2024-2025 Budget Amendment No 2 – First Reading** 183  
Approve Ordinance No. 25-2110 on first reading which will amend the budget for fiscal year ending September 30, 2025 to assign excess funds for carryover projects pursuant to Florida Statute requirements.

Staff Contact: Omar DeJesus, Finance Director, CPA

8. **PUBLIC COMMENTS - REGARDING ITEMS NOT ON THE AGENDA**
9. **CITY MANAGER'S REPORT**
10. **CITY CLERK'S REPORT**
11. **CITY ATTORNEY'S REPORT**
12. **COMMISSION COMMENTS**
13. **ADJOURNMENT**







# HAINES CITY

WWW.HAINESCITY.COM

## OATH OF OFFICE

STATE OF FLORIDA  
COUNTY OF POLK  
CITY OF HAINES CITY

I, \_\_\_\_\_, do solemnly swear that I will support, protect, and defend the Constitution and Government of the United States and the State of Florida; that I am duly qualified to hold office under the Constitution of the State and the Charter of the City of Haines City; and that I will well and faithfully perform the duties of City Commissioner, on which I am about to enter, so help me God.

\_\_\_\_\_  
*City Commissioner, Seat #5*

Sworn to and subscribed before me, as City Clerk of the City of Haines City, Florida, on this 1st day of May, 2025.

(SEAL)

\_\_\_\_\_  
*Sharon Lauther, MMC*  
*City Clerk*





# HAINES CITY

WWW.HAINESCITY.COM

## **CITY MANAGER MEMORANDUM**

**To:** The Honorable Mayor and City Commissioners

**Through:** James R. Elensky, City Manager

**From:** James Keene, Deputy City Manager

**Date:** May 1, 2025

**Subject:** Addendum 1 to Pennoni Agreement for the 6th Street Water Line Improvements - Carryover Project

### **Executive Summary**

Approve Addendum 1 to the 6<sup>th</sup> Street Water Line Improvements agreement with Pennoni.  
Staff Contact: James Keene, Deputy City Manager

### **Introduction**

The intent of this item is to request City Commission approval of Addendum 1 to the 6<sup>th</sup> Street Water Line Improvements agreement with Pennoni.

### **Background**

This project replaces approximately 1,100 feet of undersized 1.5-inch to 2-inch galvanized water lines with new 6-inch water lines on 6<sup>th</sup> Street between Claude Holmes Sr. Avenue and Lily Avenue. On June 2, 2022, the City Commission approved an agreement with Pennoni for design, permitting and bidding. An unsuccessful attempt was made to piggyback construction of this project; therefore, the project must be formally bid. Addendum 1 provides funding for project manual preparation, bidding services and technical services during construction.

### **Organizational Goal(s)**

Infrastructure: Maintain, protect and design infrastructure that ensures a desired level of service and provides for future needs.

### **Budget Impact**

The budget impact is \$55,000 and it is budgeted under ADG account #401-10-53-6-6-63-10. This is an approved carryover project.



**Recommendation**

Staff recommends approval of Addendum 1 to the 6<sup>th</sup> Street Water Line Improvements agreement with Pennoni.

April 14, 2025

Proposal No. HACIX21003P

Mr. James Keene, Deputy City Manager  
City of Haines City  
620 East Main Street  
Haines City, Florida 33845

**RE: ADDENDUM 1 TO PROJECT AGREEMENT 21-01 TO RETAINER AGREEMENT – 6<sup>TH</sup> STREET WATER LINE IMPROVEMENTS**

Dear Mr. Keene:

We are pleased to submit this Addendum 1 to Agreement 21-01 with the City to provide additional consulting engineering services for the referenced Project. This Agreement describes our scope of services to assist the City with additional bidding and construction engineering services for this Project.

Upon review and approval, please sign and return one executed copy of this Addendum to our office.

Please call if you have any questions. We sincerely appreciate the opportunity to assist the City of Haines City with this important Project.

Sincerely  
**Pennoni**



Steven L. Elias, P.E.  
Associate Vice President



Roger L. Homann  
Water and Wastewater Division Manager

## **ADDENDUM 1 to PROJECT AGREEMENT 21-01**

### **By and Between**

**CITY OF HAINES CITY – and – PENNONI ASSOCIATES INC.**

### **Project**

### **6<sup>TH</sup> STREET WATER LINE IMPROVEMENTS**

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- 1.0 GENERAL:** This is Addendum 1 to Project Agreement 21-01 under the Retainer Agreement between the City of Haines City (City, Client, or Owner) and Pennoni Associates Inc. (Engineer or Pennoni) for continuing professional engineering services dated March 25, 2021. Except as provided for herein, the provisions of Retainer Agreement 21-01 between the City and Engineer shall apply to this Project Agreement.
- 2.0 EMPLOYMENT:** The City hereby retains the continuing professional engineering services of Engineer in consideration of the mutual covenants contained herein and agrees in respect to the performance of professional engineering services by Engineer and the payment for those services by City as set forth herein.
- 3.0 PROJECT BACKGROUND AND DESCRIPTION:** The City commissioned Pennoni on June 2, 2022, to prepare design plans and specifications to replace approximately 1,100' of undersized 1.5" and 2" galvanized water lines within the 6th Street right-of-way with a new 6" water line to improve the level of service for local residents. Pennoni's design plans were completed in April of 2024 and Pennoni assisted the City with procurement of a construction contractor via a piggy-back arrangement in 2024. Because the City's initial procurement using piggy-backing with the contractor was unsuccessful, the City now desires for Pennoni to assist the City with bidding and providing technical services during construction using the conventional design-bid-build approach. Based on discussion with City staff, the scope of work herein was developed using the following assumptions:
- City staff will provide front-end documents (bidding and contracting documents) to be included in a Project Manual including technical specifications to be prepared by Pennoni.
  - The assumed construction duration for the contractor to achieve substantial completion is 240 days from the Notice To proceed (NTP) date.
  - The contractor will achieve final completion 30 days after substantial completion.
  - The City will require the contractor to provide an as-built survey performed by a Florida licensed professional land surveyor, and will submit same to the City in digital (AutoCAD) format.

**4.0 PURPOSE:** The purpose of this Agreement is to authorize Pennoni to provide the services described in Section 5.0 herein for the fee described in Section 6.0 herein.

**5.0 SCOPE OF WORK:** Pennoni will provide, or obtain from others, professional engineering design services for this Project. Pennoni's services will include serving as the City's engineering representative for the Project, providing customary professional civil engineering and consulting services. Pennoni makes no warranties, express or implied, under this Agreement or otherwise, in connection with Pennoni's services. The following sections describe Pennoni's scope of work for this Project.

**5.1 Project Manual Preparation:** Pennoni will compile a Project Manual to be used for bidding the project using front-end documents (bidding and contracting documents) provided by the City and technical specifications prepared by Pennoni.

**5.2 Bidding Services:** Pennoni will provide assistance to the City in obtaining, receiving, and evaluating bids and awarding and executing the Construction Contract as described below.

**5.2.1 Pre-Bid Conference:** Assist City to conduct a Pre-Bid Conference to review and answer questions from prospective bidders regarding the Construction Documents.

**5.2.2 Respond to Questions:** Assist City to provide written responses to questions from bidders.

**5.2.3 Addenda:** Assist City to prepare and issue Addenda to the Construction Documents, if required, which will address the questions raised at the Pre-Bid Conference and respond to other issues and questions.

**5.2.4 Bid Review:** Assist City to review submitted bids, tabulate the bids, check the low bidders' references, and submit a bid award letter of recommendation for the lowest, responsible bidder.

**5.2.5 Assist with Completing Construction Contract:** After the City awards the bid, assist the City with preparing and executing the Construction Contract.

**5.3 Technical Services during Construction:** Pennoni will provide technical services during construction of the Project as described below:

**5.3.1 Issue Construction Documents:** Provide one (1) copy of Construction Documents (i.e., Construction Plans/Specifications and contract documents) to the selected Contractor.

**5.3.2 Respond to Questions:** Respond to the Contractor's questions to help clarify the intent of the design documents.

**5.3.3 Pre-Construction Meeting:** Conduct one pre-construction conference with representatives of the City and the Contractor to provide a clear understanding of the objectives and goals to be achieved in this Project and prepare a written summary of the salient points of this meeting and distribute to the appropriate parties.

- 5.3.4** Periodic Construction Observation and Engineering Support: Provide construction engineering support and make one (1) weekly visit to the site during the course of construction to observe and document construction for conformance with the general intent of the civil construction plans, specifications, and permit applications prepared by Pennoni. Fees for this proposed work scope item were determined assuming a total construction contract time duration of 270 days after notice to proceed, including 240 days for project substantial completion, and 30 additional days for project final completion.
- 5.3.5** Shop Drawing Review: Review Contractor's shop drawing submittals, respond to the Contractor's requests for information, and maintain a log of associated correspondence.
- 5.3.6** Pay Application Review: Review and process Contractor's pay applications.
- 5.3.7** Progress Meetings: Prepare for and attend monthly progress meetings conducted by the City. Pennoni will prepare meeting summary memorandum(s) to document discussions.
- 5.3.8** Substantial Completion: When the site work construction is substantially complete and when requested by the contractor(s) and approved by the City, conduct one site visit to observe the substantially completed construction, prepare a punch list of the observed work items to be completed in general conformance with the approved plans and permits, and provide the City and the Contractor with the punch list.
- 5.3.9** Final Completion: When the site work construction is 100% complete and when requested by the Contractor and approved by the City, make one site visit per project to observe the completed construction & review completed punch list items.
- 5.3.10** Record Drawings: Based on the Contractor's as-builts\*, prepare Record Drawings of the system modification information.  
\*After the improvements are completely constructed, the Contract Documents require the contractor to provide Pennoni with certified (signed and sealed by a Florida Registered Professional Land Surveyor and Mapper) and electronic drawings in AutoCAD format, which clearly illustrate the as-built conditions of the construction. These as-builts shall fulfill the requirements of the City, FDEP, and Pennoni, and be used as the basis of our Record Drawings.
- 5.3.11** Certification: If construction is deemed sufficient by Pennoni, submit prepared Certifications of Completion for the completed project to the Polk County Health Department and City as applicable.



**6.0 Exclusions:** All other services not explicitly described in Section 5.0 above and based on the assumptions described herein will be performed as an Additional Service upon request and written approval by the City, including but not limited to the following:

- Subcontracted environmental specialty consultants;
- Right-of-way or easement acquisition assistance or preparing legal description documents to support these efforts;
- Any special agency field testing or study requirements for permitting (geotechnical, SUE, shoring, etc.);
- Excessive reviews (greater than two) of contractor submittals (shop drawings, pay applications, as-builts, etc.);
- Paying for outside review or application fees;
- Expert testimony;
- All other services not explicitly described in Section 5.0.

## **7.0 PENNONI'S COMPENSATION**

**7.1** Our lump sum fees, excluding reimbursable costs, to provide the above-described services are given below.

|                                                                                   |                 |
|-----------------------------------------------------------------------------------|-----------------|
| Project Manual Preparation .....                                                  | \$5,000         |
| Bidding Services (additional amount, \$3,840.38 remains in original budget) ..... | \$5,000         |
| Technical Services during Construction.....                                       | \$45,000        |
| <b>Total .....</b>                                                                | <b>\$55,000</b> |

**7.2** Should the Client elect to expand the Scope of Work to include work tasks not covered in this agreement, Pennoni will perform the requested additional work tasks based on: (A) A mutually agreed upon fixed fee; or (B) The time we spend and the costs we incur to perform the work in accordance with our current Schedule of Hourly Rates and Reimbursable Costs.

**7.3** It is understood and agreed that cost tradeoffs among the various cost categories and work tasks are allowable, so long as the total estimated cost of all work tasks is not exceeded without the City's written approval.

**8.0 CITY'S RESPONSIBILITIES:** The City shall do the following in a timely manner so as to assist Pennoni in its work and not delay the performance of services by Pennoni.

**8.1** Designate a City representative with respect to the services to be rendered under this Supplement who will have complete authority to transmit instructions, receive information, and interpret and define City's policies and decisions with respect to Pennoni's services for this Project.

**8.2** Promptly review, comment on, and return Pennoni's submittals.

- 8.3** Payment of all permit application and review fees and other costs not included in this proposal are the responsibility of the City.
- 8.4** Promptly advise Pennoni when the City becomes aware of any defect or deficiency in Pennoni's services.
- 8.5** Furnish Pennoni with all information as to City requirements, including any special or extraordinary considerations for the Project, and make available existing pertinent data as identified in the Scope of Work as necessary (maps, as-built drawings, etc.).
- 8.6** Provide access to all City sites and facilities related to the Project.
- 8.7** Provide review(s) of Pennoni construction documents for technical and legal sufficiency.

## **9.0 OTHER MATTERS**

- 9.1** The terms of the Retainer Agreement between City and Engineer shall apply to this Project Agreement as applicable. References to the Pennoni/ Consultant/ Engineer regarding Limitation of Liability also pertain to the Project's Engineer of Record.
- 9.2** The obligation to provide services under this Project Agreement may be terminated by either party upon seven days written notice, in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party. In the event of any termination, Pennoni will be paid for all services rendered.
- 9.3** Because Pennoni has no control over the cost of labor, materials, equipment or services furnished by others, or over methods of determining prices, or over competitive bidding or market conditions, any and all opinions as to costs rendered hereunder, including but not limited to opinions as to the costs of construction and materials, shall be made on the basis of its experience and qualifications and represent its best judgment as an experienced and qualified professional, familiar with the construction industry. Pennoni cannot and does not guarantee that proposals, bids, or actual costs will not vary from opinions of probable cost prepared by it. If at any time the City wishes greater assurance as to the amount of any cost, the City shall employ an independent cost estimator to make such determination.
- 9.4** This proposal may be void if not executed within 45 days.
- 9.5** In the performance of its work, Pennoni will rely on readily available and historic information (plans, as-built drawings, manuals, specifications, reports, etc.) provided by the City and by others without research to verify the accuracy of said information.

**9.6 PURSUANT TO 558.0035 F.S., AN AGENT OR INDIVIDUAL EMPLOYEE OR AGENT OF PENNONI ASSOCIATES, INC CANNOT BE HELD INDIVIDUALLY LIABLE FOR DAMAGES RESULTING FROM NEGLIGENCE OCCURRING WITHIN THE COURSE AND SCOPE OF THIS PROFESSIONAL SERVICES CONTRACT OR THE PERFORMANCE OF PROFESSIONAL SERVICES HEREUNDER. BY SIGNING THIS AGREEMENT, YOU HAVE ACCEPTED THIS LIMITATION OF LIABILITY.**

IN WITNESS WHEREOF, the parties hereto have executed this Agreement in duplicate on the

\_\_\_\_\_ of \_\_\_\_\_ 2025.  
(Day) (Month)

**CITY OF HAINES CITY**

\_\_\_\_\_  
Attest, City Clerk

\_\_\_\_\_  
Mayor, City of Haines City

**PENNONI ASSOCIATES INC.**



BY: \_\_\_\_\_  
Steven Elias, P.E., Associate Vice President

DATE: 4/14/25  
\_\_\_\_\_



THIS INSTRUMENT PREPARED BY  
Sharon Lauther, MMC  
City Clerk  
HAINES CITY  
620 East Main Street  
HAINES CITY, FLORIDA 33844  
PLEASE RECORD & RETURN TO PREPARER

**THIS INDENTURE**, Made this 17<sup>th</sup> day of April, 2025, between the **CITY OF HAINES CITY**, a municipal corporation, created and existing under the constitution and laws of the State of Florida, being located in Polk County, Florida, party of the first part, and **Luis A Quintero-Gonzalez**, whose permanent address is **3000 Hwy 17-92, Lot #93, Haines City, FL 33844** of the second part.

**WITNESSETH**, That the said party of the first part for and in consideration of the sum of **\$400.00** to it in hand paid, receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, alien, remise, release, convey and confirm unto the said Luis A Quintero-Gonzalez of the second part, his or her or its heirs and assigns forever, all that certain parcel of land lying and being in the **Forest Hill Cemetery** in the County of Polk and State of Florida, more particularly described as follows:

**CEM: ORIGNL Block: COL3 Lot : WEST Space: C12**

together with every privilege, right, title, interest and estate, reversion, remainder and easement thereunto belonging or anywise appertaining.

**TO HAVE and TO HOLD** the same in fee simple forever.

The said grant and all of the right, title, estate, interest and claim arising under and by virtue of this deed is subject to Ordinance No. 20-1676 of the City of Haines City, dated February 6, 2020 and subsequent amendments thereto regulating burials within the corporate limits and establishing rules and regulations for the operation of the City's Cemeteries; the conduct of persons therein; the construction of vaults and memorials therein; and providing for a penalty for violation thereof.

Particular attention is called to the following provisions of Chapter 8 Cemeteries of said Ordinance concerning lot sales, to wit:

(a) The sale of burial rights within cemeteries owned and/or operated by the City shall be the function of the Cemetery Administrator. The Cemetery Administrator may refuse to sell any such burial space to any person if such sale would be detrimental to the cemeteries or its permanent records and if such sale would violate any state law prohibiting speculation in and/or on cemetery property.

(b) Transfer of ownership by deed. No owner of a cemetery spaces(s) shall transfer the space or any rights therein to a person other than the City without first allowing the Cemetery Administrator or designee to review the instrument for such transfer and provide reliable evidence of the owner's right to make such transfer.

**IN WITNESS WHEREOF**, said party of the first part has caused these presents to be signed in its name by its Mayor-Commissioner, its corporate seal to be affixed, attested by its City Clerk the day and year first herein above written.

Signed, Sealed and Delivered  
in the presence of:

**CITY OF HAINES CITY**  
620 East Main Street  
Haines City, Florida 33844  
Telephone (863)-421-3600

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print 620 E Main St. Haines City FL 33844

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print 620 E Main St. Haines City FL 33844

By: \_\_\_\_\_

Omar Arroyo, Mayor-Commissioner

Attest

By: \_\_\_\_\_

Sharon Lauther, MMC, City Clerk

**STATE OF FLORIDA  
COUNTY OF POLK**

**ACKNOWLEDGEMENT**

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by \_\_\_\_\_  
\_\_\_\_ who is personally known to me: \_\_\_\_\_ or has produced \_\_\_\_\_  
\_\_\_\_ as identification.

\_\_\_\_\_  
(Signature of Notary Public - State of  
Florida)

\_\_\_\_\_  
(Print, Type, or Stamp Commissioned Name  
of Notary Public)

THIS INSTRUMENT PREPARED BY  
Sharon Lauther, MMC  
City Clerk  
HAINES CITY  
620 East Main Street  
HAINES CITY, FLORIDA 33844  
PLEASE RECORD & RETURN TO PREPARER

**THIS INDENTURE**, Made this **1<sup>st</sup> day of May, 2025**, between the **CITY OF HAINES CITY**, a municipal corporation, created and existing under the constitution and laws of the State of Florida, being located in Polk County, Florida, party of the first part, and **Rosetta Richard**, whose permanent address is **9055 South Bay Drive, Haines City, FL 33844** of the second part.

**WITNESSETH**, That the said party of the first part for and in consideration of the sum of **\$600.00** to it in hand paid, receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, alien, remise, release, convey and confirm unto the said Rosetta Richard of the second part, his or her or its heirs and assigns forever, all that certain parcel of land lying and being in the **Oakland Cemetery** in the County of Polk and State of Florida, more particularly described as follows:

**CEM: OAKLAND Block: G Lot : 49 Space: 7    CEM: OAKLAND Block: G Lot : 56 Space: 1**

together with every privilege, right, title, interest and estate, reversion, remainder and easement thereunto belonging or anywise appertaining.

**TO HAVE and TO HOLD** the same in fee simple forever.

The said grant and all of the right, title, estate, interest and claim arising under and by virtue of this deed is subject to Ordinance No. 20-1676 of the City of Haines City, dated February 6, 2020 and subsequent amendments thereto regulating burials within the corporate limits and establishing rules and regulations for the operation of the City's Cemeteries; the conduct of persons therein; the construction of vaults and memorials therein; and providing for a penalty for violation thereof.

Particular attention is called to the following provisions of Chapter 8 Cemeteries of said Ordinance concerning lot sales, to wit:

(a) The sale of burial rights within cemeteries owned and/or operated by the City shall be the function of the Cemetery Administrator. The Cemetery Administrator may refuse to sell any such burial space to any person if such sale would be detrimental to the cemeteries or its permanent records and if such sale would violate any state law prohibiting speculation in and/or on cemetery property.

(b) Transfer of ownership by deed. No owner of a cemetery spaces(s) shall transfer the space or any rights therein to a person other than the City without first allowing the Cemetery Administrator or designee to review the instrument for such transfer and provide reliable evidence of the owner's right to make such transfer.

**IN WITNESS WHEREOF**, said party of the first part has caused these presents to be signed in its name by its Mayor-Commissioner, its corporate seal to be affixed, attested by its City Clerk the day and year first herein above written.

Signed, Sealed and Delivered  
in the presence of:

**CITY OF HAINES CITY**  
620 East Main Street  
Haines City, Florida 33844  
Telephone (863)-421-3600

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print    620 E Main St. Haines City FL 33844

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print    620 E Main St. Haines City FL 33844

By: \_\_\_\_\_

Omar Arroyo, Mayor-Commissioner

Attest

By: \_\_\_\_\_

Sharon Lauther, MMC, City Clerk

**STATE OF FLORIDA  
COUNTY OF POLK**

**ACKNOWLEDGEMENT**

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by \_\_\_\_\_  
\_\_\_\_ who is personally known to me: \_\_\_\_\_ or has produced \_\_\_\_\_  
\_\_\_\_ as identification.

\_\_\_\_\_  
(Signature of Notary Public - State of  
Florida)

\_\_\_\_\_  
(Print, Type, or Stamp Commissioned Name  
of Notary Public)



THIS INSTRUMENT PREPARED BY  
Sharon Lauther, MMC  
City Clerk  
HAINES CITY  
620 East Main Street  
HAINES CITY, FLORIDA 33844  
PLEASE RECORD & RETURN TO PREPARER

**THIS INDENTURE**, Made this 17<sup>th</sup> day of April, 2025, between the **CITY OF HAINES CITY**, a municipal corporation, created and existing under the constitution and laws of the State of Florida, being located in Polk County, Florida, party of the first part, and **Chimeka Townsend**, whose permanent address is **4726 Dunrobin Drive, Apt B Hope Mills, NC 28348-5729** of the second part.

**WITNESSETH**, That the said party of the first part for and in consideration of the sum of **\$600.00** to it in hand paid, receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, alien, remise, release, convey and confirm unto the said Chimeka Townsend of the second part, his or her or its heirs and assigns forever, all that certain parcel of land lying and being in the **Oakland Cemetery** in the County of Polk and State of Florida, more particularly described as follows:

**CEM: OAKLAND Block: G Lot : 17 Space: 6**

together with every privilege, right, title, interest and estate, reversion, remainder and easement thereunto belonging or anywise appertaining.

**TO HAVE and TO HOLD** the same in fee simple forever.

The said grant and all of the right, title, estate, interest and claim arising under and by virtue of this deed is subject to Ordinance No. 20-1676 of the City of Haines City, dated February 6, 2020 and subsequent amendments thereto regulating burials within the corporate limits and establishing rules and regulations for the operation of the City's Cemeteries; the conduct of persons therein; the construction of vaults and memorials therein; and providing for a penalty for violation thereof.

Particular attention is called to the following provisions of Chapter 8 Cemeteries of said Ordinance concerning lot sales, to wit:

(a) The sale of burial rights within cemeteries owned and/or operated by the City shall be the function of the Cemetery Administrator. The Cemetery Administrator may refuse to sell any such burial space to any person if such sale would be detrimental to the cemeteries or its permanent records and if such sale would violate any state law prohibiting speculation in and/or on cemetery property.

(b) Transfer of ownership by deed. No owner of a cemetery spaces(s) shall transfer the space or any rights therein to a person other than the City without first allowing the Cemetery Administrator or designee to review the instrument for such transfer and provide reliable evidence of the owner's right to make such transfer.

**IN WITNESS WHEREOF**, said party of the first part has caused these presents to be signed in its name by its Mayor-Commissioner, its corporate seal to be affixed, attested by its City Clerk the day and year first herein above written.

Signed, Sealed and Delivered  
in the presence of:

**CITY OF HAINES CITY**  
620 East Main Street  
Haines City, Florida 33844  
Telephone (863)-421-3600

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print 620 E Main St. Haines City FL 33844

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print 620 E Main St. Haines City FL 33844

By: \_\_\_\_\_

Omar Arroyo, Mayor-Commissioner

Attest

By: \_\_\_\_\_

Sharon Lauther, MMC, City Clerk

**STATE OF FLORIDA  
COUNTY OF POLK**

**ACKNOWLEDGEMENT**

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by \_\_\_\_\_  
\_\_\_\_ who is personally known to me: \_\_\_\_\_ or has produced \_\_\_\_\_  
\_\_\_\_ as identification.

\_\_\_\_\_  
(Signature of Notary Public - State of  
Florida)

\_\_\_\_\_  
(Print, Type, or Stamp Commissioned Name  
of Notary Public)

THIS INSTRUMENT PREPARED BY  
Sharon Lauther, MMC  
City Clerk  
HAINES CITY  
620 East Main Street  
HAINES CITY, FLORIDA 33844  
PLEASE RECORD & RETURN TO PREPARER

**THIS INDENTURE**, Made this **1<sup>st</sup> day of May, 2025**, between the **CITY OF HAINES CITY**, a municipal corporation, created and existing under the constitution and laws of the State of Florida, being located in Polk County, Florida, party of the first part, and **Brenda Ayala**, whose permanent address is **8712 Micmac Court, Polk City, FL 33868** of the second part.

**WITNESSETH**, That the said party of the first part for and in consideration of the sum of **\$600.00** to it in hand paid, receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, alien, remise, release, convey and confirm unto the said Brenda Ayala of the second part, his or her or its heirs and assigns forever, all that certain parcel of land lying and being in the **Forest Hill Cemetery** in the County of Polk and State of Florida, more particularly described as follows:

**CEM: ADD 2 Block: Z Lot : 35 Space: 6**

together with every privilege, right, title, interest and estate, reversion, remainder and easement thereunto belonging or anywise appertaining.

**TO HAVE and TO HOLD** the same in fee simple forever.

The said grant and all of the right, title, estate, interest and claim arising under and by virtue of this deed is subject to Ordinance No. 20-1676 of the City of Haines City, dated February 6, 2020 and subsequent amendments thereto regulating burials within the corporate limits and establishing rules and regulations for the operation of the City's Cemeteries; the conduct of persons therein; the construction of vaults and memorials therein; and providing for a penalty for violation thereof.

Particular attention is called to the following provisions of Chapter 8 Cemeteries of said Ordinance concerning lot sales, to wit:

(a) The sale of burial rights within cemeteries owned and/or operated by the City shall be the function of the Cemetery Administrator. The Cemetery Administrator may refuse to sell any such burial space to any person if such sale would be detrimental to the cemeteries or its permanent records and if such sale would violate any state law prohibiting speculation in and/or on cemetery property.

(b) Transfer of ownership by deed. No owner of a cemetery spaces(s) shall transfer the space or any rights therein to a person other than the City without first allowing the Cemetery Administrator or designee to review the instrument for such transfer and provide reliable evidence of the owner's right to make such transfer.

**IN WITNESS WHEREOF**, said party of the first part has caused these presents to be signed in its name by its Mayor-Commissioner, its corporate seal to be affixed, attested by its City Clerk the day and year first herein above written.

Signed, Sealed and Delivered  
in the presence of:

**CITY OF HAINES CITY**  
620 East Main Street  
Haines City, Florida 33844  
Telephone (863)-421-3600

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print 620 E Main St. Haines City FL 33844

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print 620 E Main St. Haines City FL 33844

By: \_\_\_\_\_

Omar Arroyo, Mayor-Commissioner

Attest

By: \_\_\_\_\_

Sharon Lauther, MMC, City Clerk

**STATE OF FLORIDA  
COUNTY OF POLK**

**ACKNOWLEDGEMENT**

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by \_\_\_\_\_  
\_\_\_\_ who is personally known to me: \_\_\_\_\_ or has produced \_\_\_\_\_  
\_\_\_\_ as identification.

\_\_\_\_\_  
(Signature of Notary Public - State of  
Florida)

\_\_\_\_\_  
(Print, Type, or Stamp Commissioned Name  
of Notary Public)

THIS INSTRUMENT PREPARED BY  
Sharon Lauther, MMC  
City Clerk  
HAINES CITY  
620 East Main Street  
HAINES CITY, FLORIDA 33844  
PLEASE RECORD & RETURN TO PREPARER

***THIS INDENTURE***, Made this **1<sup>st</sup> day of May, 2025**, between the **CITY OF HAINES CITY**, a municipal corporation, created and existing under the constitution and laws of the State of Florida, being located in Polk County, Florida, party of the first part, and **Glenn Gregory**, whose permanent address is **15956 NE 95th Way, Redmond, WA 98052** of the second part.

***WITNESSETH***, That the said party of the first part for and in consideration of the sum of **\$800.00** to it in hand paid, receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, alien, remise, release, convey and confirm unto the said Glenn Gregory of the second part, his or her or its heirs and assigns forever, all that certain parcel of land lying and being in the **Forest Hill Cemetery** in the County of Polk and State of Florida, more particularly described as follows:

**CEM: ORIGNL Block: COL3 Lot : WEST Space: B7**  
**CEM: ORIGNL Block: COL3 Lot : WEST Space: B8**

together with every privilege, right, title, interest and estate, reversion, remainder and easement thereunto belonging or anywise appertaining.

***TO HAVE and TO HOLD*** the same in fee simple forever.

The said grant and all of the right, title, estate, interest and claim arising under and by virtue of this deed is subject to Ordinance No. 20-1676 of the City of Haines City, dated February 6, 2020 and subsequent amendments thereto regulating burials within the corporate limits and establishing rules and regulations for the operation of the City's Cemeteries; the conduct of persons therein; the construction of vaults and memorials therein; and providing for a penalty for violation thereof.

Particular attention is called to the following provisions of Chapter 8 Cemeteries of said Ordinance concerning lot sales, to wit:

(a) The sale of burial rights within cemeteries owned and/or operated by the City shall be the function of the Cemetery Administrator. The Cemetery Administrator may refuse to sell any such burial space to any person if such sale would be detrimental to the cemeteries or its permanent records and if such sale would violate any state law prohibiting speculation in and/or on cemetery property.

(b) Transfer of ownership by deed. No owner of a cemetery spaces(s) shall transfer the space or any rights therein to a person other than the City without first allowing the Cemetery Administrator or designee to review the instrument for such transfer and provide reliable evidence of the owner's right to make such transfer.

***IN WITNESS WHEREOF***, said party of the first part has caused these presents to be signed in its name by its Mayor-Commissioner, its corporate seal to be affixed, attested by its City Clerk the day and year first herein above written.

Signed, Sealed and Delivered  
in the presence of:

**CITY OF HAINES CITY**  
620 East Main Street  
Haines City, Florida 33844  
Telephone (863)-421-3600

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print 620 E Main St. Haines City FL 33844

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print 620 E Main St. Haines City FL 33844

By: \_\_\_\_\_

Omar Arroyo, Mayor-Commissioner

Attest

By: \_\_\_\_\_

Sharon Lauther, MMC, City Clerk

**STATE OF FLORIDA  
COUNTY OF POLK**

**ACKNOWLEDGEMENT**

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by \_\_\_\_\_  
\_\_\_\_ who is personally known to me: \_\_\_\_\_ or has produced \_\_\_\_\_  
\_\_\_\_ as identification.

\_\_\_\_\_  
(Signature of Notary Public - State of  
Florida)

\_\_\_\_\_  
(Print, Type, or Stamp Commissioned Name  
of Notary Public)



**CITY COMMISSION WORKSHOP HAINES CITY, FLORIDA**  
**MINUTES**

**April 17, 2025, 6:00 p.m.**  
**City Hall Commission Chambers**  
**620 E. Main Street, Haines City, FL 33844**  
**Phone: 863-421-9921 Web: hainescity.com**

Commissioners in Attendance: Vice-Mayor, Morris West  
Commissioner, Anne Huffman  
Commissioner, Vernel Smith  
Commissioner, Kim Downing

Commissioners Absent: Mayor, Omar Arroyo

Staff in Attendance: City Manager, James Elensky  
City Attorney, Fred Reilly  
Deputy City Clerk, Erica Sanchez

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**1. CALL TO ORDER**

The Mayor called the City Commission Meeting to order at 6:01 on April 17, 2025 in the City Commission Chambers, located at 620 E Main Street, Haines City, FL.

**2. PRESENTATIONS AND DISCUSSIONS**

2.a Commissioner Compensation Discussion

Attorney Fred Reilly presented this item and provided the following options to the commission:

A. Provide you with copies of Ordinance No. 17-1574 and Ordinance No. 22-2026 concerning compensation for the Mayor and City Commissioners.

B. Request directions from the City Commission concerning the preparation of an Ordinance adjusting the compensation for the Mayor and City Commissioners.

**Commissioner Downing** noted that the population has doubled since the last increase in 2022, so she supports an increase.

**Vice Mayor West** asked downing what percentage she was considering increasing.

**Commissioner Downing** said she didn't have a number but that she had contacted other cities to get their population and salary rates to get a comparison. She found that some cities were smaller and slower to grow but had higher salaries.

**Commissioner Smith** said one thing he found in doing his research is that our city is unique and noted that in 2022 the bureau of economic and business research had our population at 31,3979 and we are currently at 45,383. This is a 41% increase with 13,000 additional residents. Based on explosion growth and the city's increasing budget, which means more municipal responsibility and decisions to make, they should get an increase of around 3%.

**Vice Mayor West** read a memo from Linda Bourgeois from 2017 that stated that the city commission would receive a 1.5 percent increase after every 5K in population growth. He questioned if that was repealed.

**City Attorney Reilly** clarified why the 2022 ordinance was created the way it was and offered options for its modification.

**Commissioner Huffman** apologized for being tardy and mentioned that she voted for the increase in 2022 and believes an increase is warranted now because the job requires a lot more. She asked her colleagues what number they were considering.

**Vice Mayor West** mentioned that the City of Bartow receives a cola increase every year along with its employees.



**Commissioner Huffman** questioned whether they were even making what the city's minimum wage policy suggests and asked how much it would take to get there.

**Commissioner Downing** said she had considered a minimum of a 5% increase.

**Vice Mayor West** noted that they are currently at \$12.50 an hour.

**Commissioner Huffman** recommended a salary of \$15 an hour plus an annual COLA to be in line with the city's minimum wage and said this still keep us under other cities.

**Commissioner Downing** said that is in line with her calculations.

**City Attorney Reilly** noted that would bring them to a base salary of \$32,000 plus cola, which he believes is appropriate since it keeps them in line with the employees cost of living.

**City Manager Elensky** said they are on target with what he was thinking.

Commissioners agreed to work 40 hours per week for a total of \$31,980 annually, plus the annual COLA beginning in October. The increase will begin following the ordinance adoption. with the mayor receiving \$2,000 above the commissioners.

**3. AGENDA REVIEW**

none

**4. ADJOURNMENT**

Without any further business the meeting was adjourned at 6:50.

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Omar Arroyo, Mayor

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Sharon Lauther, MMC, City Clerk





**CITY COMMISSION MEETING HAINES CITY, FLORIDA**  
**MINUTES**

**April 17, 2025, 7:00 p.m.**  
**City Hall Commission Chambers**  
**620 E. Main Street, Haines City, FL 33844**  
**Phone: 863-421-9921   Web: hainescity.com**

**Present:** Commissioner, Anne Huffman  
Commissoner Morris West  
Vice-Mayor, Omar Arroyo  
Commissioner, Vernel Smith  
Commissioner, Kim Downing

**Staff in Attendance:** City Manager, James Elensky  
City Attorney, Fred Reilly  
City Clerk, Sharon Lauther  
Erica Sanchez

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**1. CALL TO ORDER**

The Vice-Mayor called the City Commission Meeting to order at 7:00 PM on April 17, 2025, in the City Commission Chambers, located at 620 E Main Street, Haines City, FL.

**2. INVOCATION**

Pastor Bob Moore of Faith Lutheran Church provided the invocation.

**3. PLEDGE OF ALLEGIANCE**

The Vice-Mayor led the pledge of allegiance.

**4. PRESENTATIONS AND PROCLAMATIONS**

**4.a CMC and Pinning Presentation for Deputy City Clerk Erica Sanchez**

Dawn Wright, FACC Central West District Director, presented Deputy City Clerk Sanchez her certified municipal clerk designation.

**4.b National Records and Information Management Month**

City Clerk Lauther read the proclamation into the record. Lucia Gonzalez and Angela Stewart were recognized for all of their hard work in maintaining record transparency for the city.

**4.c Water Conservation Month- 2025**

City Clerk Lauther read the proclamation into the record. Cindy Rodriguez, Sr. Government Affairs Regional Manager for the Southwest Florida Water Management District accepted the proclamation and thanked the city for their proactive approach to water conservation.

**4.d American Cancer Society Check Presentation**

As a result of the Mayors 5K, \$6,055 was raised to donate to the American Cancer Society

This item is for presentation purposes only.

**5. CONSENT AGENDA**

Vice-Mayor West asked if there was any questions from the dais regarding the items on the Consent agenda. There was no comment. Vice-Mayor opened the public hearing. No one came forward and the public hearing was closed.

**Moved by** Vernel Smith

**Seconded by** Kim Downing

Approve consent as a whole.

**Carried Unanimously**

- 5.a Commission Meeting Minutes 03.20.25
- 5.b Commission Meeting Minutes 04.03.25
- 5.c Cemetery Deeds
- 5.d Agreement to Piggyback a Contract Services Bid by Another Governmental Entity  
– Building Inspector and Plans Examiner

City staff recommends the approval from the City Commission to have M. T. Causley, LLC provide a temporary position(s) for Building Inspector(s) through the piggybacking of the Town of Astatula, Florida's Agreement that was entered into on March 24, 2020.

**6. NEW BUSINESS**

- 6.a Contract Award for Request for Proposals (RFP) 24-21 Red Light and School Zone Speed Detection Cameras

Omar DeJesus, Finance Director, CPA presented the procurement process and timeline for the various factors to consider the methods with the city that is done by Ivy Williams, procurement Manager for the City. Commissioner Downing stated that not all of the questions that were requested at the last meeting. Finance Director stated that he and the city attorney met with Verra Mobility and the current contract was revised to meet the concerns. Police Chief Jay Hopwood gave an update on which schools would be selected and cameras placed accordingly. Commissioner Smith stated that staff gave the recommendation however did not receive commission input. Finance Director stated that finance staff gives the input and then bring the best options to the Commission. Commissioner Huffman inquired if the cameras would observe Daylight Savings Time. Commissioner Downing stated that she wanted to know where the cameras were going to be placed. Chief Hopwood stated the cameras would be placed at the beginning of the school zone and extend to the end of the school zone. The contract for RFP 24-21, Red Light and School Zone Speed Detection Cameras was presented for consideration. Discussion took place. Vice-Mayor/Commissioner West opened the public hearing. No one came forward and the public hearing was closed. Roll call vote was done-

Commissioner Huffman- Yea

Commissioner Smith- Yea

Commissioner Downing-Yea

Vice-Mayor West- Yea

**Moved by** Anne Huffman

**Seconded by** Vernel Smith

Staff recommends City Commission approve the contract award to American Traffic Solutions, Inc. dba Verra Mobility (ATS) for Request for Proposals (RFP) 24-21 Red Light and School Zone Speed Detection Cameras.

**Carried**

- 6.b Ordinance No. 25-2104 – Amending Chapter 24, Sec. 24-117 Code of Ordinances and Ordinance No. 22-2015 regarding Multi Modal Transportation Impact Fees – First Reading

Richard Greenwood, Development Services Director presented Ordinance No. 25-2104 to amend chapter 24, section 24-117, code of ordinances and ordinance no. 22-2015, regarding multi-modal transportation impact fees. There were no questions from the dais. Vice-Mayor opened the public hearing. No one came forward and the public hearing was closed. Commissioner Huffman introduced Ordinance No. 25-2104. Attorney Reilly read the ordinance into the record.

**Moved by** Anne Huffman

**Seconded by** Kim Downing

Staff recommends approval of Ordinance No. 25-2104 Amending Chapter 24, Sec. 24-117, Code of Ordinances and Ordinance No. 22-2015, regarding Multi-Modal Transportation Impact Fees on First Reading.

**Carried**

## **7. PUBLIC COMMENTS - REGARDING ITEMS NOT ON THE AGENDA**

Johnnie Baker- 1207 Avenue J, Haines City- Mr. Baker had questions about where he parks his vehicle. Mr. Baker also inquired about the stop sign on 10th Street.

**8. CITY MANAGER'S REPORT**

City Manager Elensky stated we had a Job Fair at Lake Eva with over 300 attendees.

**9. CITY CLERK'S REPORT**

City Clerk Lauther reminded everyone of the run-off election on April 29, 2025.

**10. CITY ATTORNEY'S REPORT**

Attorney wished everyone a Happy Easter.

**11. COMMISSION COMMENTS**

Commissioner Smith- stated he saw the video of the City Clerk explaining the run-off election.

Commissioner Huffman- stated she would like to see the city recognize the 1st Saturday in April as Autism Day and have this item formally placed on the agenda for approval. Commissioner Huffman also spoke about the (listen to audio)

Commissioner Downing-wished everyone a Happy Easter. Commissioner Downing is looking forward to seeing everyone at the Easter egg hunt.

**12. ADJOURNMENT**

Without any further business the meeting was adjourned at TIME.

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Roy Tyler, Mayor

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Sharon Lauther, MMC, City Clerk







# HAINES CITY

WWW.HAINESCITY.COM

## **CITY MANAGER MEMORANDUM**

**To:** The Honorable Mayor and City Commissioners

**Through:** James R. Elensky, City Manager

**From:** Richard Greenwood, Development Services Director

**Date:** May 1, 2025

**Subject:** Ordinance No. 25-2104 – Amending Chapter 24, Sec. 24-117 Code of Ordinances and Ordinance No. 22-2015 regarding Multi Modal Transportation Impact Fees – Second Reading

### **Executive Summary**

Adopt Ordinance No. 24-2104 – Amending Chapter 24, Sec. 24-117, Code of Ordinances and Ordinance No. 22-2015, regarding Multi-Modal Transportation Impact Fees on Second Reading.

Staff Contact: Richard Greenwood, Development Services Director

### **Introduction**

The intent of this item is to request adoption of Ordinance No. 25-2104, Amending Chapter 24, Sec. 24-117, Code of Ordinances and Ordinance No. 22-2015, regarding Multi-Modal Transportation Impact Fees on Second Reading,

### **Background**

As previously discussed in the two (2) required workshops regarding the City increasing the Multi Modal Transportation Impact Fees, Haines City, and its surrounding area, continues to experience high rates of growth. As such, the City is seeking to address mobility system funding needs.

The Polk County Transportation Planning Organization (TPO) adopted an updated 2045 Transportation Plan in December, 2020. However, while the City has adopted some cost indexing of its road impact fees in the past, the City’s current Road Impact Fee is based on a technical report dated 2004, which substantially pre-dates the current growth forecasts and transportation plans. That being said, Florida Statute 163.31801 requires that impact fees levied by local governments be based on the “most recent and localized data.”

On September 19, 2024, the City Commission approved the Haines City 2024 Multi-Modal Transportation Impact Fee Study as prepared by the City’s consultant, W. E. Oliver, P.E., LLC. With the



approved Study the City can now use current data in order to update and adjust its Multi Modal Transportation Impact Fees in order to meet the demands of new development.

**Organizational Goal(s)**

Infrastructure: Maintain, protect and design infrastructure that ensures a desired level of service and provides for future needs.

**Budget Impact**

There is no budget impact for fiscal year 2024/2025.

**Recommendation**

Staff recommends adoption of Ordinance No. 25-2104 Amending Chapter 24, Sec. 24-117, Code of Ordinances and Ordinance No. 22-2015, regarding Multi-Modal Transportation Impact Fees on Second Reading.

**ORDINANCE NO. 25-2104**

**AN ORDINANCE OF THE CITY OF HAINES CITY, FLORIDA AMENDING CHAPTER 24 – TAXATION, SECTION 24-117 – ROAD IMPACT FEE OF THE CODE OF ORDINANCES AND AMENDING ORDINANCE NO. 22-2015; PROVIDING FOR INCORPORATION OF RECITALS; PROVIDING FOR FINDINGS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION AND INCLUSION IN THE CODE OF ORDINANCES; PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, Article VIII, Section 2(b) of the Florida Constitution and Section 166.021 of the Florida Statutes grant the City of Haines City broad home rule powers necessary to carry on municipal government;

**WHEREAS**, Section 163.3202(3) of the Florida Statutes encourages the use of innovative land development regulations which include the use of impact fees to implement the goals, objectives and policies of a City’s Comprehensive Plan;

**WHEREAS**, significant growth has been occurring and is expected to continue to occur in the areas that are provided municipal services by the City;

**WHEREAS**, growth within the Service Area has resulted in the need to continue to expand municipal services to accommodate the demands imposed by

such growth without decreasing the current level of municipal services at the cost of existing users;

**WHEREAS**, expansion of municipal services to accommodate new growth shall promote and protect the public health, safety and general welfare of the residents of Haines City;

**WHEREAS**, in order for future growth to pay more equitably the cost of expanding municipal services to meet the demands imposed by such growth, the City Commission finds that the amendment of City Road Impact Fees, to be levied as one-time charges upon new developments within the City or new demand on the created through expansions or renovations, is an appropriate and equitable method of capital cost recovery;

**WHEREAS**, the intent of the City Road Impact Fees is to recover only the pro rata share of the costs incurred to meet the demands of growth;

**WHEREAS**, the City Commission's intent is to expend the City Road Impact Fees collected pursuant to this article only for the purposes for which they were collected, specifically, to defray the capital cost incurred to meet the demands imposed by growth;

**WHEREAS**, in order to equitably distribute the proportionate fair share of new municipal services on new developments within the City of Haines City that create the need for such municipal services, it serves the health, safety, and general welfare of the residents of the City of Haines City to amend Ordinance No. 22-2015, establishing Multi-Modal Transportation Fees;

**WHEREAS**, give the significant increase in growth and development, combined with the need to update the multi-modal transportation impact fee schedule, the City Commission of the City of Haines City, Florida has determined that it is in the best interest of citizens of Haines City to make amendments to Chapter 24 – Taxation, Section 24.117 – Road Impact Fee of the Code of Ordinances and Ordinance No. 22-2015;

**WHEREAS**, the City of Haines City has commissioned and adopted the “Haines City 2024 Multi-Modal Transportation Impact Fee Study” (the “Study”), as prepared by W. E. Oliver, P.E., LLC, dated September 5, 2024. Said Study demonstrated that transportation impact fees needed to be amended to better address the cost of financing transportation facilities and improvements required to serve new development. This Study shall be made a part of this Ordinance as supportive documentation regarding the amended Multi-Modal Transportation Impact Fee Schedule; and

**WHEREAS**, the City has held the required Workshops regarding the increase of multi-modal transportation impact fees.

**NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF HAINES CITY, FLORIDA:**

**Section 1. Incorporation of Recitals.** The above Recitals are true and correct and are incorporated herein by reference.

**Section 2. Amendment to Chapter 24 – Taxation, Sec. 24-117 – Road Impact Fee and Ordinance No. 22-2015.** That Chapter 24 – Taxation, Sec. 24-177 – Road Impact Fee, of the

Code of Ordinances of the City of Haines City, Florida, and Ordinance No. 22-2015 is hereby amended to read as follows:

SEE ATTACHED EXHIBIT A

**Section 3. Severability.** If any provision or portion of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full effect.

**Section 4. Repeal of Ordinances in Conflict.** All Ordinances or parts of Ordinances which are in conflict with this Ordinance are hereby repealed, to the extent necessary to alleviate the conflict, but shall continue in effect insofar as they are not in conflict herewith, unless repeal of the conflicting portion destroys the overall intent and effect of any of the conflicting Ordinances, in which case those Ordinances so affected shall be hereby repealed in their entirety.

**Section 5. Codification.** It is the intention of the City Commission and it is hereby provided that the provisions of this Ordinance shall be made a part of the Code of Ordinances of the City of Haines City; and that the sections of this Ordinance may be numbered, renumbered or re-lettered to accomplish such intention; and that the word “ordinance” may be changed to “section”, “article”, or other appropriate designation, all as may be necessary or useful to ensure proper codification.

**Section 6. Effective Date.** This Ordinance shall become effective on August 1, 2025 and upon its passage and approval as a non-emergency ordinance at two regular meetings of the City Commission.

**INTRODUCED AND PASSED** on first reading in regular session of the City Commission of the City of Haines City, this 17<sup>th</sup> day of April, 2025.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Sharon Lauther, MMC, City Clerk

\_\_\_\_\_  
Omar Arroyo, Mayor-Commissioner

**APPROVED AS TO FORM AND CORRECTNESS:**

\_\_\_\_\_  
Fred Reilly, City Attorney

**PASSED** on second and final reading by the City Commission of the City of Haines City, Florida, at regular session this 1st day of May, 2025.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Sharon Lauther, MMC, City Clerk

\_\_\_\_\_, Mayor-Commissioner

**APPROVED AS TO FORM AND CORRECTNESS:**

\_\_\_\_\_  
Fred Reilly, City Attorney

STATE OF FLORIDA  
COUNTY OF POLK

I, the undersigned duly appointed City Clerk of the City of Haines City, Florida, HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. 25-2104, as shown in the records of the City on file in the office of the City Clerk.

WITNESS my hand and seal of the City of Haines City, Florida, this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
SHARON LAUTHER, MMC, CITY CLERK



## EXHIBIT A

### Sec. 24-117. ~~Road impact fee.~~ Multi-Model Transportation Impact Fee.

(a) *Short title, authority and applicability.*

- (1) This section shall be known and may be cited as the "City of Haines City ~~Road Impact~~ Multi-Model Transportation Impact Fee Ordinance".
- (2) The city commission of the City of Haines City (the "City Commission") has the authority to adopt this section pursuant to Article VIII of the Florida Constitution and F.S. Ch. 163 and 166.
- (3) The provisions of this section shall apply within the corporate limits of the City of Haines City (the "City").

(b) *Establishment of service area.* The ~~city~~ City hereby establishes the following area as its ~~road impact~~ Multi-Model Transportation Impact fee service area (the "Service Area"):

Roads included in the City of Haines City's Comprehensive Plan Transportation Element, as it may be amended from time to time.

The scope of the service area is hereby found to be reasonable and established on the basis of sound planning or engineering principles.

(c) *Definitions.* The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Access improvements* means improvements designed to ensure safe and adequate ingress and egress.

*Affordable housing* means a dwelling unit which is offered for sale or rent to low-income persons or very-low-income persons and which monthly rent or monthly mortgage payments, including taxes and insurance, do not exceed thirty (30) percent of that amount which represents the percentage of the median adjusted gross income for low-income persons and very-low-income persons.

*Applicant* means the person who applies for a building permit.

*Arterial road* means a road that is a main traffic artery carrying relatively high traffic volumes for relatively long distances. This classification includes all roads that function above the level of a collector road.

*Average daily trip-ends* means the projected number of trips based upon proposed development as determined in the Institute of Transportation Engineers ("ITE") Trip Generation Manual, ~~7th~~ 11th ed., or its

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successor, or a locally conducted trip generation study of a similar land use accepted by the City Manager, or designee.

*Building permit* means an official document or certificate issued by the authority having jurisdiction authorizing the commencement of construction of any building or parts thereof; the term also includes construction plan approval for new mobile home development.

*Capacity* means the maximum number of vehicles for a given time period which a typical new lane can safely and efficiently carry, usually expressed in terms of vehicles per day. For the purpose of this section, typical new capacity ~~is defined at level of service D and~~ for non-State roads shall mean seven thousand five hundred (7,500) vehicles per day per through lane.

*Collector road* means a road that carries traffic from local roads to arterial roads. Collector roads have more continuity, carry higher traffic volumes, and may provide less land access than local roads.

*External trip* means any trip which has either its origin or destination at the development site and which impacts the ~~major road network system~~ major road network.

*Impact-fee eligible roadway* shall mean a road, as determined by the ~~city manager~~ City Manager, for which planning, design, right-of-way acquisition, construction, and improvement costs are eligible for ~~road impact~~ Multi-Model Transportation Impact fee funding.

*Local trip length* means the average length in miles of external trips, as derived from the Polk County Urban Area Transportation Study 2020.

*Low-income persons* means one (1) or more natural persons, the total adjusted gross household income of which does not exceed eighty (80) percent of the median adjusted gross income for households within the Lakeland-Winter Haven, Florida, metropolitan statistical area as reported by the U. S. Department of Housing and Urban Development or its governmental successor in function.

*Major-road network system* means all existing and committed arterial and collector roads within the ~~city~~ City and under the ~~city's~~ City or County's jurisdiction.

*Off-site road improvements* means road improvements located outside of the boundaries of the parcel proposed for a development site which are required by the ~~city~~ City in order to serve the development's external trips, but not including access improvements, as defined in this section.

*Pass-by traffic* means traffic that has a primary trip purpose other than ~~visiting the~~ a secondary land use at which ~~the~~ a vehicle may access. The trip is already on the ~~local~~ major roadway network for ~~the~~ its primary purpose, but may alter its trip pattern to access the secondary land use en-route to the primary trip land use.

*Traffic-generating development* means land development designed or intended to permit a use of the land which will contain more dwelling units or floor space than the then-existing use of land, or to otherwise change the use of the land in a manner that increases the generation of vehicular traffic.

*Trip(s)* means a one-way movement of ~~vehicular~~ travel from an origin (one ~~trip~~ trip-end) to a destination (the other ~~trip~~ trip-end). For the purposes of this section, the term "trip(s)" shall have the meaning that it has in commonly accepted traffic engineering practice and which is substantially the same as that definition in the previous sentence.

*Trip generation* means the attraction or production of trips caused by a given type of land development.

*Very-low-income persons* means one (1) or more natural persons, the total adjusted gross household income of which does not exceed fifty (50) percent of the median adjusted gross income for households within the Lakeland-Winter Haven, Florida, metropolitan statistical area as reported by the U. S. Department of Housing and Urban Development or its governmental successor in function.

(d) *Findings, intent and purpose.*

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- (1) The City Commission ~~city commission~~ has determined and recognized through adoption of the Haines City Comprehensive Plan that new growth and development which the ~~city~~ City is experiencing necessitates extensive improvements to the major-road network system. In order to finance the necessary new capital improvements, several combined methods of financing shall be employed, one (1) of which will be to impose a regulatory impact fee on new growth and development which will not exceed a pro-rata share of the reasonably anticipated costs of major road network system expansion and improvement.
  - (2) The planning for new and expanded ~~city~~ City public transportation facilities needed to serve new development and the implementation of those plans are the responsibility of the ~~city~~ City under F.S. Ch. 163 and 166, and are in the best interest of the health, safety, and welfare of the citizens of the ~~city~~ City.
  - (3) The ~~city~~ City intends for new development to pay a fair share of anticipated costs of needed ~~city~~ City public transportation facilities improvements necessary to serve new development, and not to collect fees in excess of the anticipated costs for needed public service improvements necessary to serve new development.
  - (4) The ~~city~~ City has commissioned, and adopted the "Haines City 2024 Multi-Modal Transportation Impact Fee Study", a study by Dyer, Riddle, Mills & Precourt, Inc., dated June 10, 2004- W.E. Oliver, P.E., LLC and Vanesse, Hangen, Brustlin, Inc., as sub-consultant to CivilSurv Design Group, Inc. (sometimes referred to as the "Consultant's Study"), dated September 19, 2024. This study ~~which~~ has demonstrated that ~~municipal~~ impact fees need to be changed to ~~cover~~ better address the cost of financing ~~city public~~ transportation facilities and improvements required to serve new development. This study addresses impacts to the City and County major road networks, and is attached hereto as Exhibit "A".
  - (5) Furthermore, the ~~city~~ City has adopted its Comprehensive Plan Transportation Element ~~prepared a road network system expansion list setting forth a proposed list of~~ which constitutes impact-fee eligible roadways. ~~A copy of the road network system expansion list is attached hereto as Exhibit "A" and incorporated herein in its entirety.~~
  - (6) The purpose of this section is to ensure that new development pays a fair share of the anticipated costs of needed ~~road system~~ transportation system improvements as set forth in the ~~road network system expansion list~~ Comprehensive Plan Transportation Element necessary to serve new development. In order to finance the necessary new capital improvements, several combined methods of financing shall be employed, one (1) of which will impose a regulatory impact fee on new growth and development which does not exceed a pro-rata share of the reasonably anticipated costs of ~~major road network system~~ major road network expansion and improvements.
  - (7) Implementing a regulatory scheme that requires new development to pay a ~~road impact~~ Multi-Model Transportation Impact fee that does not exceed a pro-rata share of the reasonably anticipated expansion costs of new roads needed to serve new growth and development is the responsibility of the ~~city~~ City in order to carry out the traffic circulation element of its comprehensive plan, as adopted under F.S. § 163.3161 et seq., and is in the best interest of the health, safety and welfare of the citizens of the ~~city~~ City.
  - (8) The purpose of this section is to enable the ~~city~~ City to allow growth and development to proceed in the ~~city~~ City in compliance with the adopted ~~comprehensive plan~~ Comprehensive Plan, and to regulate growth and development so as to require growth and development to share in the burdens of growth by paying its pro-rata share for the reasonably anticipated expansion costs of ~~major road network system improvements~~ the major road network.
  - (9) It is not the purpose of this section to collect fees from growth and development in excess of its pro-rata share of the cost of the reasonably anticipated improvements to the ~~major road network system~~.
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major road network needed to serve the new growth and development. The ~~city commission~~ City Commission finds that this section has approached the problem of determining the ~~road impact~~ Multi-Model Transportation Impact fee in a conservative and reasonable manner. ~~This section will only partially recoup the governmental expenditures associated with growth. The city commission has directed that the city shall impose the road impact fees at a rate of: (i) fifteen (15) percent of the full rate established in the consultant's study from November 1, 2004 through April 30, 2005; and (ii) as of May 1, 2005, twenty five (25) percent of the full rate established in the consultant's study. Under this section existing residents also shall pay a fair share of the costs of needed improvements to the major road network system.~~

- (10) It shall be the policy of the ~~city~~ City to collect the impact fees assessed by this section in lieu of any off-site road improvements.
- (e) *Limitation on issuance of building permit.* Any person who applies, through the filing of a complete permit application, for the issuance of a building permit for a new building, including single-family residential buildings, or for additions or expansions to buildings other than single-family residential buildings shall be required to pay a ~~road impact~~ Multi-Model Transportation Impact fee in the manner and amount set forth in this section. Except as provided in this section, no building permit shall be issued unless and until the required ~~road impact~~ Multi-Model Transportation Impact fee has been paid.
- (f) *~~Road impact~~ Multi-Model Transportation Impact fee schedule.*
- (1) The ~~road impact~~ Multi-Model Transportation Impact fee for the Service Area shall be determined in accordance with the schedule set forth as identified in Exhibit "B".
- (2) If an applicant for a building permit contends that the land use for which the building permit is requested is not within the categories set forth in subsection (a.1) of this section or is within a different category, the ~~city manager~~ City Manager, or her designee, shall make a determination as to the appropriate land use designation. Such determination may be appealed to the ~~city commission~~ City Commission, whose decision shall be final and binding on the applicant.
- (g) *~~Alternative road impact~~ Multi-Model Transportation Impact fee calculation.*
- (1) If an applicant believes that the cost of his/her off-site road improvements needed to serve his/her proposed development will be less than that established in subsection (6), the applicant may submit an alternative ~~road impact~~ Multi-Model Transportation Impact fee calculation, prepared by a competent professional within the traffic engineering field, to the ~~city manager~~ City Manager. The ~~city manager~~ City Manager, or Designee, may request an alternative impact fee calculation in lieu of the standard fee structure, if, in the ~~city manager's~~ City Manager's, or the Designee's opinion, a study is warranted by exceptional traffic-generating development characteristics of the proposed development.
- (2) The ~~city manager~~ City Manager, or Designee, shall review the data, information, and assumptions used by the applicant in the ~~alternative road impact~~ Alternative Multi-Model Transportation Impact fee calculation to determine whether the requirements of this section are satisfied. If the ~~city manager~~ City Manager, or Designee, finds that data, information, and assumptions used by the applicant to calculate the alternative impact fee satisfy the requirements of this section, ~~she~~ the City Manager, or Designee, shall recommend an ~~the alternative road impact~~ Alternative Multi-Model Transportation Impact fee for the applicant to the ~~city commission~~ City Commission. If the ~~city manager~~ City Manager, or Designee, ~~city manager~~ finds the requirements of this section are not satisfied, ~~she~~ the City Manager, or Designee, shall so advise the applicant. The applicant may appeal the ~~city manager's~~ City Manager's, or the Designee's, decision to the ~~city commission~~ City Commission, and the decision of the ~~city commission~~ City Commission as to an ~~alternative road impact~~ Alternative Multi-Model Transportation Impact fee or the ~~road impact~~ Multi-Model Transportation Impact fee schedule shall be final and binding on the applicant.
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- (3) The alternative road impact **Alternative Multi-Model Transportation Impact** fee shall be calculated by use of the following formula documented in the technical support document referenced in Section (d)(4) of this Ordinance.

$$\text{Alternative Impact Fee} = \frac{(\text{ADT}) \times (\text{PNT}) \times (\text{TL}) \times (\text{C})(0.25)(1+\text{IF})^n}{\text{CAP} \times 2}$$

Where:

|                   |   |                                                                                                                 |
|-------------------|---|-----------------------------------------------------------------------------------------------------------------|
| <del>ADT</del>    | = | <del>Number of average daily trip ends generated</del>                                                          |
| <del>PNT</del>    | = | <del>Percent new trips (100% less pass-by trip percentage)</del>                                                |
| <del>TL</del>     | = | <del>Local trip length for each proposed use</del>                                                              |
| <del>CAP</del>    | = | <del>Typical new capacity per lane mile in vehicles per day at LOS D (7500)</del>                               |
| <del>C</del>      | = | <del>Cost of right-of-way acquisition plus construction costs (\$3,494,448.00 per lane mile 2004 dollars)</del> |
| <del>IF</del>     | = | <del>Inflation Factor projected at 2.5% per year</del>                                                          |
| <del>(0.25)</del> | = | <del>Impact Fee rate adjustment factor</del>                                                                    |
| <del>n</del>      | = | <del>Number of periods from the base year of 2004</del>                                                         |

- (4) The alternative road impact **Alternative Multi-Model Transportation Impact** fee calculations shall be based on data, information or assumptions contained in this Ordinance and supporting documents, or provided by independent sources, provided that:
- The independent source is an accepted standard source of transportation engineering or planning data or information;
  - The independent source is a local study carried out by a qualified traffic planner or engineer pursuant to an accepted methodology of transportation planning or engineering; or
  - If a prior approved development submitted, during the approval process, a traffic impact a travel demand study substantially consistent with the criteria required by this section was submitted during the approval process for a prior approved development, and if that study is determined by the ~~city manager~~ City Manager, or Designee, to still be valid, the traffic impacts of the approved development shall may be presumed to be as described in such prior study. In such circumstances, the road impact **Multi-Model Transportation Impact** fee payable for such development under this Ordinance shall be revised accordingly to reflect the presumed traffic impact of such development. There shall be a rebuttable presumption that a traffic impact study conducted more than one (1) year prior to the effective date of the ordinance from which this Ordinance derives is invalid. This subsection shall not apply where a development order previously granted provides that this section shall supersede such traffic impact study.

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- (5) The new building shall be presumed to generate the maximum number of average daily trips to be generated by the most intensive use permitted under the applicable land development regulations, such as the comprehensive plan or zoning regulations, or under applicable deed or plat restrictions.
- (6) The cost of development and the ~~city's~~ City's review of the ~~alternative road impact~~ Alternative Multi-Model Transportation Impact fee calculation shall be paid by the applicant. Upon submittal of the ~~alternative road impact~~ Alternative Multi-Model Transportation Impact fee calculation by the applicant, the building department shall collect a review ~~fee~~ deposit from the applicant in an amount established by resolution of the ~~city commission~~ City Commission to cover city costs in review of the application for ~~alternative road impact~~ Alternative Multi-Model Transportation Impact fee calculations.
- (7) A determination by the ~~city manager~~ City Manager, or Designee, that the alternative calculation does not satisfy the requirements of this section may be appealed to the ~~city commission~~ City Commission.
- (h) *Redevelopment of property or change of use.* The ~~city~~ City through the ~~city manager~~ City Manager or her designee shall review the applicability of ~~road impact~~ Multi-Model Transportation Impact fees due for the redevelopment of a property or the change of land use of a property based on the net traffic impacts of the proposed change. If the redeveloped property or modified land use generates additional traffic impacts (based upon the ITE Trip Generation Manual, 7th edition product of trip rate times trip length times percent new trips), or its successor edition, then a ~~road impact~~ Multi-Model Transportation Impact fee rate determination will be made for that amount of additional traffic impacts. The ~~rate~~ fee due will be based on the current ~~road impact~~ Multi-Model Transportation Impact fee schedule rate for the appropriate land use category or an ~~alternative road impact~~ Alternative Multi-Model Transportation Impact fee calculation as determined pursuant to subsection (g) of this section. Determinations by the ~~city~~ City pursuant to this section may be appealed to the ~~city commission~~ City Commission.
- (i) *Impact fee credits.* In computing the ~~road impact~~ Multi-Model Transportation Impact fee applicable to a given development activity, credit may be given for the fair market value of any dedication of land for, improvement to, or new construction of, any roadway system improvements that enhance capacity of the ~~city's~~ major roadway network. This fair market value will be measured at the time of dedication of land or upon the completion of dedicated improvements or construction. It must be mutually agreed upon between the ~~city manager~~ City Manager, or Designee, and the developer that the ~~scope and timing of~~ proposed dedication of land or improvement or construction of roadways meets the objectives of the ~~city's~~ City's capital improvements program or comprehensive plan for identified ~~roadway capacity~~ transportation system needs. The developer may appeal the ~~city manager's~~ City Manager's, or the Designee's, decision to the ~~city commission~~ City Commission and the decision of the ~~city commission~~ City Commission as to an impact fee credit shall be final and binding on the developer.
- (j) *Use of ~~road impact~~ Multi-Model Transportation Impact fee funds.*
- (1) At least once each fiscal year, the ~~city manager~~ City Manager or designee shall present to the ~~city commission~~ City Commission: (i) a proposed capital improvement program for road funds, including any accrued interest from the applicable impact fee trust fund to specific improvement projects and related capital costs, and (ii) a proposed update to the major road network ~~system~~ expansion list. Monies, including any accrued interest, not assigned in any fiscal year shall be retained in the same impact fee trust fund until the next fiscal year.
- (2) Debt service. In the event that bonds or other debt instruments are issued for advance provision of road capital requirements for which the ~~road impact~~ Multi-Model Transportation Impact fees were intended to fund the growth related demands, impact fees may be used to pay debt service on such bonds or other debt instruments to the extent that the proceeds of the bonds (and a pro-rata share of the cost of issuance) are expended upon the capital facilities.
- (3) From the collected fees, the City shall remit to Polk County their respective Transportation Impact Fee, unless an agreement is otherwise reached for the use of said funds.
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(4) Use of road impact Multi-Modal Transportation Impact fees. Funds collected for road impact Multi-Modal Transportation Impact fees pursuant hereto shall be used solely for the purpose of acquiring or expanding non-State city public transportation (road) capital facilities under the jurisdiction of addressed in the city, City's Comprehensive Plan Transportation Element. Expansion and development of the roads, streets, highways, and bridges determined to be needed to serve new development, including may include, but is not limited to:

- a. Design and construction plan preparation of ~~the road network system expansion list and of individual major road~~ network improvement projects. In the event the city City determines that making improvements to a county County road identified within the city's City's jurisdiction Comprehensive Plan Transportation Element are in the best interest of the health, safety, and welfare of the citizens of the city City, the city City may advance expend road impact Multi-Modal Transportation Impact fees with no requirement provided that prior to the advancement of the fees for the city City to will enter into an interlocal reimbursement agreement with Polk County which will provide, among other things, that the city will be reimbursed for the amount of fees that have been advanced within five (5) years of the date of advancement;
- b. Right-of-way acquisition;
- c. Construction of new through or turn lanes;
- d. Construction of sidewalks, bicycle lanes or facilities, or street lighting;
- e. Construction of capital improvements motivated by safety concerns;
- ~~d.f.~~ Construction of new bridges;
- ~~e.g.~~ Construction of new drainage facilities in conjunction with new roadway construction;
- ~~f.h.~~ Purchase and installation of traffic control devices;
- ~~g.i.~~ Construction of new curbs, medians, and shoulders;
- ~~h.j.~~ Conservation area mitigation;
- ~~i.k.~~ Compensating storage; and
- ~~j.l.~~ Intersection improvements, ~~such as,~~ including but not limited to roundabouts, traffic signal installation, but not limited to, new turn lanes or extension of existing turn lanes.

All funds collected by reason of the establishment of the road impact Multi-Modal Transportation Impact fee in accordance with this article shall be used exclusively within the benefit areas from which they were collected and in the manner consistent with the principles set forth in *Contractors & Builders Assoc. of Pinellas County v. City of Dunedin*, 329 So. 2d 314 (Fla. 1976); *Hollywood, Inc. v. Broward County*, 431 So. 2d 606 (Fla. 4th DCA 1983) cert. denied, 440 So. 2d 352 (Fla. 1983); *Home Builders and Contractors Assoc. of Palm Beach County, Inc. v. Bd. of County Comm'rs of Palm Beach County*, 446 So. 2d 140 (Fla. 4th DCA 1983), cert. denied, 451 So. 2d 848 (Fla. 1984), and otherwise consistent with all requirements of the Constitution of the United States and the state of Florida and all applicable laws. The funds shall not be used to maintain or repair any roads.

(k) *Impact fee exemptions.*

- (1) The following shall be exempted from payment of city City road impact Multi-Modal Transportation Impact fees;
  - a. The alteration or expansion of an accessory building or structure which will not create additional dwelling units or will not increase the usable square footage associated with the principal building or use of the land.
  - b. The replacement of a dwelling unit or building with a new dwelling unit or building where no additional dwelling units or square footage are created and where the existing and replacement



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buildings or dwelling units are located on the same lot; provided that the replacement of a dwelling unit or building which has been destroyed or otherwise rendered uninhabitable must be replaced within five (5) years of the date it was destroyed or rendered uninhabitable in order to be exempted from the payment of ~~city City road impact~~ Multi-Modal Transportation Impact fees.

- c. The issuance of a tie-down permit for a mobile home on which impact fees have previously been paid for the lot upon which the mobile home is to be situated.
- d. Government-owned residential construction and government-owned buildings.
- e. The construction, alteration or expansion of any structure within a core improvement area that is formally recognized and designated by an interlocal agreement between the ~~city City~~ and the ~~county County~~, provided that the ~~county County~~ has waived the imposition of impact fees within such area, excluding water and sewer utility impact fees. Before this exemption shall apply, the ~~city City~~ and the ~~county County~~ shall enter into an interlocal agreement recognizing the affected area along with a legal description.
- f. Any residential construction that qualifies as affordable housing and meets the following requirements:
  - (1) Any person seeking an affordable housing exemption shall file with the ~~city manager City~~ Manager an application for exemption prior to the impact fee payment date pursuant to subsection (e) for the proposed residential construction. The application for exemption shall contain the following:
    - i. The name and address of the owner;
    - ii. The legal description of the residential construction;
    - iii. The proposed selling price or the proposed rental price, as applicable;
    - iv. Evidence that the residential construction shall be occupied by low-income persons or very low-income persons; and
    - v. Evidence that the residential construction is part of a multi-family project, which is funded by a governmental affordable housing program, if applicable.
  - (2) For residential construction to receive an affordable housing exemption, it must meet all the restrictions of affordable housing as provided herein and these restrictions must continue for a period of at least seven (7) years from the date of issuance of a certificate of occupancy. Such restrictions must either be contained within the deed for the residential construction; the terms, restrictions and conditions of a direct government grant or subsidy that will fund the residential construction; or within the terms of a development agreement between the ~~city City~~ and the owner.
  - (3) If the residential construction meets the requirements for an affordable housing exemption, the ~~city manager City Manager, or Designee~~, shall issue an exemption. The exemption shall be presented in lieu of payment of the ~~impact~~ Multi-Modal Transportation Impact fees.
  - (4) The amount of the ~~impact~~ Multi-Modal Transportation Impact fees shall not be increased to replace any revenue lost due to the affordable housing exemption.
  - (5) In the event the residential dwelling unit fails to meet the restrictions of affordable housing as provided herein with in the seven-year period following the issuance of the certificate of occupancy such that the property no longer qualifies as affordable housing and is no longer occupied by low-income or very-low-income persons, the impact fees in effect at the time of the change in circumstances shall be immediately due.



- g. The construction, alteration or expansion of a dwelling unit for the purpose of providing living quarters for one (1) or more natural or adoptive parents or grandparents ~~or of~~ the owner or the owner's spouse which satisfies the requirements of Article VII, Section 4 of the Constitution of the State of Florida, F.S. § 193.703, and Polk County Ordinance No. 06-083 and meets the following:
- (1) Any person seeking an exemption pursuant to this subsection shall file with the ~~city manager~~ City Manager an application for exemption prior to the ~~impact~~ Multi-Modal Transportation Impact fee payment date pursuant to subsection (e) for the proposed construction. The application for exemption shall contain the following:
    - i. The name and address of the owner;
    - ii. The legal description of the ~~R~~residential property;
    - iii. Evidence that the residential property is the legal homestead of the owner;
  - (l) ~~Periodic adjustment of road impact~~ Multi-Modal Transportation Impact fees. On June 1 of each year after the adoption of this article, the Schedule of Impact Fees in Exhibit "B" herein shall be automatically adjusted upward, if appropriate, by the same percentage that the Construction Price Index-20 Cities Average, as published in the magazine "Engineering News Record," has increased between May 1 of the year in which the adjustment is being made and May 1 of the prior year. At no time shall the schedule of impact fees be adjusted downward.
  - (m) *Review of article.* This article shall be reviewed by the ~~city commission~~ City Commission at least every five (5) years, pursuant to 163.31801 F.S. The review shall consider updated growth trends, adopted plans, revenue forecasts, trip generation rates, trip lengths, and actual construction and right-of-way acquisition costs of work contracted for by the ~~city~~ City and the state department of transportation within the ~~city~~ City. The purpose of this review is to ~~analyze the effects of inflation on the actual costs of roadway improvements and to ensure that the fee charged new land development activity generating traffic will not exceed its pro-rata share for the reasonably anticipated expansion costs of road improvements necessitated solely by its presence,~~ and to assess the City's ability to implement the transportation system required by its Comprehensive Plan.
- ( Ord. No. 04-1125 , §§ 1—11, 8-19-04; Ord. No. 20-1675 , § 1, 2-6-20)

Exhibit "A"  
HAINES CITY,

ROADWAY IMPROVEMENT PROJECT LISTING  
NOT INCLUDING INTERSECTION IMPROVEMENTS (1)

| ID No. | Road Name          | From     | To                | Improvement        | Distance (mi.) | Cost Estimate (\$million) |
|--------|--------------------|----------|-------------------|--------------------|----------------|---------------------------|
| 1      | Hughes Rd.         | US-27    | 10th St.          | Widen 2 to 4 lanes | 1.0            | 7.0                       |
| 2      | White Clay Pit Rd. | 10th St. | Adams Nursery Rd. | Widen 2 to 4 lanes | 3.1            | 21.7                      |
| 3      | Grace Ave.         | 30th St. | Bradbury Rd.      | Widen 2 to 4 lanes | 1.9            | 13.3                      |
| 4      | Hinson Ave.        | US-17/92 | Kali-Gradis Rd.   | Widen 2 to 4 lanes | 3.0            | 21.0                      |

|     |                               |                      |                    |                      |     |      |
|-----|-------------------------------|----------------------|--------------------|----------------------|-----|------|
| 5A  | Patterson Rd./Snell Creek Rd. | US 27                | Carter Rd.         | Widen 2 to 4 lanes   | 1.7 | 11.9 |
| 5B  | Patterson Rd./Snell Creek Rd. | Carter Rd.           | Power Line Rd.     | Extension as 4 lane  | 1.0 | 7.0  |
| 6   | Forest Grove Dr./Hughes Rd.   | Hatchineha Rd.       | Bannon Island Rd.  | Extension as 4 lane  | 2.3 | 16.1 |
| 7A  | Power Line Rd.                | Hinson Ave.          | Snell Creek Rd.    | Widen 2 to 4 lanes   | 2.4 | 16.8 |
| 7B  | Power Line Rd.                | Bannon Island Rd.    | Hinson Ave.        | Extension as 4 lane  | 1.8 | 12.6 |
| 8   | Detour Rd.                    | Hughes Rd.           | CR 544             | Widen 2 to 4 lanes   | 1.4 | 9.8  |
| 9A  | 30th St.                      | CR 544               | Baker Dairy Rd.    | Widen 2 to 4 lanes   | 2.3 | 16.1 |
| 9B  | 30th St.                      | Baker Dairy Rd.      | N. of Shamrock Rd. | Extension as 4 lane  | 1.0 | 7.0  |
| 10A | Bates Rd.                     | US 27                | Patterson Rd.      | Widen 2 to 4 lanes   | 1.5 | 10.5 |
| 10B | Bates Rd.                     | Patterson Rd.        | 30th St. Extension | Extension as 4 lane  | 0.3 | 2.1  |
| 11  | Jahana Sand Mine Rd. Ext.     | CR 544 @ Bice Groove | Snell Creek Rd.    | Extension as 4 lane  | 4.3 | 30.1 |
| 12  | Peninsular Dr.                | CR 544               | Hinson Ave.        | Widen 2 to 4 lanes   | 1.4 | 9.8  |
| 13  | Polk City Rd.                 | Railroad Ave.        | US 27              | Widen 2 to 4 lanes   | 1.3 | 9.1  |
| 14  | Mini Dump Rd.                 | Diamond Acres Rd.    | US 27              | Pave existing 2 lane | 0.8 | 2.8  |
| 15  | Forest Lake Dr.               | US 27                | Kingham Rd.        | Pave existing 2 lane | 1.0 | 3.5  |
| 17  | Holly Hill Cutoff Rd.         | Diamond Acres Rd.    | US 27              | Pave existing 2 lane | 0.8 | 2.8  |
| 18  | North Blvd.                   | US 27                | Kingham Rd.        | Pave existing 2 lane | 1.0 | 3.5  |
| 19  | Sanders Rd.                   | FDC Grove Rd.        | US 27              | Pave existing 2 lane | 0.7 | 2.4  |
| 20  | Olson Rd.                     | FDC Grove Rd.        | 10th St.           | Extension as 2 lane  | 0.7 | 2.4  |

|    |                              |               |                      |                      |     |       |
|----|------------------------------|---------------|----------------------|----------------------|-----|-------|
| 21 | Airport Rd.                  | FDC Grove Rd. | US-27                | Pave existing 2-lane | 0.5 | 1.7   |
| 22 | -Baker Dairy Rd.             | 30th St.      | Kali-Gradis Rd. Ext. | Pave existing 2-lane | 2.8 | 9.8   |
| 23 | -Robinson Dr.                | 30th St.      | Power Line Rd. Ext.  | Pave existing 2-lane | 1.0 | 3.5   |
| 24 | Roe Rd.                      | 30th St.      | Bradbury Rd.         | Pave existing 2-lane | 1.0 | 3.5   |
| 25 | Bannon Island Rd.            | 10th St.      | Forest Grove Dr.     | Pave existing 2-lane | 2.3 | 8.0   |
| 26 | -Bannon Loop Rd.             | 10th St.      | Forest Grove Dr.     | Pave existing 2-lane | 1.4 | 4.9   |
| 27 | Warren Brothers Rd.          | 10th St.      | Forest Grove Dr.     | Pave existing 2-lane | 1.4 | 4.9   |
| 28 | Hughes Rd.                   | 10th St.      | Forest Grove Dr.     | Pave existing 2-lane | 1.5 | 5.2   |
| 29 | Bice Groove Rd.              | Kokomo Rd.    | CR-544               | Pave existing 2-lane | 1.4 | 4.9   |
| 30 | Adams Nursery Rd. Ext.       | CR-544        | Hinson Ave.          | Extension as 2-lane  | 1.8 | 6.3   |
| 31 | Kalogridis Rd.               | CR-544        | Baker Dairy Rd.      | Pave existing 2-lane | 0.4 | 1.4   |
| 32 | Marly Extention              | CR-544        | Grace                | Extension as 2-lane  | 1.2 | 4.2   |
| 33 | East North/South Collector   | Water Tank R. | Baker Dairy          | Extension as 2-lane  | 5.0 | 17.5  |
| 34 | West-North/South Collector   | Lake Henry    | Polk City Road       | Extension as 2-lane  | 2.7 | 9.4   |
|    | -Total Project Cost Estimate |               |                      |                      |     | 324.3 |

Notes:

1. Improvement cost estimate is based on \$3.495 million per lane mile.
2. Identified improvements are for planning purposes only and do not represent funded projects.
3. Projects listed are within the City's service area boundary and may extend beyond the current municipal limits; however these improvements would not be initiated until these roads were annexed and accepted for maintenance.

CITY OF HAINES CITY

| INTERSECTION IMPROVEMENTS                   | COST                    |
|---------------------------------------------|-------------------------|
| 1. Kentucky Street & SR 17-92               | \$ 300,000              |
| 2. "F" Street & SR 17-92                    | \$ 300,000              |
| 3. "C" Street & SR 17-92                    | \$ 300,000              |
| 4. N. 10th Street & Bates road              | \$ 300,000              |
| 5. Claude Holmes Sr. Blvd. & Polk City road | \$ 300,000              |
| 6. Martin Luther King Way & N. 12th Street  | \$ 300,000              |
| 7. N. 10th Street & Avenue "F"              | \$ 300,000              |
| 8. Baker Avenue & SR 17-92                  | \$ 300,000              |
| 9. Melbourne Avenue & SR 17-92              | \$ 300,000              |
| 10. Railroad Avenue & SR 17-92              | \$ 300,000              |
| 11. N. 20th Street & CR 580                 | \$ 300,000              |
| 12. Stuart Avenue & N. 12 th Street         | \$ 300,000              |
| 13. Stuart Avenue & SR 17-92                | \$ 300,000              |
| 14. N. 22nd Street & Hinson Avenue          | \$ 300,000              |
| 15. N. 22nd Street & Grace Avenue           | \$ 300,000              |
| 16. Grace Avenue & SR 17                    | \$ 300,000              |
| 17. Park Avenue & Jones Avenue              | \$ 300,000              |
| 18. Robinson Drive & SR 17                  | \$ 300,000              |
|                                             | <del>\$ 5,400,000</del> |

Exhibit "B" - Road Impact Multi-Modal Transportation Impact Fee Schedule  
ITE 7<sup>th</sup> Edition Adopted

**RESIDENTIAL**

| LAND-USE<br>CATEGORY | Independent<br>Variable | Land<br>Use<br>Code | Daily<br>Trip<br>Rates | Percent<br>New<br>Trips | Impact Fee<br>(15% cost)<br>From<br>11/01/04 to<br>04/30/05 | Impact Fee<br>(25% cost)<br>4/30/05 to<br>05/06/20 | Impact Fee<br>(37.5% Cost)<br>As of<br>05/06/20 |
|----------------------|-------------------------|---------------------|------------------------|-------------------------|-------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------|
| Single Family        | Dwelling Unit           | 210                 | 9.57                   | 100%                    | 478.22                                                      | 797.04                                             | 1,195.56                                        |
| Multi-Family         | Dwelling Unit           | 221                 | 6.59                   | 100%                    | 329.31                                                      | 548.85                                             | 823.28                                          |
| Mobile Home          | Dwelling Unit           | 240                 | 4.99                   | 100%                    | 249.36                                                      | 415.59                                             | 623.39                                          |
| Hotel/Motel          | Room                    | 310                 | 8.92                   | 100%                    | 445.74                                                      | 742.90                                             | 1,114.35                                        |

**NON-RESIDENTIAL**

| LAND-USE<br>CATEGORY | Independent<br>Variable | Land<br>Use<br>Code | Daily<br>Trip<br>Rates | Percent<br>New<br>Trips | Impact Fee<br>(15% cost)<br>From<br>11/01/04 to<br>04/30/05 | Impact Fee<br>(25% cost)<br>4/30/05 to<br>05/06/20 | Impact Fee<br>(37.5% Cost)<br>As of<br>05/06/20 |
|----------------------|-------------------------|---------------------|------------------------|-------------------------|-------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------|
| Racquet Club         | 1,000 sq. ft.           | 492                 | 32.93                  | 49%                     | 806.32                                                      | 1,343.87                                           | 2,015.51                                        |
| Hospital             | 1,000 sq. ft.           | 610                 | 17.57                  | 100%                    | 877.99                                                      | 1,463.32                                           | 2,194.98                                        |
| Day Care             | 1,000 sq. ft.           | 565                 | 79.26                  | 28%                     | 1,109.00                                                    | 1,848.33                                           | 2,772.50                                        |
| School               | 1,000 sq. ft.           | 530                 | 12.89                  | 100%                    | 644.13                                                      | 1,073.55                                           | 1,610.33                                        |
| Bowling Alley        | 1,000 sq. ft.           | 437                 | 33.33                  | 49%                     | 816.11                                                      | 1,360.19                                           | 2,040.29                                        |
| Movie Theater        | 1,000 sq. ft.           | 443                 | 78.06                  | 100%                    | 3,900.75                                                    | 6,501.24                                           | 9,751.86                                        |

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**OFFICE**

| LAND-USE<br>CATEGORY        | Independent<br>Variable | Land<br>Use<br>Code | Daily<br>Trip<br>Rates | Percent<br>New<br>Trips | Impact Fee<br>(15% cost)<br>From<br>11/01/04 to<br>04/30/05 | Impact Fee<br>(25% cost)<br>4/30/05 to<br>05/06/20 | Impact Fee<br>(37.5% Cost)<br>As of<br>05/06/20 |
|-----------------------------|-------------------------|---------------------|------------------------|-------------------------|-------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------|
| Less than<br>100,000 SF     | 1,000 sq. ft.           | 710                 | 15.65                  | 100%                    | 782.05                                                      | 1,303.41                                           | 1,955.12                                        |
| 100,000 to<br>200,000 SF    | 1,000 sq. ft.           | 710                 | 12.15                  | 100%                    | 607.15                                                      | 1,011.92                                           | 1,517.88                                        |
| Greater than<br>200,001 SF. | 1,000 sq. ft.           | 710                 | 11.37                  | 100%                    | 568.17                                                      | 946.95                                             | 1,420.43                                        |
| Business Park               | 1,000 sq. ft.           | 750                 | 12.76                  | 100%                    | 637.63                                                      | 1,062.72                                           | 1,594.08                                        |
| Medical Office              | 1,000 sq. ft.           | 720                 | 36.13                  | 100%                    | 1,805.46                                                    | 3,009.09                                           | 4,513.64                                        |

**SERVICES**

| LAND-USE<br>CATEGORY | Independent<br>Variable | Land<br>Use<br>Code | Daily<br>Trip<br>Rates | Percent<br>New<br>Trips | Impact Fee<br>(15% cost)<br>From<br>11/01/04 to<br>04/30/05 | Impact Fee<br>(25% cost)<br>4/30/05 to<br>05/06/20 | Impact Fee<br>(37.5% Cost)<br>As of<br>05/06/20 |
|----------------------|-------------------------|---------------------|------------------------|-------------------------|-------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------|
| Auto-Care<br>Center  | service<br>position     | 942                 | 15.86                  | 51%                     | 404.20                                                      | 673.66                                             | 1,010.49                                        |
| Quick-Lube<br>Center | service<br>position     | 941                 | 40.00                  | 51%                     | 1,019.41                                                    | 1,699.02                                           | 2,548.53                                        |
| Bank/Savings         | 1,000 sq. ft.           | 912                 | 246.49                 | 53%                     | 6,528.21                                                    | 10,880.35                                          | 16,320.53                                       |

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**RETAIL**

| LAND-USE CATEGORY         | Independent Variable | Land Use Code | Daily Trip Rates | Percent New Trips | Impact Fee (15% cost) From 11/01/04 to 04/30/05 | Impact Fee (25% cost) 4/30/05 to 05/06/20 | Impact Fee (37.5% Cost) As of 05/06/20 |
|---------------------------|----------------------|---------------|------------------|-------------------|-------------------------------------------------|-------------------------------------------|----------------------------------------|
| Less than 50,000 SF       | 1,000 sq. ft.        | 820           | 110.32           | 100%              | 2,701.28                                        | 4,502.13                                  | 6,753.20                               |
| 50,000 to 100,000 SF      | 1,000 sq. ft.        | 820           | 75.10            | 100%              | 1,801.36                                        | 3,002.26                                  | 4,503.39                               |
| 100,000 to 300,000 SF     | 1,000 sq. ft.        | 820           | 53.28            | 100%              | 1,624.10                                        | 2,706.84                                  | 4,060.26                               |
| 300,001 to 500,000 SF     | 1,000 sq. ft.        | 820           | 41.80            | 100%              | 1,545.71                                        | 2,576.18                                  | 3,864.27                               |
| 500,001 to 1,000,000 SF   | 1,000 sq. ft.        | 820           | 33.55            | 100%              | 1,357.99                                        | 2,263.32                                  | 3,394.98                               |
| Greater than 1,000,000 SF | 1,000 sq. ft.        | 932           | 30.33            | 81%               | 1,227.66                                        | 2,046.09                                  | 3,069.14                               |
| Restaurant: Sit-Down      | 1,000 sq. ft.        | 934           | 127.15           | 57%               | 3,621.68                                        | 6,036.14                                  | 9,054.21                               |
| Restaurant: Drive-Through | 1,000 sq. ft.        | 944           | 496.12           | 50%               | 12,395.84                                       | 20,659.73                                 | 30,989.60                              |
| Gas Pumps                 | fueling position     | 851           | 168.56           | 28%               | 2,358.48                                        | 3,930.80                                  | 5,896.20                               |
| Convenience Store         | 1,000 sq. ft.        | 851           | 737.99           | 28%               | 10,325.89                                       | 17,209.82                                 | 25,814.73                              |
| Supermarket               | 1,000 sq. ft.        | 850           | 102.24           | 64%               | 3,269.79                                        | 5,449.65                                  | 8,174.48                               |
| Drug Store                | 1,000 sq. ft.        | 880           | 90.06            | 50%               | 2,250.20                                        | 3,750.33                                  | 5,625.50                               |

**INDUSTRIAL/AGRICULTURAL**

| LAND-USE CATEGORY     | Independent Variable | Land Use Code | Daily Trip Rates | Percent New Trips | Impact Fee (15% cost) From 11/01/04 to 04/30/05 | Impact Fee (25% cost) 4/30/05 to 05/06/20 | Impact Fee (37.5% Cost) As of 05/06/20 |
|-----------------------|----------------------|---------------|------------------|-------------------|-------------------------------------------------|-------------------------------------------|----------------------------------------|
| Manufacturing         | 1,000 sq. ft.        | 140           | 3.82             | 100%              | 190.89                                          | 318.15                                    | 477.23                                 |
| Wholesale/Warehousing | 1,000 sq. ft.        | 150           | 4.96             | 100%              | 247.86                                          | 413.09                                    | 619.64                                 |

|                |               |     |      |      |        |        |        |
|----------------|---------------|-----|------|------|--------|--------|--------|
| Mini Warehouse | 1,000-sq. ft. | 151 | 2.50 | 100% | 124.93 | 208.21 | 312.32 |
|----------------|---------------|-----|------|------|--------|--------|--------|

| <u>ITE Land Use Code(1)</u> | <u>Land Use</u>                                | <u>Unit</u>             | <u>Current City Fee (eff 12/7/2024)</u> | <u>Unit</u>      | <u>City Fee (eff 08/01/2025)</u> |
|-----------------------------|------------------------------------------------|-------------------------|-----------------------------------------|------------------|----------------------------------|
| <u>110/140/156</u>          | <u>Manufacturing/Light Industry/Parcel Hub</u> | <u>1,000 sf</u>         | <u>\$649.03</u>                         | <u>1,000 sf</u>  | <u>\$3,891</u>                   |
| <u>150/154/155/157</u>      | <u>Passive Warehousing/Storage</u>             | <u>1,000 sf</u>         | <u>\$842.71</u>                         | <u>1,000 sf</u>  | <u>\$1,102</u>                   |
| <u>151</u>                  | <u>Self-Storage/Mini-Warehouse</u>             | <u>1,000 sf</u>         | <u>\$424.75</u>                         | <u>1,000 sf</u>  | <u>\$965</u>                     |
| <u>210</u>                  | <u>Single Family &lt; 1,200 sf</u>             | <u>D.U.</u>             | <u>\$1,625.95</u>                       | <u>D.U.</u>      | <u>\$3,182</u>                   |
| <u>210</u>                  | <u>Single Family 1,200 to 2,500 sf</u>         | <u>D.U.</u>             | <u>\$1,625.95</u>                       | <u>D.U.</u>      | <u>\$5,846</u>                   |
| <u>210</u>                  | <u>Single-Family &gt;2,500 sf</u>              | <u>D.U.</u>             | <u>\$1,625.95</u>                       | <u>D.U.</u>      | <u>\$7,933</u>                   |
| <u>220</u>                  | <u>Multi-Family</u>                            | <u>D.U.</u>             | <u>\$1,119.65</u>                       | <u>D.U.</u>      | <u>\$4,706</u>                   |
| <u>240</u>                  | <u>Mobile Home</u>                             | <u>D.U.</u>             | <u>\$847.80</u>                         | <u>D.U.</u>      | <u>\$6,368</u>                   |
| <u>310/320</u>              | <u>Hotel/Motel</u>                             | <u>Room</u>             | <u>\$1,515.50</u>                       | <u>Room</u>      | <u>\$2,535</u>                   |
| <u>520/522/525</u>          | <u>School</u>                                  | <u>1,000 sf</u>         | <u>\$2,190.04</u>                       | <u>Student</u>   | <u>\$1,437</u>                   |
| <u>565</u>                  | <u>Day Care</u>                                | <u>1,000 sf</u>         | <u>\$3,770.59</u>                       | <u>1,000 sf</u>  | <u>\$27,244</u>                  |
| <u>610</u>                  | <u>Hospital</u>                                | <u>1,000 sf</u>         | <u>\$2,985.18</u>                       | <u>1,000 sf</u>  | <u>\$7,822</u>                   |
| <u>710</u>                  | <u>Office (&gt;10,000 sf)</u>                  | <u>1,000 sf</u>         | <u>\$2,658.95</u>                       | <u>1,000 sf</u>  | <u>\$7,236</u>                   |
| <u>712</u>                  | <u>Office (&lt;=10,000 s.f.)</u>               | <u>1,000 sf</u>         | <u>\$2,658.95</u>                       | <u>1,000 sf</u>  | <u>\$10,729</u>                  |
| <u>720</u>                  | <u>Medical Office</u>                          | <u>1,000 sf</u>         | <u>\$6,138.55</u>                       | <u>1,000 sf</u>  | <u>\$31,400</u>                  |
| <u>750</u>                  | <u>Office Park</u>                             | <u>1,000 sf</u>         | <u>\$2,167.95</u>                       | <u>1,000 sf</u>  | <u>\$7,462</u>                   |
| <u>820</u>                  | <u>Retail (&gt;150 ksf gla)</u>                | <u>1,000 sf</u>         | <u>\$5,521.95</u>                       | <u>1,000 sf</u>  | <u>\$19,755</u>                  |
| <u>821</u>                  | <u>Retail (40-150 ksf gla)</u>                 | <u>1,000 sf</u>         | <u>\$6,124.60</u>                       | <u>1,000 sf</u>  | <u>\$43,404</u>                  |
| <u>822</u>                  | <u>Retail (&lt;40 ksf gla)</u>                 | <u>1,000 sf</u>         | <u>\$9,184.34</u>                       | <u>1,000 sf</u>  | <u>\$15,246</u>                  |
| <u>850</u>                  | <u>Supermarket</u>                             | <u>1,000 sf</u>         | <u>\$11,117.29</u>                      | <u>1,000 sf</u>  | <u>\$31,824</u>                  |
| <u>851</u>                  | <u>Convenience Store</u>                       | <u>1,000 sf</u>         | <u>\$35,108.02</u>                      | <u>1,000 sf</u>  | <u>\$135,754</u>                 |
| <u>881</u>                  | <u>Drug Store w/Drive-Through</u>              | <u>1,000 sf</u>         | <u>\$7,650.67</u>                       | <u>1,000 sf</u>  | <u>\$30,027</u>                  |
| <u>912</u>                  | <u>Bank w/ Drive-Through Lane(s)</u>           | <u>1,000 sf</u>         | <u>\$22,195.91</u>                      | <u>1,000 sf</u>  | <u>\$36,063</u>                  |
| <u>931</u>                  | <u>Restaurant-Fine Dining</u>                  | <u>1,000 sf</u>         | <u>\$12,313.72</u>                      | <u>1,000 sf</u>  | <u>\$58,413</u>                  |
| <u>930/932</u>              | <u>Resaturant-Fast Casual/High Turnover</u>    | <u>1,000 sf</u>         | <u>\$12,313.72</u>                      | <u>1,000 sf</u>  | <u>\$63,824</u>                  |
| <u>912/913/934</u>          | <u>Restaurant-Fast-Food w/ Drive-Thru</u>      | <u>1,000 sf</u>         | <u>\$42,145.85</u>                      | <u>1,000 sf</u>  | <u>\$103,509</u>                 |
| <u>941</u>                  | <u>Quick Lube</u>                              | <u>Service Position</u> | <u>\$3,466.01</u>                       | <u>1,000 sf</u>  | <u>\$44,313</u>                  |
| <u>942</u>                  | <u>Auto Care Center</u>                        | <u>Service Position</u> | <u>\$1,374.27</u>                       | <u>1,000 sf</u>  | <u>\$19,401</u>                  |
| <u>944</u>                  | <u>Gasoline Station</u>                        | <u>Fuel Pos.</u>        | <u>\$8,018.84</u>                       | <u>Fuel Pos.</u> | <u>\$27,871</u>                  |

Notes: 1. Where more than one land use code is listed, the rate is an average of the land uses.

( Ord. No. 04-1125 , §§ 1—11(Exh. A, B), 8-19-04; Ord. No. 20-1675 , § 1(Exh. B), 2-6-20)







# **Haines City, Florida 2024 Multi-Modal Transportation Impact Fee Study**

**Prepared for:**  
Haines City, Florida

**Prepared by:**  
  
W.E. Oliver, P.E., LLC  
CivilSurv Design Group, Inc.  
Vanasse, Hangen, Brustlin, Inc.

September 5, 2024

# Haines City, Florida

## 2024 MULTI-MODAL TRANSPORTATION IMPACT FEE STUDY

### EXECUTIVE SUMMARY

This report documents a study to replace Haines City's Road Impact Fee with a Multi-Modal Transportation Impact Fee. Haines City's current road impact fee is based on a 2004 technical study, and the adoption ordinance provides for an annual adjustment to the fee rates based on the annual construction index for municipal services published in the Engineering News Record, and a review of the technical study at least every five-years. While indexing has occurred, the technical study has not been updated to reflect current costs, growth rates, plans, policies, or other technical issues. This 2024 update study was undertaken by CivilSurv Design Group, Inc. through subconsultants W.E. Oliver, P.E., LLC, and Vanasse, Hangen, Brustlin, Inc.

The City's current fee schedule, most recently adjusted in December, 2023, is a single-district fee schedule with a fee of \$1,482.49 per single-family dwelling. The City also collects, on behalf of Polk County, its additional transportation impact fee. Polk County adopted an updated fee schedule in March, 2023, effective on June 30, 2023, and the fees will increase annually by \$270 to \$3,460 on June 30, 2026. The existing transportation impact fees (\$4,656 combined City and County fee for a 2,000 s.f. home) are considerably lower than those of surrounding communities.

Impact fee methodologies have evolved since 2004. State laws have been passed requiring use of current information, and encouraging creative approaches to support local economic development and land development programs. The 2004 methodology did not incorporate any such features, and this update provided an opportunity for the City to review its goals for improving the transportation system to accommodate growth that is occurring, review and update assumptions used in previous impact fee studies, and to incorporate several changes into the calculation of the impact fees.

Changes in calculation methodologies and data inputs from the 2004 impact fee study include:

**Higher unit cost to build roadway capacity:** The 2004 fee calculations estimated the cost of constructing new roads of \$465 per vehicle-mile of capacity. Recent City and County road construction experience and anticipated future improvements have led to values on the order of \$613.08 per vehicle-mile of capacity.

**New land uses in Fee Schedule:** Additional land uses and refinements of land uses have been added into the fee schedule, including size-graduations for single-family homes, nursing homes, coffee/doughnut shop, and "passive" vs "active" warehousing uses. These uses reflect updated information from the latest ITE Trip Generation reference (11<sup>th</sup> Edition, 2021) and National Household Travel Survey.

#### **Consideration of regional as well as local circulation needs**

Haines City's limits are very irregularly shaped, and there are areas surrounding the City that are contemplated for annexation. Consequently, this study has considered a subarea slightly larger than the City limits on which to base a substantial portion of the fee. Beyond that subarea, the

provisions of Polk County's 2023 transportation impact fee have been incorporated -- creating a fee schedule that includes County and City transportation system needs. State highway needs were excluded from the fees. This approach establishes a "maximum" potential fee for City and County facilities, against which other transportation system funding revenues are credited. The City fee rates are the net result, from which the Polk County fee can be remitted to the County.

Analysis of transportation plan and recent growth forecasts in the Haines City subarea has led to an estimated annual average growth in travel of 48,157 vehicle-miles. To expand the non-State transportation system serving the City at a pace that preserves the desired quality of service goal would cost an estimated \$42.3 million per year. Recent estimated funding levels for system expansion have been approximately \$14.0 million per year, which includes County transportation impact fees and \$3.0 million per year of County motor fuel tax revenues. The City's existing road impact fee program currently generates approximately \$3.8 million per year. An assumption in these estimates is that Polk County will allocate its transportation impact fees and motor fuel tax revenues to the City environs in proportion to its generation of revenues.

Two fee schedule alternatives were developed in this study to reflect updated costs, expected rates of growth, and two alternative quality of service goals for a larger "traffic shed" area. The first quality of service goal reflects the County's current mobility fee revenue program, which allows increased congestion in the "shed" area. The second fee schedule considered a better quality of service goal in the Shed area – the same as is proposed within the City.

The first fee alternative is estimated to generate \$22.6 million per year in total City and County transportation impact fees. Combined with County motor fuel taxes directed to building transportation infrastructure yields a potential annual funding of \$25.3 million. It is noted that the \$25.3 million falls short of the \$42.3 million noted above because some of the travel within the City is attributable to development outside the City, which does not pay the City Fee. The City would use the funds collected from the fee to implement improvements identified in the CityView/SAP plan (which serves as the City's Local Government Comprehensive Plan) with priorities indicated by advancement of selected improvement into the City's Capital Improvement Program.

The second fee alternative would generate more revenues and deliver better quality of service for both the City and County, but it cannot be adopted since it assumes that Polk County would also fund the better level of service goals in the "shed" area.

Since the proposed fee increase exceeds 50 percent of the current fee, "extraordinary conditions" must be found by the City Commission in two public hearings. The extraordinary conditions we have found include:

- The long time since the fee technical study for a fee was completed,
- Extraordinarily high growth rates in and around Haines City compared to other areas of Polk County,
- Roadway congestion in the Haines City area exceeding that in other areas of Polk County,
- Updates/changes to the City's Comprehensive Plan Transportation Element, and
- Increases in facility implementation costs since the 2004 study was completed.

# HAINES CITY, FLORIDA 2024 MOBILITY FEE STUDY

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# Haines City, Florida

## 2024 Multi-Modal Transportation Impact Fee Study

### 1. Introduction

Impact fees are a way for local governments to involve new developments in funding a portion of the transportation infrastructure needs that new developments create in a community.<sup>(1)</sup> In contrast to historical (and inconsistent and unpredictable) “proportionate share” methods of addressing the transportation impacts of developments, impact fees are viewed as predictable, equitable, and fair, creating a level playing field for developers<sup>(2)</sup>. If developed in concert with community transportation goals, they are an indication that a community takes seriously the delivery of a transportation system that is responsive to community needs.

Multi-Modal Transportation Impact Fees are one-time, up-front charges for a portion of the transportation system needed to serve a development at the desired quality of service. The fee is paid at the time certificates of occupancy are issued. Essentially, transportation impact fees require new development that adds travel to the transportation system pay an appropriate share of the capital facilities required to serve that development.

This 2024 Multi-Modal Transportation Impact Fee Study was undertaken by CivilSurv Design Group, Inc., through sub-consultants W.E. Oliver, P.E., and Vanasse Hangen Brustlin, Inc. in response to requirements of Florida Statutes that such fees be developed using the “most recent and localized data”. Haines City’s most recent study was undertaken in 2004, whereas the City’s impact fee ordinance and State law requires review, update, and endorsement of its fees at least every five years to address statutory requirements.

Mobility strategies in Haines City are shifting from those of a small town to a busier, suburban and even urban environment. The transportation system needed to serve an urban/suburban environment includes the need to develop a network of facilities for vehicular circulation, sidewalks, bicycle facilities, parking, and features to support public transportation. While transit and rail are not part of the current adopted transportation plan, the community is also anticipating the possible future extension of SunRail from Poinciana. Thus, it desires to better position itself to address routine transportation system operational and maintenance needs and to respond to forecasted growth. Thus, this study considered the current transportation revenue

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(1) Florida Statutes 163.31801

(2) “Impact Fees and Housing Affordability: A Practitioners Guide”, Bowles, L.K., and Nelson, A.C., 2008.



program, and developed fee schedules for City Commission consideration in light of these goals.

## 2. Recent Growth Trends

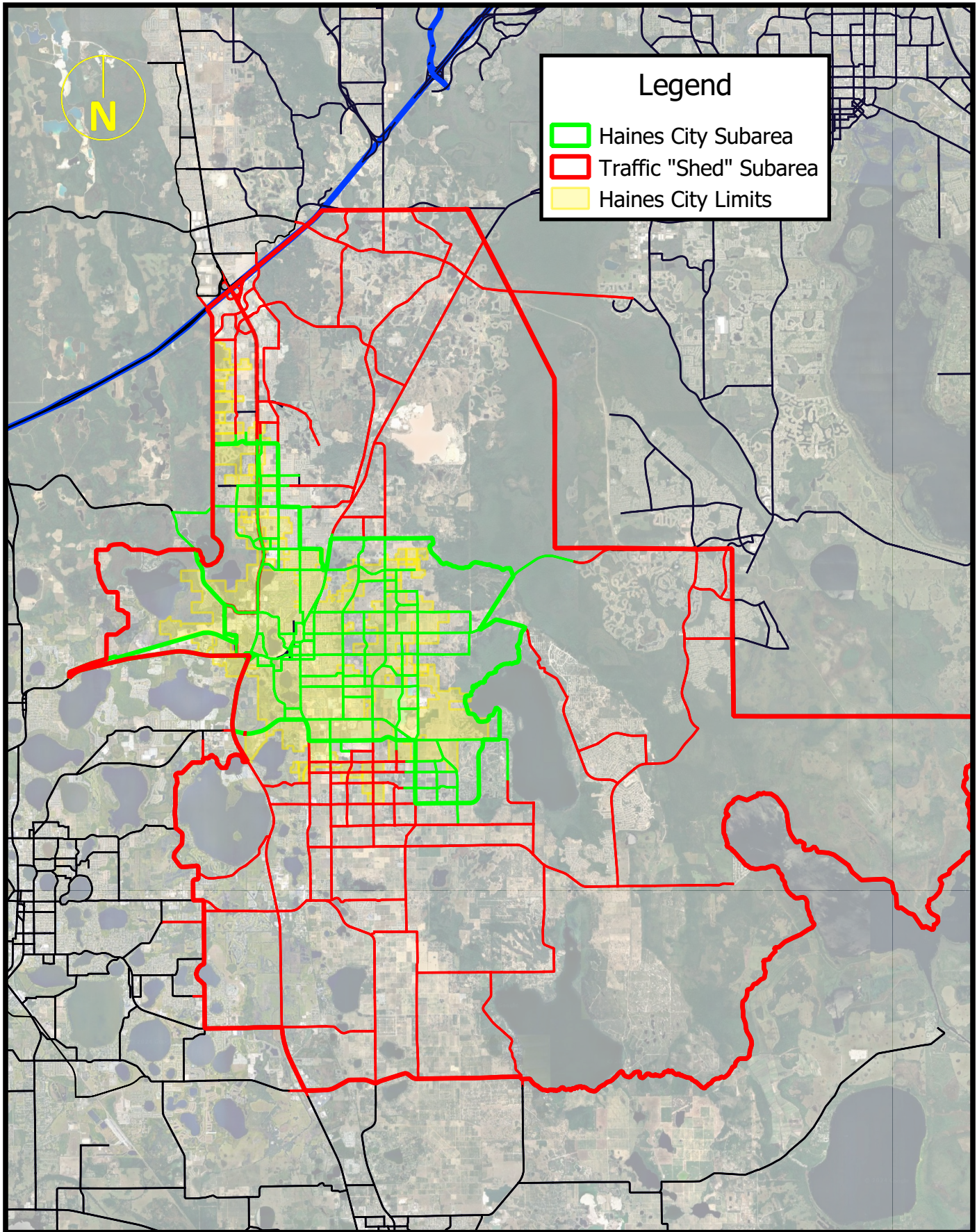
Growth in Haines City and surrounding areas since 2015 can only be described as meteoric. This study, and this discussion, has considered a “traffic-shed” area larger than the Haines City limits because of the irregularity of the City limits, because circulation within and through the City also depends on surrounding roads and connections, and because traffic from the surrounding areas makes use of roads within the City. The traffic-shed (“Shed”) area roughly matches Polk County’s legacy East (Transportation Impact) Fee District. This report also references a smaller “Haines City subarea”, which roughly aligns with the City’s boundaries. Because of the irregularity of the City Limits and established traffic, the Haines City subarea included some roads in the City’s immediate surrounding area. Both areas are illustrated in Figure 2-1.

While most communities in Florida consider growth rates on the order of two to three percent per year to be typical, the Haines City area has experienced a recent growth rate in housing of 6.7 percent per year, and growth in traffic volumes on US 27, the primary arterial road servicing the area, has increased at a rate of 4.5 percent per year from 2018 to 2022. Traffic growth monitoring reports from the Polk Transportation Planning Organization (TPO), which includes major roads throughout the County, also indicates the Haines City subarea experiencing a 7.2 percent per year growth rate from 2019 through 2023. These growth rates are illustrated in Figure 2-2.

Of interest, too is the comparison of the growth rate in the Haines City area compared to the rest of Polk County. Two of the graphics in Figure 2-2 illustrate growth not only the Haines City subarea, but for the balance of Polk County as well. These graphs make clear that the Haines City subarea is experiencing extraordinary growth rates.

A recent newspaper article in the Orlando Sentinel identified Polk County as one of the fastest-growing Counties in the nation, with much of that growth occurring in the northeastern portion of the County – as verified by the County’s property tax roll data.

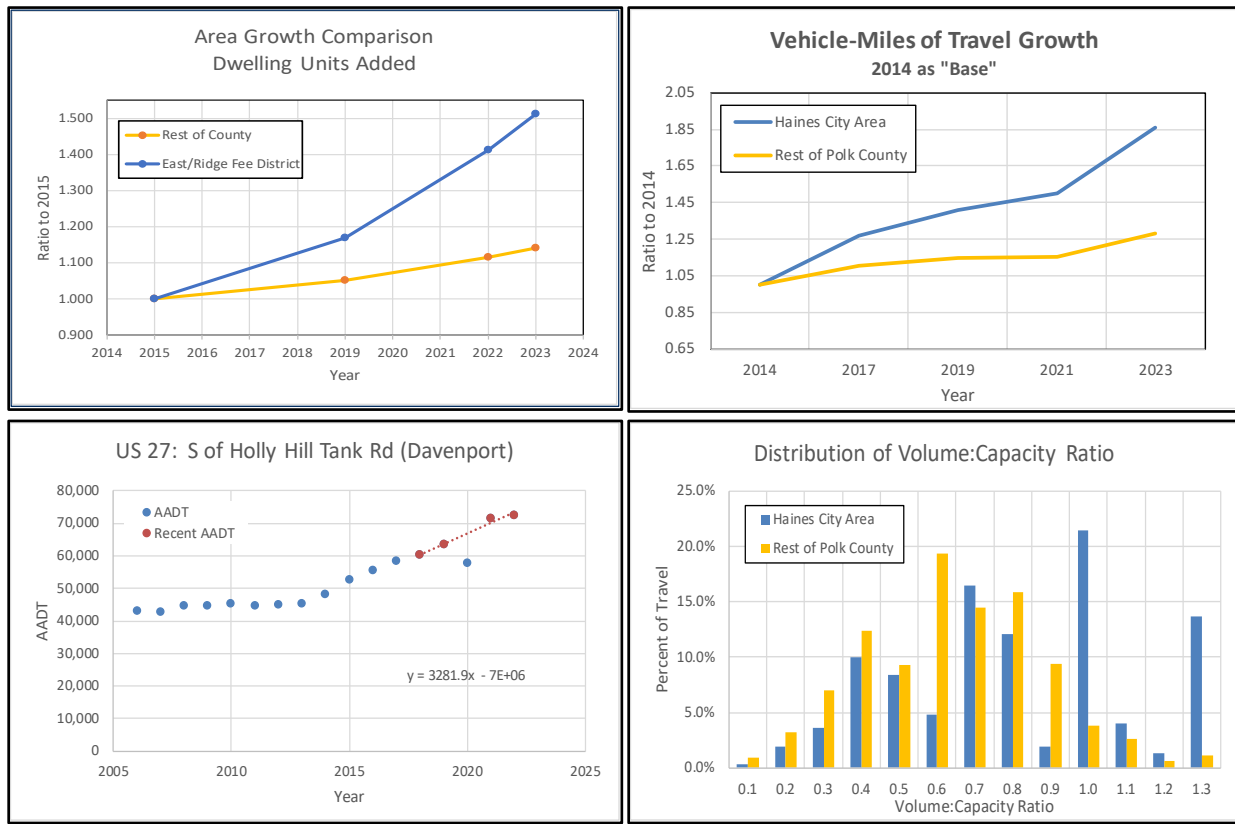
The fourth graph in Figure 2-2 compares the degree of congestion, as measured by measuring the quantity of travel experiencing various volume:capacity ratios in the Haines City area as opposed to the balance of Polk County. The blue vertical bars representing the Haines City area are more heavily distributed toward the higher volume:capacity ratios, indicating Haines City drivers are experiencing more congested conditions than drivers in other areas of Polk County. These conditions would support a finding of extraordinary conditions occurring in the Haines City area.



**Figure 2-1**  
**Haines City and Planning Subareas**



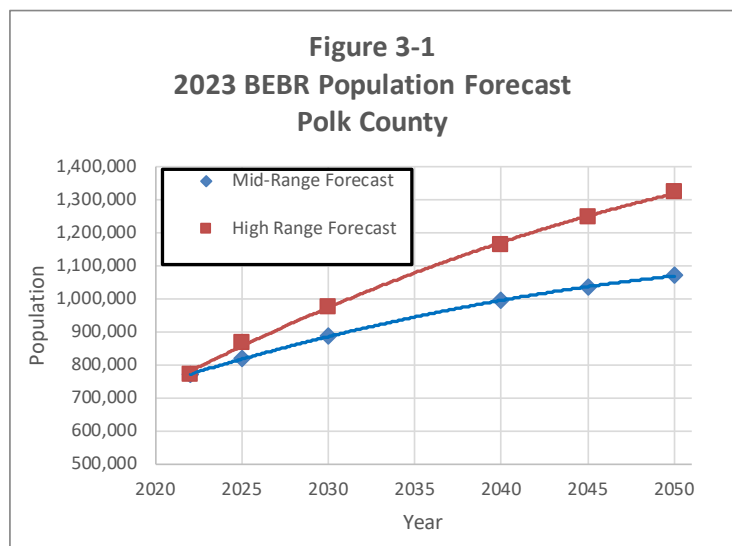
**Figure 2-2: Haines City Area Travel Growth Indicators**



### 3. Growth Forecast for Multi-Modal Transportation Impact Fee Study

The University of Florida Bureau of Economic and Business Research (BEBR) has been charged by the State Legislature to develop county-wide population forecasts to be used for planning purposes. Their 2023 forecasts for Polk County are illustrated in Figure 3-1. They indicate a faster growth rate of 2.28 percent per year in the early years (2022-2030) of the forecast, which slows to an overall 1.55 percent per year from 2022 through 2050.

The Polk County Transportation Planning Organization (TPO) allocates this growth to traffic analysis zones (TAZ's), which are smaller geographic subareas, throughout the County. There are 845 TAZ's in Polk County. Since the TPO allocates growth to TAZ's, the amount of growth in the area surrounding Haines City can be quantified.



For the “traffic-shed” subarea, the TPO has assigned a growth rate of 2.56 percent per year, from 2015 through 2045, resulting in a traffic shed area population forecast of 250,032, housed in 112,617 residential dwelling units.

Haines City has also commissioned a transportation plan study for the City. This plan was adopted in 2021, and its technical analysis was based on a year 2040 countywide population estimate of 987,364, which is consistent with current BEBR forecasts. A traffic shed area year 2040 population forecast of 234,712 was allocated, housed in 112,374 residential dwelling units. This population growth rate from 2015 to 2040 is 2.82 percent per year.

As mentioned previously, the growth rate in residential dwellings county-wide has been 2.9 percent per year from 2019 to 2023, and in the traffic shed area dwelling units have been added at a rate of 6.7 percent per year. The recent traffic shed area growth rate is more than twice that used in any past or on-going transportation studies and shows no signs of slowing. The traffic shed area has accounted for 43 percent of all residential units built over those years. To create a responsive multi-modal transportation impact fee program, there was a need to update the rates of expected growth and re-evaluate the capability of the City and TPO’s transportation plans to accommodate the associated traffic growth.

For this plan update and fee study, a county-wide population that is the average of BEBR’s mid-range and high-range countywide forecast was used. A slowing rate of growth and a declining share of housing “capture” in the traffic shed area was also assumed to arrive at a 2045 Haines City sub-area and Traffic-Shed population

**Table 3-1**  
**Population Forecast for SAP Plan Update**

| Year                | Haines City Subarea | Traffic Shed Subarea | Haines City + Traffic-Shed | Rest of Polk County | County-wide Total |
|---------------------|---------------------|----------------------|----------------------------|---------------------|-------------------|
| 2024                | 32,007              | 107,637              | 139,644                    | 660,149             | 799,792           |
| 2030                | 56,664              | 146,753              | 203,417                    | 725,882             | 929,299           |
| 2035                | 77,190              | 165,324              | 242,514                    | 768,808             | 1,011,322         |
| 2040                | 97,685              | 184,025              | 281,710                    | 800,960             | 1,082,670         |
| 2045                | 118,113             | 202,895              | 321,008                    | 822,338             | 1,143,346         |
| Annual Growth Rate: | 6.41%               | 3.06%                | 4.04%                      | 1.05%               | 1.72%             |

estimates of 118,113 and 202,895 vehicles, respectively. At an average rate of 2.24 vehicles per household, a total of 143,307 homes are expected. This estimate is computed and illustrated in Table 2-1. The TPO growth forecast for the remainder of Polk County was retained.

For the 21-year (2024 to 2045) planning horizon, annual growth in travel on non-State surface roadways in the Haines City subarea is estimated to average 48,157 vehicle-miles per year. To keep pace with this growth rate, the City would need to add the equivalent of 7.2 lane-miles of roadway per year at an annual cost of approximately \$34.7 million. The TPO’s 2045 Transportation Plan proposes to fund capacity on these roads at a rate of 10,213 vehicle-miles per year. To develop a collector road network that is typical of Lakeland and Kissimmee (two

nearby communities selected by City staff as “comparable”) Haines City needs to build 76,570 vehicle-miles of capacity per year.

#### **4. 2045 CityView Special Area Plan Transportation Plan Update**

To address the transportation needs of growth, in 2021 Haines City developed a 2040 “Selected Area Plan” (SAP) Transportation Plan, a part of what is known as the “CityView” Plan, which serves as Haines City’s Comprehensive Plan. In light of the more aggressive recent growth rates, this plan was updated to a 2045 horizon as a part of this study. The updated plan is illustrated in Figure 4-1, which illustrates the needed additional roadway lanes, and is more fully documented in a document provided in Appendix A. The updated Plan proposes the addition of 198.1 lane-miles of new County and City roadways with walking and bicycling facilities, over the 21-year horizon of the Plan, or at a rate of 9.4 lane-miles per year. It also proposes the re-construction of 34.6 lane-miles of existing roads (1.6 miles per year) of existing roads to add walking and bicycling facilities and features (medians, closed drainage, street lighting) to support suburban travel demands.

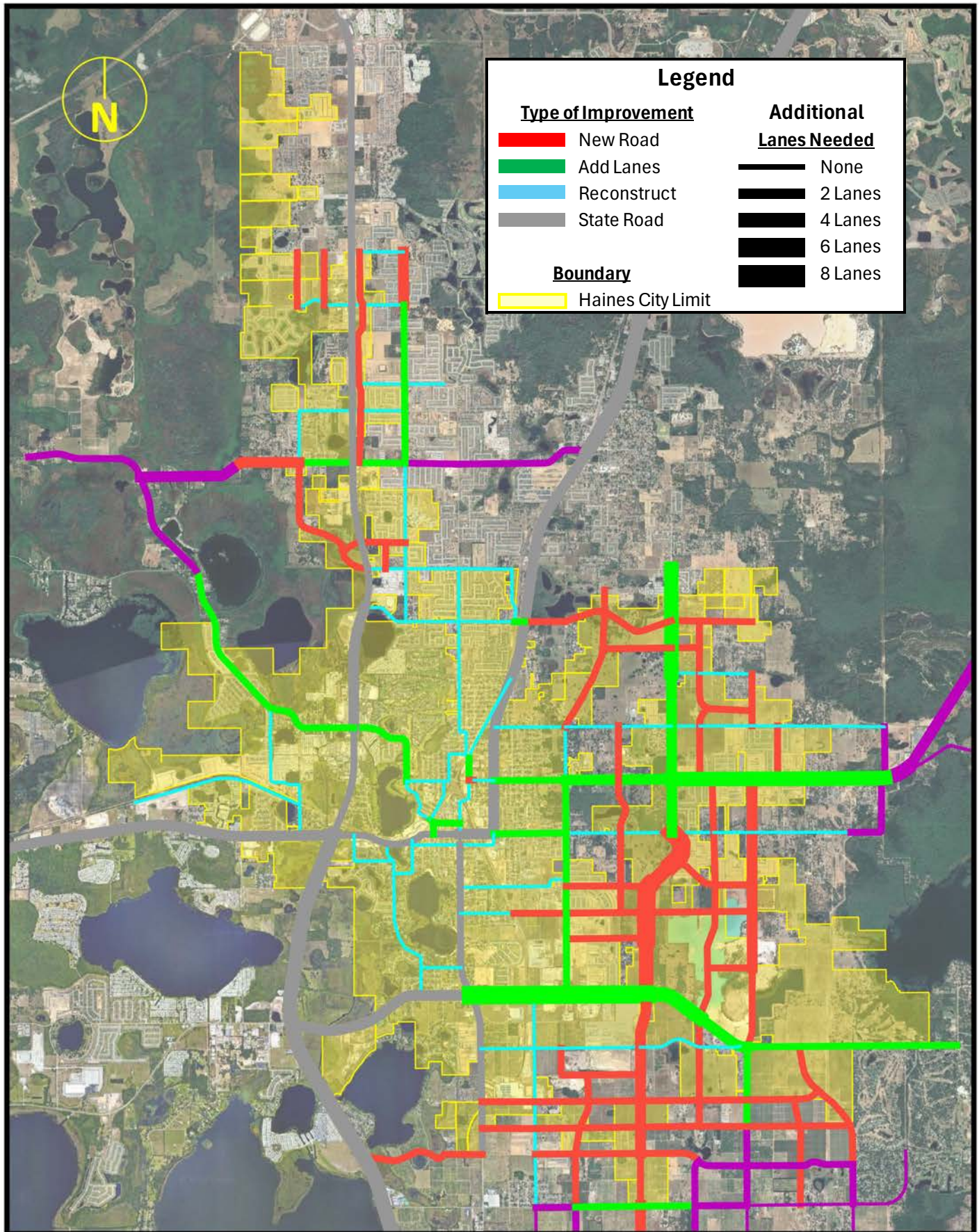
This plan is viewed as an “aspirational” plan at this time, as the revenues estimated in this study do not completely fund the plan. The Plan is estimated to cost over \$1.1 billion, or \$53.5 million per year. This shortfall is discussed further later in this report. The Plan does identify the County and City facilities estimated to serve circulation needs at the level of service standards adopted in the City’s Comprehensive Plan. The City would select from the identified facilities to develop and fund transportation improvements. The travel demands of this plan are based on a “best guess” estimate of where growth might occur, and if growth occurs in other locations, the plan could be amended as a part of State law-required periodic updates to the fee program.

#### **5. Impact Fee Guiding Principles**

Several legal requirements and principles guiding the development of a multi-modal transportation impact fee are either directly identified, or are implied, through case law or in State law that govern the development and assessment of impact fees.

Early legal challenges to impact fees developed the principles embodied in the “dual rational nexus” test. That is:





- the fees assessed must be in proportion to the needs created by the development, and
- fees collected must be applied to render a benefit to the payer.

Haines City's proposed multi-modal transportation impact fee satisfies the first condition by basing the fee on the quantity of transportation system capacity consumed by the development and recognizing credits for transportation revenues generated by the development.

The second condition is addressed by establishing districts within which the fees collected must be expended. The City's current impact fee ordinance requires that fees collected in the City must be expended within that district. However, a concept common in many impact fee programs recognizes that travel generated within any district, to some extent, extends into adjacent districts. Some communities allow a degree of flexibility to allow some of the funds collected in one district to be expended in adjacent districts, provided the expenditures benefit the travel from the originating district. This flexibility is attractive when fees collected are relatively low, enabling collected fees to be spent and the benefits of improvements to be realized more quickly.

Further, because of the small size of Haines City (compared, say, to Polk County), travel that is generated by land uses within the City often goes outside of the City and uses County or State transportation facilities both within and outside the City. Thus, provision may be made for the expenditure of some of the collected fees on roads under County jurisdiction and outside of the City limits, in proportions supported by the fee calculations. Expenditure on State facilities would not be supported, as travel on State facilities is deducted from the travel demand estimates.

F.S. 163.3180 generally requires that a development cannot be required to cure pre-existing deficiencies. This is achieved in Haines City's impact fee by establishing fees at rates that do not exceed the quantity of capacity consumed by the development paying the fee, recognizing fee credits, and charging at a rate that does not improve quality of service beyond the quality that past growth also funds for itself. Use of the funds to improve currently deficient facilities is acceptable, as the improvement would benefit the payer since the payers would likely use the improved facility.

F.S. 163.3180 also requires that fees be expended in accordance with a local government's adopted plan. An adopted Local Government Comprehensive Plan Transportation Element or Metropolitan Planning Organization's (in this case Polk County TPO's) transportation plan can serve this purpose. This study has relied on the City's adopted CityView SAP Plan within the City, and the TPO's Long Range Transportation Plan for areas outside of the City.

F.S. 163.31801 requires that fees be based on most recent and local data. This fee update study considers data from regional transportation planning programs, a local transportation plan update completed in 2024, and actual recent construction costs encountered in the region. The most currently available information regarding interest rates, fleet fuel efficiency, and other fee parameters were compiled, as discussed in subsequent sections of this report. Travel demand characteristics (trip generation rates, trip lengths, and percent new trips) for various land uses were compiled from the latest Institute of Transportation Engineers' Trip Generation (11<sup>th</sup> Edition) reference and from nearby studies, as these parameters were expected to be similar in Haines City.

The Florida Legislature amended F.S. 163.31801 provides for fee increases of more than 50 percent (as is proposed for Haines City) for situations where:

- an updated study has been undertaken which demonstrates the need for a greater increase,
- that the extraordinary circumstances that justify the fee increases be discussed in two separate Board of City Commissioners workshop sessions, and
- the fee increases are adopted by a two-thirds majority of the City Commissioners.

Finally, F.S. 163.31801 requires a 90-day or more advance notice when fees are being increased.

Case law (Ormond Beach vs Volusia County, 1989) has also established that development within municipalities is not exempt from participating in County transportation system funding programs. Should the Counties insist, the County fees must be collected by the municipalities and remitted to the Counties, or the City should apply the County share of fees in ways approved by the County through interlocal agreement.

This study has demonstrated the need for increased revenues for transportation, as the revenues estimated from County sources fund only 25.4 percent of the City's estimated needs. The City's Comprehensive Plan policies mandate the funding of the City's adopted plan.

The City's Comprehensive Plan Capital Improvements Element includes the following statements:

"1.(b) The element ... shall address:

4. the extent to which future development will bear a proportionate cost of facility improvements necessitated by the development in order to adequately maintain adopted levels of service, and



(b) the demonstration of the local government's ability to finance the needed improvements identified in the individual comprehensive plan elements and to manage the land development process so that public facility needs created by previously issued development orders or future development do not exceed the ability of the local government to fund and provide the needed capital improvements.

(c) The element shall contain one or more policies for each objective which...

8. assessing new developments for a pro rata share of the cost necessary to finance public facility improvements necessitated by development in order to adequately maintain adopted levels of service"

### **Capital Improvements Cost Sharing.**

Objective 7.1.4. – Proportionate Fair Share. The City shall ensure that all future development pays its share of cost associated with demands for existing and future facility needs

Policy 7.1.4.2. – Pro Rata Share for Financing Public Facility Improvements. The City shall require new developments a pro rata share of expenses necessary to finance public facility improvements created by development in order to maintain adopted levels of service standards.

Policy 7.1.4.4. – Application of Proportionate Fair Share Concurrency Methodology. The City shall apply its adopted proportionate fair share concurrency methodology to ensure that future development pays its share of cost associated with demands for existing and future facility needs. The City shall isolate program costs and implement user fees where practical. The City shall continue to apply its established cost sharing formula and use impact fees or other development exactions to finance improvements which are required to service future growth.

### **Implementation.**

Policy 7.1.7.2. – Collection of Impact Fees. The City shall continue to collect impact fees for the purpose of off-setting the cost of public facility improvements.

Policy 7.1.7.6. – Direct or Indirect Impact on the Level of Services. All new development which has a direct or indirect impact on the level of services established in the several elements of the City comprehensive Plan shall continue to be subject to impact fees which shall be spent to directly benefit those from whom they were collected.

Policy 7.1.7.7. – Bi-Annual Evaluation of Impact Fees. The City shall bi-annually evaluate current impact fee schedules and consider requiring additional impact fee classifications and fee schedules to pay for all new public facilities and services generated as a result of new development.

## 6. Multi-Modal Transportation Impact Fee Calculation

This section of the report discusses the general fee calculation strategy and the values of the various parameters to compute the fees.

In this study, State highways have been excluded, under the assumption that the City's Multi-Modal Transportation Impact Fee program will fund only City and County roadways. There are some roads in the CityView Plan that are either now County roads, or may ultimately become County roads. Thus, the fee calculations address all non-State roads. The Multi-Modal Transportation Impact Fee computed in this way must recognize that the fee addresses County as well as City needs and, from the computed fee, the County's adopted fee would be remitted to the County.

The fee is computed in consideration of three components to recognize the proportion of travel occurring in the three geographic areas illustrated in Figure 2-1 – travel within and immediately adjacent to the City limits (the "Haines City Subarea"), travel within the remainder of the US 27 "traffic-shed" subarea, and travel throughout the rest of Polk County. These calculations recognize the differing quality of service goals for these areas through the use of a parameter called the capacity addition ratio – a number that relates the quantity of capacity to be built per unit of growth in travel.

Haines City's historical fee schedule included 25 land use categories. Three land uses, "Racquet Club", "Bowling Alley", and "Movie Theater" were eliminated from the fee schedule. Replacing "Racquet Club" is the newer ITE category "Fitness Center". No strong data was available to support fee rates for the Bowling Alley and Movie Theater land uses, so these uses were deleted from the fee schedule. Single-family residential uses were stratified into three size ranges to reflect differences in travel generation. The size ranges are: Less than 1,500 s.f., 1,500 to 2,499 s.f., and 2,500 s.f. or larger. In addition, a category for "Fine Dining" was added to the Restaurant land use category.

The general impact fee equation is:

$$\text{Fee} = \text{Capacity Needed} \times \text{Cost of Capacity} - \text{Credits}$$

### Capacity Needed Variables

The capacity needed is the product of vehicle-trip rate x trip length x percent new trips x capacity addition ratio / 2. This calculation yields the quantity of transportation system capacity that is needed to address the capacity consumed by a development in units of vehicle-miles of capacity.

The trip rate indicates the number of vehicle-trips generated on a daily basis, the trip length is the average length of vehicle-trips to and from the site, and the percent new trips is the proportion of trips that represent additional, new travel that is generated by the land use. Some retail land uses (e.g. a convenience store, fast food, or gasoline station) “capture” traffic from the adjacent street. The “captured” trips are those which avail themselves of the convenience use while they are en-route to their intended destination and do not add additional travel to the system. The percent new trips factor adjusts the computation to acknowledge this characteristic.

Trip generation rate and percent new trips information was compiled from the Institute of Transportation Engineers’ (ITE) Trip Generation 11<sup>th</sup> Edition (2022) reference. This data, and trip length data, was then compared to similar data from fee schedules of nearby communities (Orange, Osceola, Polk, and Hillsborough Counties, and the City of Lakeland) to ensure consistency and reasonableness. A summary of this compilation and comparison is provided in Appendix B.

Trip length data is based on a variety of sources, including the National Household Travel Survey, urban transportation systems planning models maintained by the local Metropolitan Planning Organizations (Polk TPO), and field studies of the trip lengths of various land uses.

The capacity addition ratio deserves some discussion. The ratio is a policy-driven number that sets a community on a “trajectory” to achieve a desired quality of service. The quality of service provided by a road network can be roughly measured on an area-wide basis by comparing the quantity of travel (vehicle-miles of travel, or vmt) with the quantity of capacity available in the network to serve that travel (vehicle-miles of capacity, or vmc). The higher the ratio of travel to capacity (vmt:vmc ratio), the greater the congestion. While this ratio is a very simplistic measure (it assumes all roads operate at the same degree of “fullness”), the inverse of this ratio establishes needed funding levels and therefore fee rates needed to achieve a desired future quality of service.

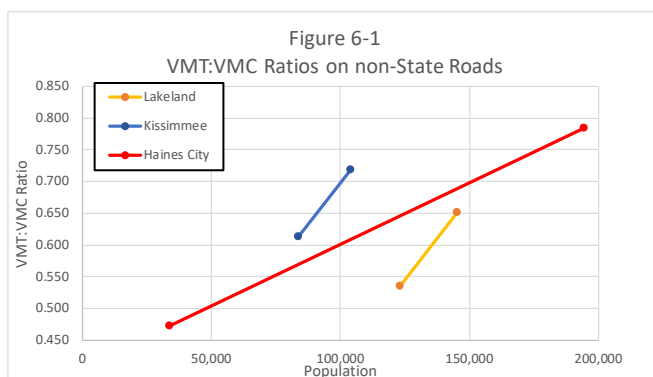
A policy issue is for a community to select a desired future quality of service goal, or vmt:vmc ratio, for their transportation system. Comparing local conditions with those of other communities is helpful in that regard. This is effectively setting a level of service standard as is commonly done in the transportation element of a local government comprehensive plan. Many communities adopt a policy statement that says “No road shall operate at a peak hour level of service worse than E”. Not every road in a network can operate at exactly the upper limit of the level of service E condition -- some roads will operate at levels of service A, B, C, or D, as well. To avoid any single road from operating at a condition worse than E, an average condition that is somewhat better than E must be maintained – a condition where the vmt:vmc

ratio is less than 1.0. To maintain this quality of service ratio as travel grows, capacity must be added at its inverse rate – a rate greater than 1.0.

The City and County roads the City is seeking to fund are different from arterial roads. Local collectors are not major “through-routes” and are not as heavily utilized as arterials. They are frequently two-lane roads because a community cannot build less than two lanes, and the traffic demands rarely, if ever, create the need for more than two lanes. Thus, excess capacity must be built to meet the land access function these local collector roads serve. Some of the non-State roads, such as Powerline Road, will serve heavier traffic volumes and would become candidates for assignment of jurisdiction to the County, or even the Florida DOT.

To gain an appreciation for a desirable level of service and appropriate capacity addition ratio for Haines City, City staff asked to consider the quality of service (vmt:vmc ratios) existing in Lakeland and in Kissimmee.

Figure 6-1 illustrates the vmt:vmc ratios for the central Lakeland area and for Kissimmee for 2015 (model validation year) and 2045 (plan horizon) for non-State roadways vs their populations. The geographic areas evaluated and more details regarding these numbers are provided in Appendix C.



The data in Appendix C indicate that the “local” networks operate at levels of congestion lower/better than the State facilities, and are in the range of 0.54 to 0.61 in 2015, progressing to 0.65 and 0.72 by 2045. These four measures average out to a value of 0.63. If Haines City wishes for its “local” road system to operate at an average vmt:vmc ratio of 0.63, then capacity needs to be added at a rate of  $(1/0.63=)$  1.59 times the rate of growth. If, at the same population levels, Haines City wishes for its vmt:vmc ratios to be similar to those experienced by Lakeland and Kissimmee at their respective populations, then a capacity addition ratio of 1.10, plotted in Figure 6-1 will allow the City’s vmt:vmc ratio to transition from 0.47 at its 2023 estimated population of 33,660 to 0.79 at its 2045 population of 194,629. Since neither comparative City is currently experiencing a vmt:vmc ratio of 0.79, the lower vmt:vmc ratio of 0.63 has been selected as the goal vmt:vmc ratio, with an associated capacity addition ratio of 1.59 for initial fee schedules.

Two alternative fee calculation strategies were undertaken with regard to the traffic-shed area. The first strategy was to respect the County’s capacity addition ratio, estimated at 0.25, to both the “Shed” area and the remainder of Polk County, while pursuing a capacity addition ratio of

1.59 within the Haines City subarea. In the second strategy, the participation of Polk County and the adjacent cities of Davenport, Dundee, and Lake Hamilton would be solicited to implement and fund a uniform quality of service standard that provides capacity to serve development at a good level of service throughout the traffic-shed area. In this alternative, the same capacity addition ratio (e.g. 1.59) would be applied to the City and to the traffic shed area. The second alternative assumes the capacity addition ratio that is proposed for Haines City's fee (e.g. 1.59, rather than 0.25) would be applied in the traffic shed area.

An example calculation to illustrate how the capacity addition ratio is applied, and its effects on the two alternative scenarios, follows for a development with an average trip length of eight miles. If 35 percent of the trip length is on State highways, Interstate highways or toll roads, another 25 percent is on non-State roads in the traffic-shed area outside the City, ten percent is on non-State roads throughout the rest of Polk County, and the remaining 30 percent is on local roads within the Haines City subarea, then the quantity of capacity to be replaced is computed as:

First scenario capacity to be built = 8 vehicle-miles \* (35% x 0.0 + 25% x 0.25 + 10% x 0.25 + 30% x 1.59/2)

=8 vehicle-miles x 0.2822

=2.25 vehicle-miles

Where:

0.0 is the capacity addition ratio for State, Interstate, and toll roads (e.g. thus excluding them from fee),

0.25 is capacity addition ratio for other non-State roads outside of the Haines City subarea.

1.59 is the capacity the addition ratio for major collector and arterial roads within the Haines City subarea only,

For the second scenario, the capacity to be built = 8 vehicle-miles \* (35% x 0.0 + 25% x 1.59 + 10% x 0.25 + 30% x 1.59/2)

=8 vehicle-miles x 0.4497

=3.60 vehicle-miles

Where:

0.0 is the capacity addition ratio for State, Interstate, and toll roads (e.g. excluding them from fee),

0.25 is capacity addition ratio for other non-State roads outside of the Haines City and Shed subareas,

1.59 is the capacity the addition ratio for local major collector and arterial roads within the Haines City and Shed subareas.

Choosing a policy for better quality of service in the larger Shed subarea establishes a need to construct more capacity per unit of growth, thus leading to a greater revenue need and larger fees. The effects of these strategies is further discussed in the following Chapter.

This factor should not exceed the quality of service funded by the existing population to prevent setting fee rates that improve quality of service (e.g. avoids new growth funding prior deficiencies). A lesser factor is acceptable. In the preliminary fee schedules, a factor of 1.59 reflects a quality of service goal (or vmt:vmc ratio) of 0.63, which indicates more congestion than the 0.47 vmt:vmc ratio estimated for current (2023) conditions – thus not funding improvement of quality of service.

Finally, the factor of two in the denominator recognizes that the demand for travel arises from the need to travel between two land uses, and allocates the responsibility for the travel equally between the two uses.

#### Interstate, Toll, and State Road Travel Estimates

Estimates of the extent to which travel generated by land uses in Haines City relies on toll roads, Interstate 4, and State highways, and the extent to which trips generated by development within the City make use of local streets, other roads in the “shed” area, and roads in other areas of Polk County was developed using information extracted from the seventh edition 2045 Central Florida Regional (Transportation) Planning Model (CFRPM7).

While the District One Regional (Transportation) Planning Model (D1RPM) is the official TPO model for transportation planning in Polk County, the CFRPM7 model was chosen for the Haines City area due to the area being located on the edge of the D1RPM, whereas it is located more centrally in the CFRPM7, and because of the heavy interaction of the Haines City area with Osceola, Orange, and Lake Counties – which are not included in the D1RPM. The CFRPM7 model also includes all of Polk County, thus accounting for many of the destinations of Haines City area trips. As a part of this model application, several large traffic analysis zones in the Haines City area were refined into smaller zones, and the socio-economic data of the CFRPM7 was adjusted to reflect the higher growth rates being experienced. Worksheets provided in Appendix D provide more information regarding the model adjustments and result summaries.

The proportion of travel generated in the Haines City Subarea that uses State roads, the toll or Interstate highway system was estimated by executing select-zone (all traffic analysis zones in the Haines City subarea) traffic assignment using the CFRPM7 model and highway network from Haines City’s 2045 CityView SAP Transportation Plan, and tracking the quantity of this travel on these and non-State roads in the Haines City subarea, the traffic “shed” subarea, and other areas of Polk County. This analysis indicated that for an average trip length of 7.4 miles,

55.4 percent of travel with one end of their trip in the Haines City subarea makes use of Interstate 4, toll roads, and State highways, 23.4 percent stays within the Haines City subarea, 13.3 percent travels into or through the traffic shed area, and the remaining 7.9 percent travels into other areas of Polk County on non-State roads. These proportions were adjusted based on trip length – short trips stay “closer to home” and do not use the State, Interstate, or toll roads as extensively, whereas longer trips make more use of the State, Interstate, and toll roads to reach their destinations. The proportions used in the fee calculations, as a function of trip length, are provided in Appendix E. The fee schedule makes use of this information to appropriately weight the fees to reflect not only system usage, but also the different quality of service goals of each area.

### Cost per Unit of Capacity

The cost of capacity is what it costs to deliver transportation system capacity, expressed as a cost per vehicle-mile of capacity. When the needed vehicle-miles of travel is multiplied by the cost per vehicle-mile of capacity, the result is the cost to provide the infrastructure capacity needed to serve the development at the desired quality of service.

Costs of roadway improvements in Polk County, City of Lakeland, Osceola County, and Orange County were compiled by other consultants recently undertaking similar fee studies. These tabulations were reviewed for applicability to Haines City. Using this central Florida information, City road construction costs were estimated at \$613.08 per vehicle-mile of capacity. This information, summarized in Appendix F, includes design, right-of-way, drainage, environmental mitigation, construction, and construction inspection cost elements, as well as sidewalk and bicycle facilities as part of the standard cross-section.

### Revenue Credits

Credits are issued to land uses in recognition that their travel generates revenues that are used to provide capacity in the transportation system. For example, when a vehicle drives from or to a development it burns gasoline and some of the motor fuel taxes so-generated are used to construct transportation system capacity. Funds that Polk County and Haines City rely upon for expansion of the transportation system come from a portion of the County’s motor fuel taxes and impact fees. Since this fee study seeks to address both City and County facilities, it is appropriate to consider the revenues that the County commits to funding transportation.

Table 22 of Polk County’s 2023 Transportation Impact Fee Update report indicates the County intends to spend \$199,692,561 on expanding the County transportation system capacity from 2023 to 2027 from non-transportation impact fee sources. This level of funding is a commitment of an equivalent 9.41 out of the allowed 15 pennies of motor fuel taxes per gallon for capital purposes. For purposes of Haines City’s Multi-Modal Transportation Impact Fee, the

present value of this level of credit over a 25-year period assuming a fuel efficiency rate of 24.53 miles per gallon of gasoline was recognized as a revenue credit for each land use in the fee schedule. A worksheet summarizing the derivation of the 9.41 pennies per gallon value is provided in Appendix G.

The Federal government and State of Florida levy motor fuel taxes as well, and allocate a portion of them to expanding Federal and State highways. However, since the costs of travel on, and improvements to, the State highway system were excluded from this study, no Federal or State fuel tax credits were applied. Nonetheless, for purposes of computing the County motor fuel revenue credits, the Interstate, toll road, and State highway portions of the trip length and a 0.5-mile local trip length add-on are included, because County motor fuel tax revenues are generated without regard to which road system a vehicle is driven upon – on a toll road, on a state road, or on a local street. Thus, in this calculation, the equivalent gasoline tax is estimated assuming a longer trip length than used in the travel demand (cost) portion of the fee.

Should the City or County choose to develop additional revenues for transportation facilities, those sources should be considered in a future update to the fee program.

#### Interest Rate

The present value factor for the capacity-expanding revenue credits is based on 25 years at a 3.3% discount rate. The discount rate is based on FDOT's guidance on construction cost inflation for transportation planning purposes. A copy of this data source is provided in Appendix H.

#### Finance Period

A 25-year finance period is commonly used in transportation impact fee analyses, and represents the typically assumed life of transportation capital investments.

#### Equivalent Days/Year

To estimate revenue credits, 326.9 ( $= 365 * 6.27 / 7$ ) days per year were used. 6.27 days per week is used to reflect that the amount of travel on Saturdays and Sundays is less than on a typical weekday. A worksheet summarizing the value calculated is also provided in Appendix H.

#### Fuel Efficiency

24.53 miles per gallon (mpg) for light-duty vehicles and motorcycles was estimated from 2024 FHWA Table VM-1, provided in Appendix H.



## 7. Example Fee Calculation

An example fee calculation is provided in this section for a 1,500 to 2,499 s.f. single-family detached home. The general fee equation, is as presented previously but this example incorporates the fee as affected by the geographic subarea considerations.

$$\text{Fee} = (\text{Capacity Needed} \times \text{Cost of Capacity} - \text{Credits}) \times \text{Discount Percentage}$$

Each component of the calculation is described below. Note that the calculations here use rounded values and results are slightly different from the “un-rounded” actual fee schedule calculations of Appendices H and I, which apply additional decimals.

**Capacity Needed** is the capacity needed to respond to the quantity of new travel generated by the land use that makes use of the transportation system for which the fee is calculated. It is the product of trips generated, the length of trips on the non-State road system, the percentage of trips that are added (as opposed to captured from traffic already passing by the site). This quantity is divided by two to reflect division of the demand arising between the two land uses at the origin and destination ends of the trip. This quantity is further reduced in Haines City’s fee to deduct the portion of travel that makes use of State and toll roads.

For the single-family home, this calculation is:

$$\begin{aligned} & \text{Trip rate} \times \text{Trip length} \times \text{Percent new trips} \times (1 - \text{State, Interstate, and toll proportion}) / 2 \\ &= 9.43 \times 6.62 \times 100\% \times (1 - 0.483) / 2 = 16.14 \text{ vehicle-miles of travel (16.15 in un-rounded calculation)} \end{aligned}$$

The weighted unit cost per vehicle-mile of capacity applied to a land use depends upon the fee district in which the land use is located, the proportion of travel the land use sends to each subarea (which is a function of trip length – shorter trips have higher proportions of travel in the geographically closer subareas and less travel on State roads, Interstate 4, and toll roads), and the quality of service to be delivered in each district as expressed by the capacity addition ratio (CAR), as follows:

$$\begin{aligned} & (\% \text{ travel in Haines subarea} \times \text{Haines unit cost} \times \text{Haines CAR} + \% \text{ travel in Shed subarea} \times \\ & \text{Shed unit cost} \times \text{Shed CAR} + \% \text{ travel in other Polk County subarea} \times \text{other Polk County} \\ & \text{unit cost} \times \text{other Polk County CAR}) \times \text{weighted CAR factor} \\ &= (0.590 \times \$613.08 \times 1.587 + 0.249 \times \$458.00 \times 0.246 + 0.161 \times \$458.00 \times 0.246) \times \\ & (16.15/16.75) \\ &= \$598.00 \end{aligned}$$

The weighted CAR factor is the ratio of assessable travel generated to capacity needed, applied to avoid double-counting the CAR in the computation (once in the calculation of needed capacity and again in the computation of weighted average cost per vmc).

Total Impact Cost is:

$$\begin{aligned} &\text{Assessable vehicle-miles of travel} \times \text{weighted unit cost} \\ &16.75 \times \$598.00 = \$10,016.50 \text{ } (\$10,015 \text{ in un-rounded calculation}) \end{aligned}$$

The credit is calculated as:

Present value of (Trip rate x Trip length for revenue x Percent new trips x equivalent days per year x number of equivalent dollars of gas tax/ (vehicle miles per gallon x 2), at 3.3% APR for 25 years.

$$\begin{aligned} &= [(9.43 \times 7.12 \times 100\% \times 326.9 \times 0.0941 / (24.53 \times 2))] \times 16.8451 \\ &= \$709.16 \end{aligned}$$

Thus, the resulting gross potential fee is:

$$\$10,016.50 - \$709.16 = \$9,307.34 \text{ } (\$9,306 \text{ in un-rounded calculations})$$

Recognizing that development that is already in Haines City (e.g. prior growth) also generates gasoline tax revenues that fund infrastructure needs allows the City to not assess the full potential fee amount. It is common in communities to recognize these additional revenues and to provide an “across-the-board” reduction in the fees charged. The extent to which fees can be reduced depends on the capability of revenues generated by prior growth to address needs and are related to community goals for transportation services and quality of service. Haines City’s goals and overall transportation infrastructure funding capability is addressed in the next section of this report.

## 8. Fee Schedules for Consideration

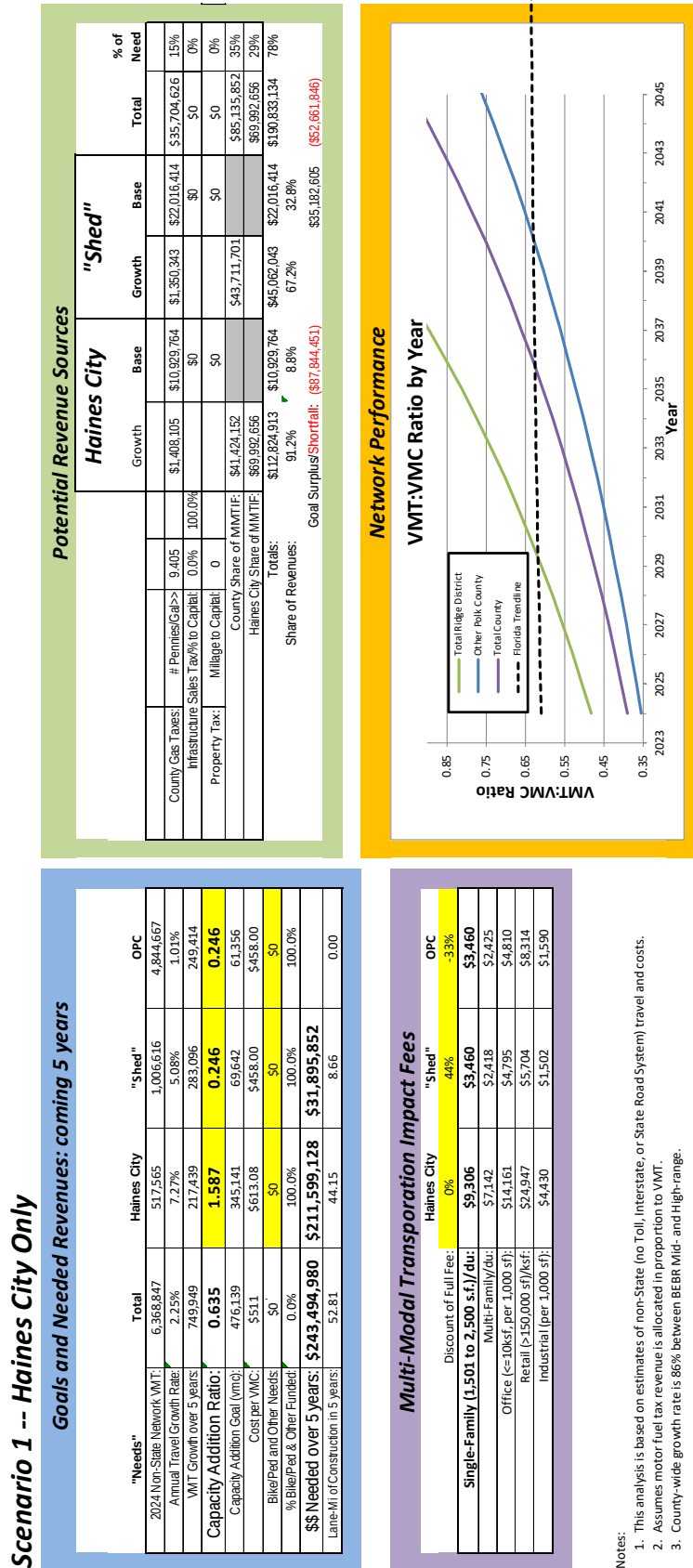
The magnitude of an impact fee should be considered in the context of community goals and other sources of revenue that are available for transportation purposes. Two different fee schedules were generated for consideration by the City Commission. Since State statutes require an impact fee to be updated no less frequently than every five years, the fee schedules discussion herein address a five-year planning horizon. In the below discussions, the fee for a 2,000 s.f. home is used as a “reference” fee to allow for comparisons – fee rates for other land uses and other quantities of growth are “in proportion” thereto and are applied in the calculations to arrive at revenue estimates.

The first scenario fee schedule would be imposed on new development within the City only. The remainder of the County and adjacent municipalities have their own, but different, quality of service goals and transportation impact fees. The first fee schedule uses a proactive quality of service goal of maintaining an average network vmt:vmc ratio of 0.63. The City’s fee covers the County’s transportation impact fee, and from its collections the City would remit to the County the level of fee indicated in the County’s fee schedule. Development outside of the City would participate in the County fee and any additional applicable municipal fee. The “performance” of this fee schedule is summarized in Figure 8-1 for the Haines City and Shed subareas.

Under the first fee scenario, the quantity of travel growth on non-State roads in the Haines City subarea is estimated to be 217,439. With a capacity addition ratio goal of 1.587 a goal of adding 345,141 vehicle-miles of capacity costing \$211.6 million over the coming five years is estimated. A fee rate of \$9,306 for a 2,000 s.f. home yields a five-year revenue forecast of \$123.8 million (including County impact fees and motor fuel taxes committed to capital) over the same period – funding only 58.5 percent of the capacity addition needs, falling short of the quality of service preservation goal of 1.587. Further, none of the road reconstruction needs proposed in the CityView/SAP Plan would be funded.

This result highlights a disadvantage of this geographically limited fee funding strategy – not all the travel on non-State roads in the Haines City subarea is generated by Haines City development. The irregular nature of the City limits is such that the roads funded by the City will also serve substantial quantities of travel generated by development outside of the City. Estimates of the CFRPM7 model are that only 68.2 percent of the travel on non-State roads within the Haines City subarea is generated within Haines City. Since, in this first scenario, the fees for development within the City are substantially greater than the fees charged to development outside the City limits, a greater burden is placed on City development to fund transportation than is placed on development outside the City Limits. This analysis points out

Figure 8-1: Scenario One Multi-Modal Transportation Impact Fee Program (Haines City Only)



the need to encourage the jurisdictions surrounding Haines City to also pursue a more substantial transportation revenue program.

A second fee scenario was developed which made the assumption that the entire Shed subarea participates in providing the better roadway quality of service – adopting the same 1.587 capacity addition ratio, and recognizing the likely greater cost to implement the facilities than assumed in Polk County’s Transportation Impact Fee (\$613.08 rather than \$458.00 per vehicle-mile of capacity). This change would increase the fee for the 2,000 s.f. single-family home to \$12,772 because the portion of City-generated travel which goes outside the City limits (e.g. in the Shed subarea) would now be assessed at the higher quality of service goal. The “performance” of this second fee schedule is summarized in Figure 8-2 for the Haines City and Shed subareas.

The quantity of growth expected in the total of the two subareas (Haines City plus Shed) is 500,535 vehicle-miles of travel but, with the higher quality of service goal, the desired quantity of capacity is 794,500 vehicle-miles of capacity. In this scenario, the fee for the single-family home is \$12,772 in Haines City (\$12,678 in the Shed subarea), five-year revenues generated are \$351.8 million, funding 573,796 vehicle-miles of capacity or 72.2 percent of the capacity addition goal. This revenue program provides a capacity addition ratio of 1.146, meeting the growth at a 1.00 (not 1.587) capacity addition ratio, and providing a 14.6 percent margin of capacity adequate to maintain a good level of service for the entire Shed subarea non-State road system. (It is difficult to achieve the goal capacity addition ratio of 1.597 because the development in the subareas does not account for all the travel in the road network.)

In regard to the Haines City subarea, the second scenario revenue generated by this broader quality of service goal is estimated at \$158.54 million, which would fund 75.6 percent of the City’s capacity addition goal.

Consistent with Comprehensive Plan policies, the City Commissioners elected to adopt the first scenario fee schedule, which maximizes City revenue generation while respecting the quality of service goals applicable to development outside of the City’s jurisdiction. The resulting revenue program falls short of the funding levels needed as indicated in the CityView SAP Plan; however, the fee represents a significant increase in the share of mobility that will be funded by new development and puts the City in a better position to respond to growth as the City continues to seek strategies to provide the infrastructure needed to support the growth that is occurring. A scenario one fee schedule summary is provided in Table 8-1, and fee schedules with intermediate calculations are provided in Appendix I.

Figure 8-2: Scenario Two Multi-Modal Transportation Impact Fee Program (Haines City and Shed)

## Scenario 2 -- Haines City Plus "Shed" Area

### Goals and Needed Revenues: coming 5 years

| "Needs"                            | Total         | Haines City   | "Shed"        | OPC       |
|------------------------------------|---------------|---------------|---------------|-----------|
| 2024 Non-State Network VMT         | 6,368,847     | 517,565       | 1,006,616     | 4,844,667 |
| Annual Travel Growth Rate          | 2.25%         | 7.27%         | 5.08%         | 1.01%     |
| VMT Growth over 5 years            | 749,949       | 217,439       | 283,096       | 249,414   |
| Capacity Addition Ratio:           | 1.141         | 1.587         | 1.587         | 0.246     |
| Capacity Addition Goal (vmt)       | 855,856       | 345,141       | 449,359       | 61,356    |
| Cost per VMC                       | \$5.69        | \$613.08      | \$613.08      | \$458.00  |
| Bike/Ped and Other Needs           | \$0           | \$0           | \$0           | \$0       |
| % Bike/Ped & Other Funded          | 0.0%          | 100.0%        | 100.0%        | 100.0%    |
| \$\$ Needed over 5 years:          | \$487,091,907 | \$211,599,128 | \$275,492,779 |           |
| Lane-Mi of Construction in 5 years | 100.00        | 44.15         | 55.85         | 0.00      |

### Multi-Modal Transportation Impact Fees

|                                         | Haines City | "Shed"   | OPC     |
|-----------------------------------------|-------------|----------|---------|
| Discount of Full Fee:                   | 0%          | 0%       | 8%      |
| Single-Family (1,501 to 2,500 s.f.)/du: | \$12,772    | \$12,678 | \$3,460 |
| Multi-Family/du:                        | \$8,940     | \$9,317  | \$2,214 |
| Office (<=10k sf. per 1,000 sf):        | \$17,726    | \$18,472 | \$4,391 |
| Retail (>150,000 sf)/ksf:               | \$28,746    | \$28,781 | \$6,677 |
| Industrial (per 1,000 sf):              | \$5,886     | \$5,738  | \$1,543 |

#### Notes:

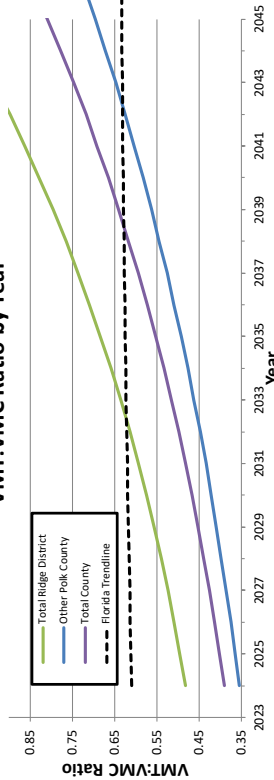
1. This analysis is based on estimates of non-State (no Toll, Interstate, or State Road System) travel and costs.
2. Assumes motor fuel tax revenue is allocated in proportion to VMT.
3. County-wide growth rate is 86% between BEBR Mid- and High-range.

### Potential Revenue Sources

|                                       |                             |               | Haines City    | "Shed"         | % of Need       |
|---------------------------------------|-----------------------------|---------------|----------------|----------------|-----------------|
|                                       |                             |               | Growth         | Base           | Total           |
| County Gas Taxes                      | # Permits/Gas>              | 9,405         | \$1,408,105    | \$10,929,764   | \$35,704,626    |
| Infrastructure Sales Tax/% to Capital | 0.0%                        | 100.0%        | \$0            | \$0            | \$0             |
| Property Tax:                         | Millage to Capital          | 0             | \$0            | \$0            | \$0             |
|                                       | County Share of MMTIF:      | \$39,607,071  | \$169,872,613  | \$209,479,684  | \$209,479,684   |
|                                       | Haines City Share of MMTIF: | \$106,598,652 | \$171,222,956  | \$22,016,414   | \$106,598,652   |
| Totals:                               |                             |               | \$147,613,828  | \$114,239,370  | \$261,853,198   |
| Share of Revenues                     |                             |               | 93.1%          | 6.9%           | 100.0%          |
| Goal Surplus/Shortfall:               |                             |               | (\$53,055,536) | (\$82,233,410) | (\$135,308,946) |

### Network Performance

#### VMT:VMC Ratio by Year



**Table 8-1**  
**Proposed Multi-Modal Transportation Impact Fee Schedule**  
**Scenario 1 -- Haines City Only**

| ITE Land Use Code(1) | Land Use                                | Unit      | Current City Fee (eff 12/7/2023) | County Fee Effective 6/2026 | Current City + County <sup>(2)</sup> Fee | Proposed City Fee | Proposed City + County <sup>(2)</sup> Fee | City Fee % Change | City + County Fee % Change |
|----------------------|-----------------------------------------|-----------|----------------------------------|-----------------------------|------------------------------------------|-------------------|-------------------------------------------|-------------------|----------------------------|
| 156                  | Manufacturing/Light Industry/Parcel Hub | 1,000 sf  | \$591.76                         | \$539                       | \$1,130.76                               | \$3,891           | \$4,430                                   | 657%              | 392%                       |
| 150/154/155/157      | Passive Warehousing/Storage             | 1,000 sf  | \$768.35                         | \$539                       | \$1,307.35                               | \$1,102           | \$1,641                                   | 114%              | 126%                       |
| 151                  | Self-Storage/Mini-Warehouse             | 1,000 sf  | \$387.27                         | \$457                       | \$844.27                                 | \$965             | \$1,422                                   | 267%              | 168%                       |
| 210                  | Single Family < 1,200 sf                | D.U.      | \$1,482.49                       | \$3,460                     | \$4,942.49                               | \$3,182           | \$6,642                                   | 348%              | 134%                       |
| 210                  | Single Family 1,200 to 2,500 sf         | D.U.      | \$1,482.49                       | \$3,460                     | \$4,942.49                               | \$5,846           | \$9,306                                   | 528%              | 188%                       |
| 210                  | Single-Family >2,500 sf                 | D.U.      | \$1,482.49                       | \$3,460                     | \$4,942.49                               | \$7,933           | \$11,393                                  | 669%              | 231%                       |
| 220                  | Multi-Family                            | D.U.      | \$1,020.86                       | \$2,436                     | \$3,456.86                               | \$4,706           | \$7,142                                   | 600%              | 207%                       |
| 240                  | Mobile Home                             | D.U.      | \$773.00                         | \$1,285                     | \$2,058.00                               | \$6,368           | \$7,653                                   | 890%              | 372%                       |
| 310/320              | Hotel/Motel                             | Room      | \$1,381.79                       | \$1,817                     | \$3,198.79                               | \$2,535           | \$4,352                                   | 215%              | 136%                       |
| 520/522/525          | School                                  | student   | \$499.20                         | \$260                       | \$758.95                                 | \$1,437           | \$1,696                                   | 240%              | 224%                       |
| 565                  | Day Care                                | 1,000 sf  | \$3,437.89                       | \$1,039                     | \$4,476.89                               | \$27,244          | \$28,283                                  | 723%              | 632%                       |
| 610                  | Hospital                                | 1,000 sf  | n/a                              | \$1,039                     | n/a                                      | \$7,822           | \$8,861                                   | n/a               | n/a                        |
| 710                  | Office (>10,000 sf)                     | 1,000 sf  | \$2,424.34                       | \$3,432                     | \$5,856.34                               | \$7,236           | \$10,668                                  | 340%              | 182%                       |
| 712                  | Office (<=10,000 s.f.)                  | 1,000 sf  | \$2,424.34                       | \$3,432                     | \$5,856.34                               | \$10,729          | \$14,161                                  | 484%              | 242%                       |
| 720                  | Medical Office                          | 1,000 sf  | \$5,596.91                       | \$3,432                     | \$9,028.91                               | \$31,400          | \$34,832                                  | 522%              | 386%                       |
| 750                  | Office Park                             | 1,000 sf  | \$1,976.66                       | \$3,432                     | \$5,408.66                               | \$7,462           | \$10,894                                  | 451%              | 201%                       |
| 820                  | Retail (>150 ksf gla)                   | 1,000 sf  | \$4,500.00                       | \$5,192                     | \$9,692.00                               | \$19,755          | \$24,947                                  | 454%              | 257%                       |
| 821                  | Retail (40-150 ksf gla)                 | 1,000 sf  | \$5,584.20                       | \$5,192                     | \$10,776.20                              | \$43,404          | \$48,596                                  | 770%              | 451%                       |
| 822                  | Retail (<40 ksf gla)                    | 1,000 sf  | \$8,373.96                       | \$5,192                     | \$13,565.96                              | \$15,246          | \$20,438                                  | 144%              | 151%                       |
| 850                  | Supermarket                             | 1,000 sf  | \$10,136.35                      | \$5,192                     | \$15,328.35                              | \$31,824          | \$37,016                                  | 265%              | 241%                       |
| 851                  | Convenience Store                       | 1,000 sf  | \$32,010.26                      | \$5,192                     | \$37,202.26                              | \$135,754         | \$140,946                                 | 340%              | 379%                       |
| 881                  | Drug Store w/Drive-Through              | 1,000 sf  | \$6,975.61                       | \$5,192                     | \$12,167.61                              | \$30,027          | \$35,219                                  | 405%              | 289%                       |
| 912                  | Bank w/ Drive-Through Lane(s)           | 1,000 sf  | \$20,237.45                      | \$5,192                     | \$25,429.45                              | \$36,063          | \$41,255                                  | 104%              | 162%                       |
| 931                  | Restaurant-Fine Dining                  | 1,000 sf  | \$11,227.22                      | \$5,192                     | \$16,419.22                              | \$58,413          | \$63,605                                  | 467%              | 387%                       |
| 930/932              | Resaturant-Fast Casual/High Turnover    | 1,000 sf  | \$11,227.22                      | \$5,192                     | \$16,419.22                              | \$63,824          | \$69,016                                  | 515%              | 420%                       |
| 912/913/934          | Restaurant-Fast-Food w/ Drive-Thru      | 1,000 sf  | \$38,427.10                      | \$5,192                     | \$43,619.10                              | \$103,509         | \$108,701                                 | 183%              | 249%                       |
| 941                  | Quick Lube                              | 1,000 sf  | \$1,264.07                       | \$5,192                     | \$6,456.07                               | \$44,313          | \$49,505                                  | 3816%             | 767%                       |
| 942                  | Auto Care Center                        | 1,000 sf  | \$1,253.01                       | \$5,192                     | \$6,445.01                               | \$19,401          | \$24,593                                  | 1863%             | 382%                       |
| 944                  | Gasoline Station                        | Fuel Pos. | \$7,311.29                       | (3)                         | \$7,308.29                               | \$27,871          | \$27,868                                  | 281%              | 381%                       |

- Notes: 1. Where more than one land use code is listed, the rate is an average of the land uses.  
2. After fourth County adjustment in June, 2026.  
3. County charges on a "per 1,000 s.f." basis, whereas City fee is by number of fueling positions.

It is always of interest for communities to be aware of how their fees compare to the fees of nearby communities. Table 8-2 provides such a summary of the current fees levied by nearby communities. Where the fees include a component for the State road system, that is noted in the table.



**Table 8-2: Transportation Impact Fees of Nearby Communities**

**Table 8-2: Nearby Agency Transportation Fee Rates**

| Land Use                                | Agency   | Haines City <sup>4</sup> | Haines City <sup>4</sup> | Polk County              | Lakeland <sup>4</sup> | Orange County* |                    |          | Osceola County*        |                        |                        |          | Hillsborough County* |                |
|-----------------------------------------|----------|--------------------------|--------------------------|--------------------------|-----------------------|----------------|--------------------|----------|------------------------|------------------------|------------------------|----------|----------------------|----------------|
|                                         |          | Proposed                 | 12/7/2023                | 6/30/2026                |                       | 6/27/2021      |                    |          | 2022                   |                        |                        |          | Effective 10/1/2022  |                |
|                                         |          | All                      | All                      | "District A" - Northeast |                       | Rural          | Non-Urban/Suburban | Urban    | Standard               | Mixed-Use              | TOD                    | Rural    | Urban/Suburb         | Rural District |
| Single-Family (1,501 to 2,500 s.f./du.) | District | \$9,306                  | \$4,942                  | \$3,460                  | \$7,776               | \$11,586       | \$10,138           | \$8,218  | \$9,999                | \$7,499                | \$5,000                | \$15,941 | \$9,183              | \$13,038       |
| Multi-Family/du.                        |          | \$7,142                  | \$3,457                  | \$2,436                  | \$4,273               | \$5,937        | \$7,303            | \$8,349  | \$7,754                | \$5,815                | \$3,877                | n/a      | \$6,661              | \$9,445        |
| Hotel (per Room):                       |          | \$4,352                  | 3198.79                  | \$1,817 <sup>(1)</sup>   | \$3,488               | \$3,033        | \$3,519            | \$3,746  | \$7,491                | \$5,618                | \$3,745                | n/a      | \$4,168              | \$4,901        |
| Office (<=10ksf, per 1,000 sf):         |          | \$14,161                 | \$5,855                  | \$3,431                  | \$5,947               | \$8,132        | \$10,037           | \$11,473 | \$6,025                | \$4,518                | \$3,012                | n/a      | \$8,336              | \$11,777       |
| Retail (>150,000 sf)/ksf:               |          | \$24,947                 | \$10,776                 | \$5,192                  | \$11,288              | \$10,051       | \$11,818           | \$12,594 | \$13,849               | \$10,387               | \$6,924                | n/a      | \$13,562             | \$15,962       |
| Industrial (per 1,000 sf):              |          | \$4,430                  | \$1,131                  | \$539                    | \$1,143               | \$3,117        | \$3,857            | \$4,410  | \$2,274 <sup>(2)</sup> | \$1,706 <sup>(2)</sup> | \$1,137 <sup>(2)</sup> | n/a      | \$4,230              | \$5,982        |

Notes:

1. In Polk County, Hotel is classified as "Retail/Commercial", rate based on assumption of 350 s.f./room.
2. Rate for Osceola "Industrial" is for "Warehouse". No "Industrial" in fee schedule.
3. Asterisk denotes inclusion of State roads in fee.
4. Polk County fee added to/included in City fee.

## 9. Conclusion

Analysis of transportation and development growth trends in Haines City illustrate that travel demands are growing at a faster pace than funding to expand system capacity. Annual revenues of \$42.3 million are required to add capacity to maintain the desired quality of service on the non-State roadway system at the rate that travel is increasing. This fee study proposes a multi-modal transportation impact fee increase that, in combination with other revenues, generates \$31.7 million per year, compared to the current revenue program which generates an estimated \$14.0 million per year.

This study presented two fee rate scenarios for consideration by Haines City. The first scenario proposes the City adopt, within the City, proactive quality of service goals that are better than the current combined County and City transportation impact fees provide, while respecting the current quality of service goals that are funded by the surrounding jurisdictions. This fee schedule roughly doubles the current fees. However, this scenario does not address all the needs within the City because City development does not generate all traffic growth within the City.

The second scenario fee schedule expands the geographic area for which the better, City quality of service goal to include the “Shed” subarea surrounding the City that also relies on the same road system as Haines City. In this scenario the fees are higher, and the quality of service delivered is better. However, the second fee scenario assesses development outside the City for travel at a better quality of service than those areas have adopted, and thus the second fee schedule is not recommended at this time. For the benefit of all, the participation of Polk County and the cities of Davenport, Dundee, and Lake Hamilton in similar revenue programs with similar quality of service goals should be encouraged and pursued.

The City would use the funds collected from the fee to implement improvements identified in the CityView/SAP plan with priorities indicated by advancement of selected improvement into the City’s Capital Improvement Program.

In consideration of 163.31801 Florida Statutes requirements regarding adoption of fee increases of more than 50 percent, the City must find its circumstances are extraordinary in two public workshops. The City’s circumstances are extraordinary because this multi-modal transportation impact fee will replace a legacy transportation impact fee which:

- is based on a technical support analysis that has not been updated since 2004 and is not based on the City’s currently adopted transportation plan,
- does not reflect recent extraordinary growth trends,

- does not recognize that improvement costs have increased beyond the indexing rate of the legacy fee,
- does not recognize that roadway congestion levels in and around the City exceed those found in other areas of Polk County, and
- does not make use of the latest, localized plans and data,

Following the workshops, the City may adopt the fee, to go into effect with a 90-day advance public notice.

# **Appendix A**

## **SAP/CityView Plan Update**

To: Derek "Ted" Atkins, PLA, AICP  
Haines City Development Services

Date: 18 July 2024

Project #: 66535.00

From: Alayna Delgado, AICP  
Arpita Guha, PE, PTOE, RSP1  
William Oliver, PE

Re: Haines City Mobility Fee Study -  
CityView Select Area Plan (SAP) Transportation  
Element Update

## Introduction

Haines City has been growing at near unprecedented levels in recent years, resulting in rapid increases to volume of traffic, level of congestion, and the associated negative impacts on public safety, mobility, and the quality of life in the community. To manage transportation within the City, multiple plans and reports have been prepared over the years to aid in mitigating the effects of the substantial area growth. Transportation network visions and policies for implementation were initially adopted in the City's CityView Selected Area Plans (SAP's) and Comprehensive Plan Amendment 10-2 in 2008. Revisions to the SAP were adopted in 2010, and an additional Transportation Element Update to the SAP was submitted in 2022.

This memorandum has been developed as a 2024 addendum to the SAP. The following sections of this memorandum will define the expected future conditions of the City, report on alterations to the model network based on projected growth, and develop cost estimates for upgrades to the roadway infrastructure identified in the 2022 SAP report. This future conditions evaluation, supported by a travel demand modeling effort and an analysis of future roadway level of service, was undertaken in support of a Haines City Mobility Fee update study.

## Future Conditions Analysis

### Socioeconomic Data and Traffic Analysis Zone Refinement

To create a mobility fee program responsive to recent growth trends, it was necessary to update the growth forecasts and re-evaluate the capability of the City and TPO's transportation plans to accommodate the associated travel demands.

The University of Florida's Bureau of Economic and Business Research (BEBR) 2023 population forecasts for Polk County indicate total growth from 770,019 in 2022 to 1,033,800 by 2045, an overall growth rate of 1.29% per year. A faster growth rate of 2.28% per year is forecast from 2022 to 2030, which then slows to a rate of 0.79% per year from 2040 through 2045.

In its on-going transportation planning work, the Polk County Transportation Planning Organization (TPO) allocates this growth to traffic analysis zones (TAZ's), which are smaller geographic subareas, throughout the County. The TPO has assigned a growth rate of 2.95% per year for a "traffic-shed" area around Haines City, adding 5,999 persons per year from 2024 through 2045, resulting in a population forecast of 257,220. However, a traffic-shed area larger than Haines City was considered as

the larger area sends travel into and through Haines City. The traffic shed area is illustrated in a map in Attachment A.

Haines City's 2022 CityView SAP was based on a traffic-shed year 2040 population forecast of 234,712. This population growth rate from 2024 to 2040 is 3.18% per year, adding 6,194 persons per year.

Based on Polk County property tax records, recent housing growth rates in the traffic-shed area are substantially greater than those of the TPO and the City's 2022 CityView SAP Update and show no signs of slowing. The traffic-shed area has accounted for 43 of all residential units built in Polk County from 2019 to 2023, adding 3,846 dwelling units per year, able to house an annual population increase of 8,615 persons<sup>(1)</sup>.

For this update, an average county-wide population using BEBR's mid-range and high-range countywide forecast was used. Based on the property tax data, advice of City staff, and the BEBR population forecast, a traffic-shed growth rate of 4.04% per year was used for this update, adding an average of 8,636 persons per year, arriving at a traffic-shed population estimate of 321,008. The Haines City sub-area population was estimated at 118,113. Population and employment estimates for the remainder of Polk County as developed by the TPO were preserved. The population forecasts can be reviewed in Table 1.

Many of the TAZ's in the eastern portions of Haines City were large, as no substantial growth had been forecast for these areas. However, with the larger growth forecast and more extensive anticipated road network, it was necessary to refine the zonal structure. In an area where the "out of the box" model included 116 TAZ's, the zones were sub-divided into 199 TAZ's. Attachment A includes a map illustrating the refined TAZ structure and a zone-by-zone tabulation of the 2045 socio- economic data that was used for this update.

**Table 1: SAP Plan Population Forecast Summary**

| Year                | Haines City Subarea | TrafficShed Subarea | Haines City + Traffic-Shed | Rest of Polk County | County-wide Total |
|---------------------|---------------------|---------------------|----------------------------|---------------------|-------------------|
| 2024                | 32,007              | 107,637             | 139,644                    | 660,149             | 799,792           |
| 2030                | 56,664              | 146,753             | 203,417                    | 725,882             | 929,299           |
| 2035                | 77,190              | 165,324             | 242,514                    | 768,808             | 1,011,322         |
| 2040                | 97,685              | 184,025             | 281,710                    | 800,960             | 1,082,670         |
| 2045                | 118,113             | 202,895             | 321,008                    | 822,338             | 1,143,346         |
| <b>Annual Rate:</b> | <b>6.41%</b>        | <b>3.06%</b>        | <b>4.04%</b>               | <b>1.05%</b>        | <b>1.72%</b>      |

#### Travel Demand Modeling and Network Refinement

The travel demand modeling effort used the Florida Department of Transportation (FDOT) Central Florida Regional Planning Model 7 (CFRPM). The CFRPM 7 was chosen over the District 1 Regional Planning Model (D1RPM) used by the TPO because Haines City is more centrally located within the CFRPM, and area travel demands are oriented more toward CFRPM counties than the Southwest Florida

<sup>1</sup> At a persons per household average of 2.24.

<sup>2</sup> The "traffic-shed" population estimate includes the Haines City sub-area population estimate.

counties included in the D1RPM. (The D1RPM extends from Polk County on the northeast to Collier County on the southwest, whereas the CFRPM includes Polk, Osceola, Orange, Lake, and other counties to the northeast.) Selection of the model was conducted in coordination with City staff and validation was assumed to be included in the latest model. The results of the network refinement for this project are illustrated in Figure 1, with supporting data provided in Attachment B. The 2045 SAP Plan road network is composed of 131.8 miles of major roads in and adjacent to Haines City. Of that, 25.8 miles are State roads, and the remaining 106.0 miles are Polk County or City roads. Of the 106 miles of County and City roads, 45.3 miles are new roads.

### Level of Service Analysis

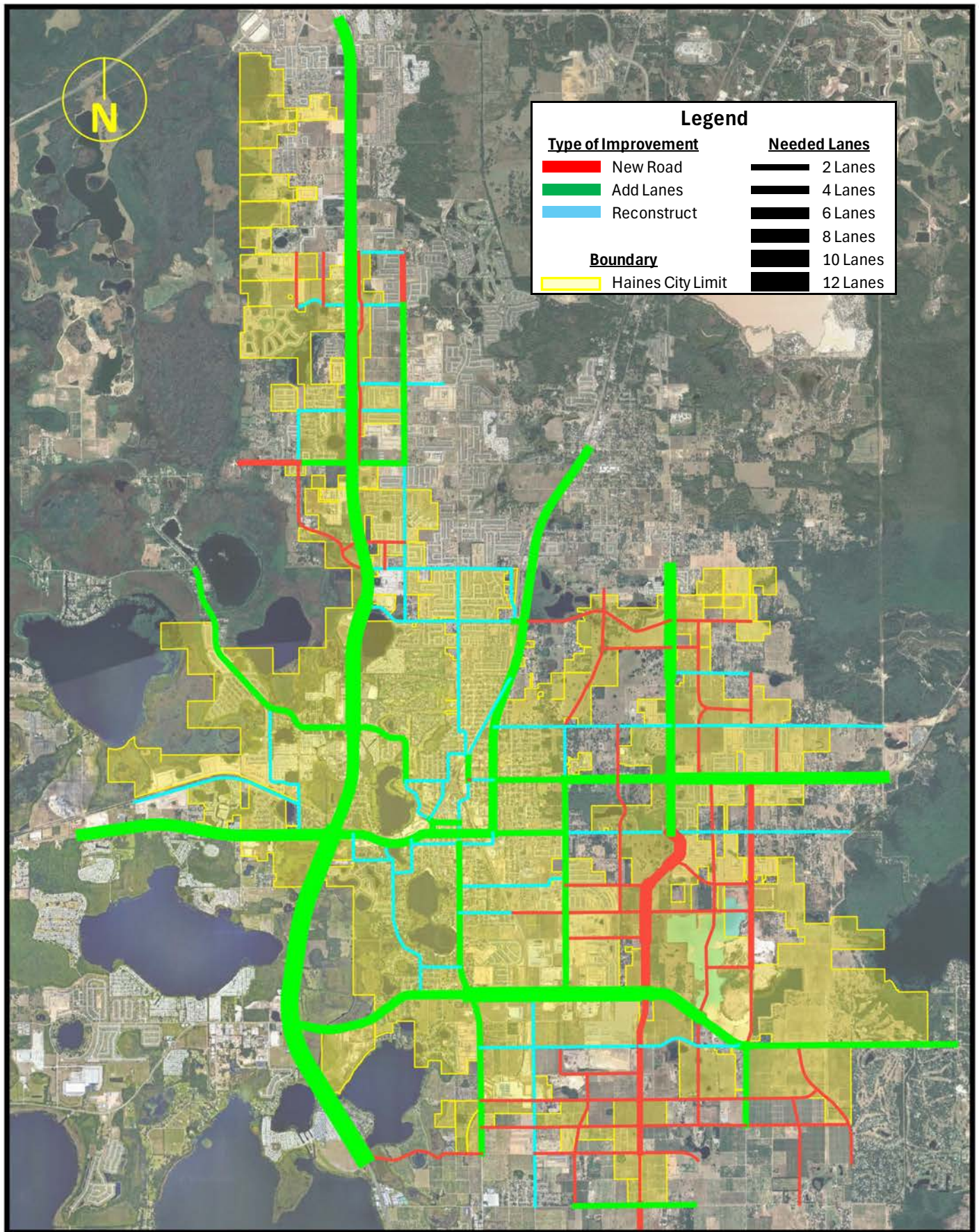
The results produced by the CFRPM provided a basis for determining the anticipated level of service for the framework facilities. The results were then developed using the FDOT 2023 Multimodal Quality/Level of Service Handbook Generalized Service Volume Tables based on an adopted LOS "D" for roadways in urbanized areas. The 2023 Handbook uses the newly adopted Context Classification rather than lane and speed limits, and the Preliminary Context Classification Transportation Data and Analytics (TDA) site was referenced for roadways with identified Context Classification; otherwise, engineering judgement was applied to roadways that did not have Context Classifications identified within the TDA.

Improvements are summarized in three categories in this review: Construction of new roads, adding lanes to existing roads, and reconstruction of existing roads.

- The plan proposes to add 108.9 lane-miles on 45.5 miles of new roadways to provide access to undeveloped land and congestion relief by creating new, alternative routes for travel.
- Addition of 89.2 lane-miles to 25.3 miles of existing City/County roads is indicated as needed to maintain the City/County adopted level of service standard of "E".
- A proposal to reconstruct virtually all existing City and County roads was also advanced in the 2022 CityView SAP. The intent of the reconstruction was to provide for urban amenities on roads within the City (e.g. pedestrian and bicycle facilities, street lighting, medians, on-street parking, closed drainage systems, etc.) at a considerable cost. Many of these roads were constructed to serve rural travel, but as the City has grown, the need to provide for urban and suburban travel demands has emerged.

Some lane addition and costs have been identified on State roads as well; however, in some cases the number of lanes needed to maintain adopted level of service standards exceed State policies on maximum number of lanes on State highways. The Florida DOT is in the process of studying alternative strategies to reduce travel demands and congestion on US 27, to which no solution has been formally adopted into local government transportation plans. Figure 1 illustrates the Plan, and Tables 2 and 3 summarize some of the features of the Plan. The LOS analysis and network inventory data is provided in Attachment B.







**Table 2: Centerline Miles Summary**  
**2024 Centerline Miles**

|                | Haines City | Polk County | City/County<br>Sub-Total | State       | Total       |
|----------------|-------------|-------------|--------------------------|-------------|-------------|
| New            | 0.0         | 0.0         | 0.0                      | 0.0         | 0.0         |
| Add Lanes      | 1.1         | 24.2        | 25.3                     | 25.7        | 51.1        |
| Reconstruct    | 16.4        | 18.2        | 34.6                     | 0.1         | 34.7        |
| No Change      | 0.0         | 0.0         | 0.0                      | 0.0         | 0.0         |
| <b>Totals:</b> | <b>17.5</b> | <b>42.4</b> | <b>59.9</b>              | <b>25.8</b> | <b>85.8</b> |

**2045 Centerline Miles**

|                | Haines City | Polk County | City/County<br>Sub-Total | State       | Total        |
|----------------|-------------|-------------|--------------------------|-------------|--------------|
| New            | 31.4        | 13.9        | 45.3                     | 0.0         | 45.3         |
| Add Lanes      | 1.1         | 24.2        | 25.3                     | 25.7        | 51.1         |
| Reconstruct    | 16.4        | 18.2        | 34.6                     | 0.1         | 34.7         |
| No Change      | 0.0         | 0.0         | 0.0                      | 0.0         | 0.0          |
| <b>Totals:</b> | <b>48.9</b> | <b>56.4</b> | <b>105.3</b>             | <b>25.8</b> | <b>131.1</b> |

**Changes in Centerline-Miles**

|                | Haines City | Polk County | City/County<br>Sub-Total | State      | Total       |
|----------------|-------------|-------------|--------------------------|------------|-------------|
| New            | 31.4        | 13.9        | 45.3                     | 0.0        | 45.3        |
| Add Lanes      | 0.0         | 0.0         | 0.0                      | 0.0        | 0.0         |
| Reconstruct    | 0.0         | 0.0         | 0.0                      | 0.0        | 0.0         |
| No Change      | 0.0         | 0.0         | 0.0                      | 0.0        | 0.0         |
| <b>Totals:</b> | <b>31.4</b> | <b>13.9</b> | <b>45.3</b>              | <b>0.0</b> | <b>45.3</b> |

**Table 3: Lane-Mile Summary**

**2024 Lane-Miles**

|                | Haines City | Polk County | City/County<br>Sub-Total | State        | Total        |
|----------------|-------------|-------------|--------------------------|--------------|--------------|
| New            | 0.0         | 0.0         | 0.0                      | 0.0          | 0.0          |
| Add Lanes      | 2.3         | 48.4        | 50.7                     | 109.0        | 159.7        |
| Reconstruct    | 32.8        | 36.4        | 69.2                     | 0.2          | 69.4         |
| No Change      | 0.0         | 0.0         | 0.0                      | 0.0          | 0.0          |
| <b>Totals:</b> | <b>35.1</b> | <b>84.8</b> | <b>119.9</b>             | <b>109.2</b> | <b>229.1</b> |

**Proposed 2045 Lane-Miles**

|                | Haines City  | Polk County  | City/County<br>Sub-Total | State        | Total        |
|----------------|--------------|--------------|--------------------------|--------------|--------------|
| New            | 67.3         | 41.6         | 108.9                    | 0.0          | 108.9        |
| Add Lanes      | 4.6          | 135.3        | 139.9                    | 192.5        | 332.4        |
| Reconstruct    | 32.8         | 36.4         | 69.2                     | 0.2          | 69.4         |
| No Change      | 0.0          | 0.0          | 0.0                      | 0.0          | 0.0          |
| <b>Totals:</b> | <b>104.6</b> | <b>213.3</b> | <b>318.0</b>             | <b>192.7</b> | <b>510.7</b> |

**Changes in Lane-Miles**

|                | Haines City | Polk County  | City/County<br>Sub-Total | State       | Total        |
|----------------|-------------|--------------|--------------------------|-------------|--------------|
| New            | 67.3        | 41.6         | 108.9                    | 0.0         | 108.9        |
| Add Lanes      | 2.3         | 86.9         | 89.2                     | 83.6        | 172.7        |
| Reconstruct    | 0.0         | 0.0          | 0.0                      | 0.0         | 0.0          |
| No Change      | 0.0         | 0.0          | 0.0                      | 0.0         | 0.0          |
| <b>Totals:</b> | <b>69.6</b> | <b>128.5</b> | <b>198.1</b>             | <b>83.6</b> | <b>281.7</b> |

## Cost Estimates

Costs were estimated for the roadway facility improvements identified in the updated SAP Plan. Unit costs (cost per mile) were developed for each segment using FDOT's Cost Per Mile Models for Long Range Estimating based on year 2022. The costs were then adjusted using a standard inflation rate for year 2024. The estimated unit costs are noted in Table 4.

**Table 4 Estimated Unit Costs**

| ROADWAY TYPE                                                         | CONSTRUCTION    | RECONSTRUCTION  |
|----------------------------------------------------------------------|-----------------|-----------------|
| 1 Boulevard   Residential - Rural 2-Lane                             | \$5,071,500.00  |                 |
| 2.1 Boulevard   Residential - Rural 2-Lane Transitional              | \$6,313,500.00  |                 |
| 2.2 Boulevard   Residential - Urban 4-Lane                           | \$15,111,000.00 | \$9,936,000.00  |
| 3.1 Boulevard   Commercial Area - Two Lane Urban Transitional        | \$14,904,000.00 | \$9,832,500.00  |
| 3.2 Boulevard   Commercial Area - Four Lane Urban                    | \$16,146,000.00 | \$10,350,000.00 |
| 4.1 Avenue   Residential Area- Urban Two-Lane With On-Street Parking | \$14,386,500.00 | \$9,315,000.00  |
| 4.2 Avenue   Residential Area- Urban Two-Lane With Bike Lane         | \$14,283,000.00 | \$9,211,500.00  |
| 5 Avenue   Commercial Area- Urban Two-Lane                           | \$14,904,000.00 | \$9,832,500.00  |
| 6 Avenue   Commercial Area- Urban Two-Lane with Off-Street Parking   | \$8,487,000.00  | \$9,004,500.00  |
| 7 Avenue   Residential Area- Urban Four-Lane Constrained             | \$14,593,500.00 | \$9,522,000.00  |
| 8 Avenue   Residential Area- Urban Four-Lane Divided                 | \$15,007,500.00 | \$9,832,500.00  |
| 14 Rural Street                                                      | \$4,243,500.00  |                 |

These unit costs were then applied to each of the corridors included in the 2022 SAP Future Roadway Network Plan to develop a planning-level estimate. The cost for each roadway included on the future roadway network are provided in Attachment B. Right of way acquisition costs, as well as design and construction engineering inspection costs, *are not included* in these costs. Additionally, revenue sources have not been identified to fund this plan in its entirety. Therefore, the Plan should be viewed as an "aspirational plan" until funding sources are committed to the proposed improvements. Table 5 summarizes the estimated costs.

**Table 5: Estimated Cost**

|                | Haines City          | Polk County          | City/County Sub-Total  | State                | Total                  |
|----------------|----------------------|----------------------|------------------------|----------------------|------------------------|
| New            | \$405,970,574        | \$159,792,719        | \$565,763,292          | \$0                  | \$565,763,292          |
| Add Lanes      | \$10,891,409         | \$226,004,256        | \$236,895,665          | \$261,667,044        | \$498,562,709          |
| Reconstruct    | \$150,122,714        | \$170,803,980        | \$320,926,694          | \$1,003,536          | \$321,930,230          |
| No Change      | \$0                  | \$0                  | \$0                    | \$0                  | \$0                    |
| <b>Totals:</b> | <b>\$566,984,696</b> | <b>\$556,600,955</b> | <b>\$1,123,585,650</b> | <b>\$262,670,580</b> | <b>\$1,386,256,230</b> |

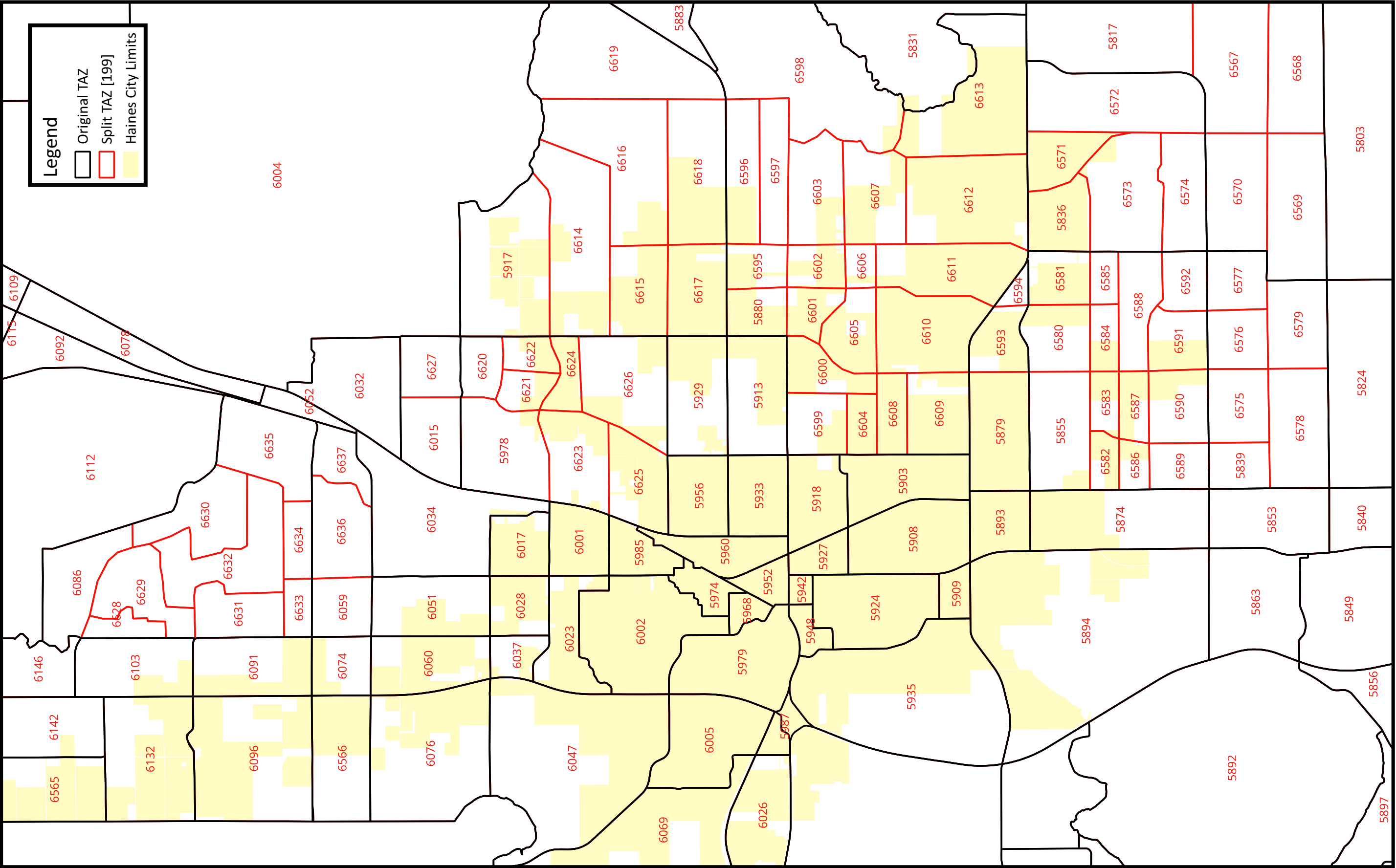
## Conclusion

This planning exercise was undertaken to support development of an updated mobility fee for Haines City. The expected growth in travel demands on Haines City's transportation system are derived from updated population growth forecasts, a refined model network, and desired infrastructure improvements identified within this memorandum. The results identified herein can be included as an addendum to the adopted Haines City CityView Special Area Plan Transportation Element Update and utilized to aid in the future decision making of relegated transportation improvements within the City of Haines City.

**Attachment A**

**2045 TAZ Structure**

**and Socio-Economic Data**



# Attachment A

7/2/2024

## 2045 Socio-Economic Data Forecast

| TAZ  | SubArea | 45SF_DU | 45SF_POP | 45MF_DU | 45MF_POP | 45TOT_POP | 45IND_EMP | 45COM_EMP | 45SVC_EMP | 45TOT_EMP |
|------|---------|---------|----------|---------|----------|-----------|-----------|-----------|-----------|-----------|
| 5446 | Shed    | 0       | 0        | 0       | 0        | 0         | 0         | 8         | 5         | 13        |
| 5773 | Shed    | 672     | 1559     | 83      | 162      | 1721      | 1         | 59        | 255       | 314       |
| 5780 | Shed    | 392     | 909      | 48      | 94       | 1003      | 0         | 1         | 27        | 28        |
| 5784 | Shed    | 373     | 865      | 46      | 90       | 955       | 0         | 0         | 0         | 0         |
| 5786 | Shed    | 141     | 327      | 17      | 33       | 360       | 0         | 0         | 0         | 0         |
| 5792 | Shed    | 328     | 761      | 40      | 78       | 839       | 628       | 29        | 67        | 724       |
| 5793 | Shed    | 285     | 661      | 35      | 68       | 729       | 0         | 41        | 101       | 142       |
| 5795 | Shed    | 409     | 949      | 50      | 98       | 1046      | 0         | 0         | 35        | 35        |
| 5797 | Shed    | 1403    | 3255     | 173     | 337      | 3592      | 0         | 0         | 0         | 0         |
| 5800 | Shed    | 1289    | 2990     | 159     | 310      | 3301      | 0         | 26        | 54        | 80        |
| 5801 | Shed    | 475     | 1102     | 59      | 115      | 1217      | 0         | 1051      | 324       | 1375      |
| 5803 | Shed    | 1213    | 2814     | 150     | 293      | 3107      | 21        | 16        | 83        | 120       |
| 5804 | Shed    | 436     | 1012     | 54      | 105      | 1117      | 195       | 171       | 187       | 553       |
| 5805 | Shed    | 301     | 698      | 37      | 72       | 770       | 160       | 161       | 1037      | 1358      |
| 5806 | Shed    | 951     | 2206     | 117     | 228      | 2434      | 0         | 25        | 1139      | 1164      |
| 5811 | Shed    | 633     | 1469     | 78      | 152      | 1621      | 475       | 436       | 523       | 1434      |
| 5812 | Shed    | 409     | 949      | 50      | 98       | 1046      | 30        | 0         | 24        | 54        |
| 5813 | Shed    | 1954    | 4533     | 242     | 472      | 5005      | 0         | 0         | 832       | 832       |
| 5817 | Shed    | 1042    | 2417     | 129     | 252      | 2669      | 0         | 0         | 2143      | 2143      |
| 5818 | Shed    | 737     | 1710     | 91      | 177      | 1887      | 2         | 20        | 263       | 285       |
| 5821 | Shed    | 1948    | 4519     | 241     | 470      | 4989      | 0         | 24        | 16        | 40        |
| 5822 | Shed    | 360     | 835      | 44      | 86       | 921       | 71        | 25        | 13        | 109       |
| 5824 | Shed    | 566     | 1313     | 70      | 137      | 1450      | 20        | 153       | 108       | 281       |
| 5825 | Shed    | 396     | 919      | 49      | 96       | 1014      | 0         | 33        | 2         | 36        |
| 5826 | Shed    | 530     | 1230     | 65      | 127      | 1356      | 167       | 587       | 473       | 1227      |
| 5827 | Shed    | 1217    | 2823     | 150     | 293      | 3116      | 0         | 51        | 2769      | 2820      |
| 5828 | Shed    | 182     | 422      | 22      | 43       | 465       | 67        | 42        | 210       | 320       |
| 5829 | Shed    | 1282    | 2974     | 158     | 308      | 3282      | 0         | 108       | 1010      | 1118      |
| 5831 | Shed    | 538     | 1248     | 67      | 131      | 1379      | 0         | 0         | 0         | 0         |
| 5833 | Shed    | 1508    | 3499     | 186     | 363      | 3861      | 426       | 411       | 3854      | 4690      |
| 5836 | Haines  | 469     | 1088     | 58      | 113      | 1201      | 0         | 318       | 0         | 318       |
| 5838 | Shed    | 407     | 944      | 50      | 98       | 1042      | 564       | 152       | 210       | 926       |
| 5839 | Shed    | 374     | 868      | 46      | 90       | 957       | 0         | 79        | 0         | 79        |
| 5840 | Shed    | 458     | 1063     | 57      | 111      | 1174      | 42        | 28        | 141       | 211       |
| 5841 | Shed    | 1260    | 2923     | 156     | 304      | 3227      | 0         | 2         | 501       | 502       |
| 5848 | Shed    | 617     | 1431     | 76      | 148      | 1580      | 0         | 0         | 0         | 0         |
| 5849 | Shed    | 537     | 1246     | 66      | 129      | 1375      | 857       | 85        | 253       | 1195      |
| 5850 | Shed    | 1885    | 4373     | 233     | 454      | 4828      | 0         | 50        | 80        | 130       |
| 5853 | Shed    | 576     | 1336     | 71      | 138      | 1475      | 5         | 47        | 82        | 134       |
| 5855 | Shed    | 664     | 1540     | 82      | 160      | 1700      | 346       | 0         | 466       | 346       |
| 5856 | Shed    | 586     | 1360     | 72      | 140      | 1500      | 911       | 282       | 378       | 1571      |
| 5857 | Shed    | 487     | 1130     | 60      | 117      | 1247      | 0         | 0         | 86        | 86        |
| 5860 | Shed    | 763     | 1770     | 94      | 183      | 1953      | 0         | 188       | 203       | 391       |
| 5863 | Shed    | 629     | 1459     | 78      | 152      | 1611      | 302       | 30        | 39        | 371       |
| 5865 | Shed    | 249     | 578      | 31      | 60       | 638       | 0         | 0         | 0         | 0         |
| 5872 | Shed    | 2572    | 5967     | 318     | 620      | 6587      | 0         | 223       | 321       | 544       |
| 5874 | Shed    | 716     | 1661     | 88      | 172      | 1833      | 1468      | 357       | 765       | 2590      |
| 5879 | Haines  | 788     | 1828     | 97      | 189      | 2017      | 923       | 150       | 53        | 1127      |
| 5880 | Haines  | 371     | 861      | 46      | 90       | 950       | 0         | 0         | 266       | 266       |
| 5883 | Shed    | 311     | 722      | 38      | 74       | 796       | 0         | 102       | 127       | 230       |
| 5892 | Shed    | 972     | 2255     | 120     | 234      | 2489      | 203       | 17        | 236       | 456       |
| 5893 | Haines  | 505     | 1172     | 62      | 121      | 1293      | 335       | 284       | 283       | 902       |
| 5894 | Shed    | 1125    | 2610     | 139     | 271      | 2881      | 357       | 151       | 2278      | 2786      |
| 5897 | Shed    | 462     | 1072     | 57      | 111      | 1183      | 0         | 0         | 179       | 179       |

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# Attachment A

7/2/2024

## 2045 Socio-Economic Data Forecast

| TAZ  | SubArea | 45SF_DU | 45SF_POP | 45MF_DU | 45MF_POP | 45TOT_POP | 45IND_EMP | 45COM_EMP | 45SVC_EMP | 45TOT_EMP |
|------|---------|---------|----------|---------|----------|-----------|-----------|-----------|-----------|-----------|
| 5903 | Haines  | 150     | 348      | 120     | 234      | 582       | 1033      | 306       | 3860      | 5199      |
| 5908 | Haines  | 1083    | 2513     | 134     | 261      | 2774      | 0         | 31        | 669       | 700       |
| 5909 | Haines  | 206     | 478      | 26      | 51       | 529       | 0         | 0         | 829       | 829       |
| 5913 | Haines  | 815     | 1891     | 101     | 197      | 2088      | 0         | 102       | 79        | 182       |
| 5917 | Haines  | 698     | 1619     | 86      | 168      | 1787      | 0         | 0         | 91        | 91        |
| 5918 | Haines  | 667     | 1547     | 82      | 160      | 1707      | 126       | 378       | 1165      | 1669      |
| 5924 | Haines  | 603     | 1399     | 74      | 144      | 1543      | 0         | 1         | 1193      | 1194      |
| 5927 | Haines  | 273     | 633      | 34      | 66       | 700       | 0         | 23        | 76        | 99        |
| 5929 | Haines  | 881     | 2044     | 109     | 213      | 2256      | 38        | 90        | 1144      | 1272      |
| 5933 | Haines  | 648     | 1503     | 80      | 156      | 1659      | 6         | 150       | 940       | 1096      |
| 5935 | Haines  | 1826    | 4236     | 226     | 441      | 4677      | 10        | 653       | 3762      | 4424      |
| 5942 | Haines  | 94      | 218      | 12      | 23       | 241       | 0         | 29        | 448       | 477       |
| 5948 | Haines  | 149     | 346      | 18      | 35       | 381       | 0         | 93        | 366       | 458       |
| 5952 | Haines  | 52      | 121      | 80      | 156      | 277       | 30        | 476       | 1200      | 2172      |
| 5956 | Haines  | 649     | 1506     | 80      | 156      | 1662      | 3         | 60        | 786       | 850       |
| 5960 | Haines  | 522     | 1211     | 65      | 127      | 1338      | 384       | 365       | 174       | 923       |
| 5968 | Haines  | 158     | 367      | 19      | 37       | 404       | 0         | 42        | 197       | 239       |
| 5974 | Haines  | 279     | 647      | 34      | 66       | 714       | 4         | 12        | 504       | 521       |
| 5978 | Haines  | 834     | 1935     | 103     | 201      | 2136      | 0         | 574       | 43        | 617       |
| 5979 | Haines  | 773     | 1793     | 96      | 187      | 1981      | 637       | 179       | 373       | 1189      |
| 5985 | Haines  | 420     | 974      | 52      | 101      | 1076      | 0         | 43        | 165       | 208       |
| 5987 | Haines  | 117     | 271      | 14      | 27       | 299       | 11        | 4         | 0         | 15        |
| 6001 | Haines  | 550     | 1276     | 68      | 133      | 1409      | 0         | 43        | 104       | 147       |
| 6002 | Haines  | 1533    | 3557     | 189     | 369      | 3925      | 89        | 771       | 997       | 1857      |
| 6004 | Shed    | 899     | 2086     | 111     | 216      | 2302      | 41        | 891       | 7219      | 8151      |
| 6005 | Haines  | 972     | 2255     | 120     | 234      | 2489      | 164       | 254       | 826       | 1245      |
| 6015 | Shed    | 578     | 1341     | 71      | 138      | 1479      | 0         | 63        | 185       | 247       |
| 6017 | Haines  | 517     | 1199     | 64      | 125      | 1324      | 0         | 0         | 0         | 0         |
| 6023 | Haines  | 457     | 1060     | 57      | 111      | 1171      | 4         | 516       | 201       | 720       |
| 6026 | Haines  | 1041    | 2415     | 129     | 252      | 2667      | 250       | 25        | 980       | 1255      |
| 6028 | Haines  | 477     | 1107     | 59      | 115      | 1222      | 0         | 0         | 75        | 75        |
| 6032 | Shed    | 959     | 2225     | 118     | 230      | 2455      | 24        | 160       | 1097      | 1281      |
| 6034 | Shed    | 1509    | 3501     | 187     | 365      | 3866      | 182       | 39        | 123       | 344       |
| 6037 | Haines  | 287     | 666      | 36      | 70       | 736       | 0         | 409       | 200       | 610       |
| 6047 | Haines  | 1015    | 2355     | 125     | 244      | 2599      | 0         | 583       | 891       | 1474      |
| 6051 | Haines  | 948     | 2199     | 117     | 228      | 2428      | 0         | 0         | 529       | 529       |
| 6052 | Shed    | 50      | 116      | 171     | 333      | 449       | 392       | 53        | 113       | 559       |
| 6059 | Shed    | 473     | 1097     | 58      | 113      | 1210      | 0         | 22        | 207       | 229       |
| 6060 | Haines  | 859     | 1993     | 106     | 207      | 2200      | 0         | 454       | 912       | 1366      |
| 6069 | Shed    | 1129    | 2619     | 140     | 273      | 2892      | 876       | 0         | 2073      | 2949      |
| 6074 | Haines  | 366     | 849      | 158     | 308      | 1157      | 118       | 767       | 767       | 2794      |
| 6076 | Haines  | 655     | 1520     | 81      | 158      | 1678      | 167       | 291       | 1019      | 1476      |
| 6078 | Shed    | 343     | 796      | 42      | 82       | 878       | 709       | 232       | 940       | 1881      |
| 6080 | Shed    | 2546    | 5907     | 315     | 614      | 6521      | 0         | 324       | 1214      | 1538      |
| 6086 | Shed    | 397     | 921      | 49      | 96       | 1017      | 0         | 11        | 583       | 593       |
| 6091 | Haines  | 780     | 1810     | 96      | 187      | 1997      | 0         | 255       | 1879      | 2135      |
| 6092 | Shed    | 300     | 696      | 37      | 72       | 768       | 596       | 229       | 774       | 1599      |
| 6096 | Haines  | 1034    | 2399     | 128     | 250      | 2648      | 0         | 153       | 1430      | 1583      |
| 6103 | Shed    | 857     | 1988     | 106     | 207      | 2195      | 0         | 242       | 747       | 989       |
| 6109 | Shed    | 525     | 1218     | 65      | 127      | 1345      | 513       | 550       | 1358      | 2421      |
| 6112 | Shed    | 633     | 1469     | 78      | 152      | 1621      | 30        | 327       | 1179      | 1536      |
| 6115 | Shed    | 1136    | 2636     | 140     | 273      | 2909      | 1198      | 314       | 978       | 2491      |
| 6127 | Shed    | 449     | 1042     | 56      | 109      | 1151      | 0         | 61        | 77        | 138       |
| 6132 | Shed    | 490     | 1137     | 61      | 119      | 1256      | 0         | 0         | 0         | 0         |

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# Attachment A

7/2/2024

## 2045 Socio-Economic Data Forecast

| TAZ  | SubArea | 45SF_DU | 45SF_POP | 45MF_DU | 45MF_POP | 45TOT_POP | 45IND_EMP | 45COM_EMP | 45SVC_EMP | 45TOT_EMP |
|------|---------|---------|----------|---------|----------|-----------|-----------|-----------|-----------|-----------|
| 6139 | Shed    | 538     | 1248     | 66      | 129      | 1377      | 19        | 64        | 251       | 334       |
| 6142 | Shed    | 765     | 1775     | 95      | 185      | 1960      | 257       | 581       | 2858      | 3696      |
| 6143 | Shed    | 250     | 580      | 31      | 60       | 640       | 0         | 430       | 504       | 934       |
| 6146 | Shed    | 2159    | 5009     | 267     | 521      | 5530      | 45        | 644       | 2248      | 2937      |
| 6147 | Shed    | 1319    | 3060     | 163     | 318      | 3378      | 9         | 204       | 338       | 551       |
| 6154 | Shed    | 486     | 1128     | 60      | 117      | 1245      | 0         | 48        | 130       | 178       |
| 6157 | Shed    | 752     | 1745     | 93      | 181      | 1926      | 19        | 22        | 123       | 164       |
| 6160 | Shed    | 734     | 1703     | 91      | 177      | 1880      | 0         | 25        | 38        | 64        |
| 6164 | Shed    | 150     | 348      | 18      | 35       | 383       | 0         | 142       | 63        | 205       |
| 6166 | Shed    | 217     | 503      | 27      | 53       | 556       | 0         | 238       | 123       | 361       |
| 6167 | Shed    | 1262    | 2928     | 156     | 304      | 3232      | 0         | 190       | 351       | 542       |
| 6168 | Shed    | 530     | 1230     | 65      | 127      | 1356      | 702       | 96        | 145       | 943       |
| 6173 | Shed    | 404     | 937      | 50      | 98       | 1035      | 0         | 0         | 0         | 0         |
| 6175 | Shed    | 456     | 1058     | 56      | 109      | 1167      | 714       | 465       | 933       | 2112      |
| 6177 | Shed    | 799     | 1854     | 99      | 193      | 2047      | 0         | 238       | 121       | 359       |
| 6179 | Shed    | 0       | 0        | 384     | 749      | 749       | 0         | 2490      | 186       | 2676      |
| 6180 | Shed    | 1907    | 4424     | 236     | 460      | 4884      | 93        | 1540      | 2287      | 3920      |
| 6557 | Shed    | 106     | 246      | 13      | 25       | 271       | 0         | 98        | 73        | 171       |
| 6565 | Shed    | 604     | 1401     | 75      | 146      | 1548      | 0         | 5         | 258       | 263       |
| 6566 | Haines  | 935     | 2169     | 116     | 226      | 2395      | 0         | 27        | 76        | 103       |
| 6567 | Shed    | 320     | 742      | 40      | 78       | 820       | 0         | 110       | 341       | 451       |
| 6568 | Shed    | 312     | 724      | 39      | 76       | 800       | 0         | 256       | 765       | 1022      |
| 6569 | Shed    | 362     | 840      | 45      | 88       | 928       | 0         | 183       | 547       | 730       |
| 6570 | Shed    | 383     | 889      | 47      | 92       | 980       | 0         | 183       | 751       | 934       |
| 6571 | Haines  | 425     | 986      | 53      | 103      | 1089      | 0         | 318       | 0         | 318       |
| 6572 | Haines  | 862     | 2000     | 107     | 209      | 2208      | 0         | 0         | 46        | 46        |
| 6573 | Haines  | 416     | 965      | 51      | 99       | 1065      | 0         | 0         | 589       | 589       |
| 6574 | Haines  | 414     | 960      | 51      | 99       | 1060      | 0         | 71        | 0         | 71        |
| 6575 | Shed    | 436     | 1012     | 54      | 105      | 1117      | 0         | 126       | 0         | 126       |
| 6576 | Shed    | 439     | 1018     | 54      | 105      | 1124      | 0         | 42        | 0         | 42        |
| 6577 | Shed    | 393     | 912      | 49      | 96       | 1007      | 0         | 98        | 0         | 98        |
| 6578 | Shed    | 399     | 926      | 49      | 96       | 1021      | 0         | 177       | 0         | 177       |
| 6579 | Shed    | 378     | 877      | 47      | 92       | 969       | 0         | 140       | 0         | 140       |
| 6580 | Shed    | 547     | 1269     | 68      | 133      | 1402      | 0         | 0         | 36        | 36        |
| 6581 | Shed    | 436     | 1012     | 54      | 105      | 1117      | 4         | 0         | 72        | 76        |
| 6582 | Shed    | 221     | 513      | 27      | 53       | 565       | 297       | 0         | 0         | 297       |
| 6583 | Shed    | 239     | 554      | 30      | 59       | 613       | 297       | 0         | 0         | 297       |
| 6584 | Shed    | 256     | 594      | 32      | 62       | 656       | 0         | 0         | 54        | 54        |
| 6585 | Shed    | 199     | 462      | 25      | 49       | 510       | 35        | 0         | 0         | 35        |
| 6586 | Shed    | 198     | 459      | 24      | 47       | 506       | 0         | 0         | 0         | 0         |
| 6587 | Shed    | 279     | 647      | 34      | 66       | 714       | 0         | 0         | 0         | 0         |
| 6588 | Shed    | 476     | 1104     | 59      | 115      | 1219      | 0         | 0         | 18        | 18        |
| 6589 | Shed    | 367     | 851      | 45      | 88       | 939       | 0         | 0         | 20        | 20        |
| 6590 | Shed    | 490     | 1137     | 61      | 119      | 1256      | 8         | 399       | 0         | 407       |
| 6591 | Shed    | 467     | 1083     | 58      | 113      | 1197      | 0         | 399       | 0         | 399       |
| 6592 | Shed    | 360     | 835      | 44      | 86       | 921       | 0         | 0         | 0         | 0         |
| 6593 | Haines  | 436     | 1012     | 54      | 105      | 1117      | 289       | 150       | 53        | 493       |
| 6594 | Haines  | 103     | 239      | 13      | 25       | 264       | 22        | 0         | 0         | 22        |
| 6595 | Haines  | 355     | 824      | 44      | 86       | 909       | 0         | 327       | 0         | 327       |
| 6596 | Haines  | 639     | 1482     | 79      | 154      | 1637      | 0         | 7         | 66        | 72        |
| 6597 | Haines  | 554     | 1285     | 68      | 133      | 1418      | 0         | 0         | 0         | 0         |
| 6598 | Haines  | 446     | 1035     | 55      | 107      | 1142      | 0         | 0         | 266       | 266       |
| 6599 | Haines  | 482     | 1118     | 60      | 117      | 1235      | 0         | 0         | 19        | 19        |
| 6600 | Haines  | 417     | 967      | 51      | 99       | 1067      | 0         | 0         | 0         | 0         |

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# Attachment A

7/2/2024

## 2045 Socio-Economic Data Forecast

| TAZ  | SubArea | 45SF_DU | 45SF_POP | 45MF_DU | 45MF_POP | 45TOT_POP | 45IND_EMP | 45COM_EMP | 45SVC_EMP | 45TOT_EMP |
|------|---------|---------|----------|---------|----------|-----------|-----------|-----------|-----------|-----------|
| 6601 | Haines  | 295     | 684      | 37      | 72       | 757       | 0         | 0         | 0         | 0         |
| 6602 | Haines  | 334     | 775      | 41      | 80       | 855       | 0         | 0         | 0         | 0         |
| 6603 | Haines  | 600     | 1392     | 74      | 144      | 1536      | 0         | 0         | 0         | 0         |
| 6604 | Haines  | 244     | 566      | 30      | 59       | 625       | 0         | 0         | 0         | 0         |
| 6605 | Haines  | 499     | 1158     | 62      | 121      | 1279      | 0         | 0         | 711       | 711       |
| 6606 | Haines  | 178     | 413      | 22      | 43       | 456       | 0         | 0         | 0         | 0         |
| 6607 | Haines  | 574     | 1332     | 71      | 138      | 1470      | 0         | 0         | 0         | 0         |
| 6608 | Haines  | 331     | 768      | 41      | 80       | 848       | 0         | 0         | 0         | 0         |
| 6609 | Haines  | 684     | 1587     | 84      | 164      | 1751      | 59        | 23        | 507       | 589       |
| 6610 | Haines  | 1190    | 2761     | 92      | 179      | 2940      | 80        | 0         | 0         | 80        |
| 6611 | Haines  | 603     | 1399     | 75      | 146      | 1545      | 22        | 0         | 0         | 22        |
| 6612 | Haines  | 510     | 1183     | 63      | 123      | 1306      | 0         | 599       | 0         | 599       |
| 6613 | Haines  | 436     | 1012     | 54      | 105      | 1117      | 0         | 182       | 266       | 448       |
| 6614 | Haines  | 1132    | 2626     | 82      | 160      | 2786      | 0         | 0         | 1232      | 91        |
| 6615 | Haines  | 704     | 1633     | 87      | 170      | 1803      | 0         | 153       | 303       | 456       |
| 6616 | Haines  | 499     | 1158     | 62      | 121      | 1279      | 0         | 0         | 61        | 61        |
| 6617 | Haines  | 719     | 1668     | 89      | 174      | 1842      | 0         | 168       | 43        | 211       |
| 6618 | Haines  | 718     | 1666     | 89      | 174      | 1839      | 0         | 0         | 61        | 61        |
| 6619 | Haines  | 400     | 928      | 49      | 96       | 1024      | 4         | 0         | 0         | 4         |
| 6620 | Haines  | 325     | 754      | 40      | 78       | 832       | 0         | 0         | 19        | 19        |
| 6621 | Haines  | 166     | 385      | 20      | 39       | 424       | 0         | 0         | 0         | 0         |
| 6622 | Haines  | 187     | 434      | 23      | 45       | 479       | 0         | 0         | 0         | 0         |
| 6623 | Haines  | 771     | 1789     | 95      | 185      | 1974      | 0         | 161       | 62        | 223       |
| 6624 | Haines  | 271     | 629      | 34      | 66       | 695       | 0         | 0         | 0         | 0         |
| 6625 | Haines  | 694     | 1610     | 86      | 168      | 1778      | 0         | 122       | 179       | 301       |
| 6626 | Haines  | 918     | 2130     | 113     | 220      | 2350      | 0         | 0         | 227       | 227       |
| 6627 | Shed    | 489     | 1134     | 60      | 117      | 1251      | 0         | 0         | 0         | 0         |
| 6628 | Shed    | 201     | 466      | 25      | 49       | 515       | 0         | 0         | 20        | 20        |
| 6629 | Shed    | 631     | 1464     | 78      | 152      | 1616      | 0         | 0         | 305       | 305       |
| 6630 | Shed    | 794     | 1842     | 98      | 191      | 2033      | 0         | 3         | 409       | 412       |
| 6631 | Shed    | 559     | 1297     | 69      | 135      | 1431      | 0         | 0         | 104       | 104       |
| 6632 | Shed    | 864     | 2004     | 107     | 209      | 2213      | 0         | 18        | 104       | 122       |
| 6633 | Shed    | 217     | 503      | 27      | 53       | 556       | 0         | 0         | 0         | 0         |
| 6634 | Shed    | 280     | 650      | 35      | 68       | 718       | 0         | 15        | 33        | 48        |
| 6635 | Shed    | 717     | 1663     | 89      | 174      | 1837      | 83        | 10        | 136       | 229       |
| 6636 | Shed    | 768     | 1782     | 95      | 185      | 1967      | 0         | 0         | 191       | 191       |
| 6637 | Shed    | 328     | 761      | 41      | 80       | 841       | 0         | 152       | 882       | 1034      |

**Attachment B**

**SAP Plan Travel Demands and Cost**

**Estimate**

# Attachment B -- Road Inventory

7/25/2024

| On: From/To                                                 | Juris       | Length (mi) | Exist Rd Class-ification | 2045 Number of Lanes | LOS STD | LOS D Capacity | Capacity Adjust for Non-State Road | 2045 AADT VOLUME | AADT/D Cap RATIO | LOS | Needed Lanes | Section Type                            | Cost/Mile    | Construction Cost | Type of Improvement |
|-------------------------------------------------------------|-------------|-------------|--------------------------|----------------------|---------|----------------|------------------------------------|------------------|------------------|-----|--------------|-----------------------------------------|--------------|-------------------|---------------------|
| 10TH ST: Alta Vista Dr./Robinson Dr                         | State       | 0.505       | 2D                       | C3R                  | 4       | D              | 37,300                             | 27,400           | 0.73             | C   | 4            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$5,017,680       | Add Lanes           |
| 10TH ST: BATES ROAD/Patterson Rd                            | Haines City | 0.500       | 2U                       | C3R                  | 2       | D              | 20,160                             | 4,000            | 0.20             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,605,750       | Reconstruct         |
| 10TH ST: Grace/Dak Dr                                       | State       | 0.653       | 2D                       | C3R                  | 4       | D              | 33,570                             | 31,200           | 0.93             | D   | 4            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$6,488,208       | Add Lanes           |
| 10TH ST: Lee Jackson Hwy/Freedom Dr                         | Haines City | 0.868       | 2U                       | C3R                  | 2       | D              | 20,160                             | 7,800            | 0.39             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$7,995,582       | Reconstruct         |
| 10TH ST: Oak Av./US 17/92 (HINSON AVENUE E)                 | State       | 0.101       | 2D                       | C3R                  | 4       | D              | 37,300                             | 15,100           | 0.40             | C   | 2            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$1,003,536       | Reconstruct         |
| 10TH ST: Robinson Dr/Grace                                  | State       | 0.653       | 2D                       | C3R                  | 4       | D              | 33,570                             | 33,100           | 0.99             | D   | 4            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$6,488,208       | Add Lanes           |
| 10TH ST: SR 544/Alta Vista Dr                               | State       | 0.287       | 2D                       | C3R                  | 4       | D              | 37,300                             | 29,900           | 0.80             | C   | 4            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$2,851,632       | Add Lanes           |
| 10TH ST: US 17/92 (HINSON AVE)/12TH STREET                  | Haines City | 0.394       | 2U                       | C3R                  | 2       | D              | 20,160                             | 7,400            | 0.37             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$3,629,331       | Reconstruct         |
| 12th St: Freedom Dr/Bates Rd                                | Haines City | 0.507       | 2U                       | C3R                  | 2       | D              | 20,160                             | 7,200            | 0.36             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,670,231       | Reconstruct         |
| 12TH ST: Johnson Av/Lee Jackson Hwy                         | Haines City | 0.207       | 2U                       | C3R                  | 4       | D              | 33,570                             | 18,100           | 0.54             | C   | 4            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$2,056,752       | Add Lanes           |
| 12TH ST: STUART AVE/Johnson Av                              | Haines City | 0.173       | 2U                       | C3R                  | 2       | D              | 20,160                             | 12,100           | 0.60             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$1,593,590       | Reconstruct         |
| 1st St W/Pennsylvania Av. Peninsular Dr./Oak Av             | Haines City | 0.436       | 2U                       | C3R                  | 2       | D              | 20,160                             | 2,100            | 0.10             | C   | 2            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$4,286,970       | Reconstruct         |
| 30th St Ext. Baker Dairy Rd/E-W Road P                      | Haines City | 0.825       | 0                        | C2                   | 4       | D              | 50,130                             | 9,100            | 0.18             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$11,783,475      | New                 |
| 30th St Ext. Bates Rd/Haines City NCL                       | Haines City | 0.212       | 0                        | C2                   | 4       | D              | 50,130                             | 11,400           | 0.23             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$3,027,996       | New                 |
| 30th St Ext. E-W Road P/Bates Rd                            | Haines City | 0.347       | 0                        | C2                   | 4       | D              | 50,130                             | 8,400            | 0.17             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$4,956,201       | New                 |
| 30TH ST: CR 544 LAKE MARION ROAD/Roe Rd                     | Polk County | 0.528       | 2U                       | C2                   | 4       | D              | 50,130                             | 19,200           | 0.38             | C   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,863,672       | Add Lanes           |
| 30TH ST: Grace/HINSON AVENUE E                              | Polk County | 0.760       | 2U                       | C3R                  | 4       | D              | 33,570                             | 20,600           | 0.61             | C   | 4            | URBAN AVENUE FOUR-LANE (SECTION 7/8)    | \$9,522,000  | \$7,236,720       | Add Lanes           |
| 30TH ST: HINSON AVE/CR 580 (JOHNSON AVENUE E)               | Polk County | 0.501       | 2U                       | C3R                  | 4       | D              | 33,570                             | 23,700           | 0.71             | C   | 4            | URBAN AVENUE FOUR-LANE (SECTION 7/8)    | \$9,522,000  | \$4,770,522       | Add Lanes           |
| 30TH ST: Robinson Dr/Grace                                  | Polk County | 0.760       | 2U                       | C3R                  | 4       | D              | 33,570                             | 22,300           | 0.66             | C   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,522,000  | \$7,236,720       | Add Lanes           |
| 30TH ST: Roe Rd/Robinson Dr                                 | Polk County | 0.243       | 2U                       | C3R                  | 4       | D              | 33,570                             | 20,600           | 0.61             | C   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$2,238,395       | Add Lanes           |
| ALTA VISTA DR: Peninsular Dr./Oak St S                      | Haines City | 0.379       | 2U                       | C3R                  | 2       | D              | 20,160                             | 4,300            | 0.21             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$3,491,159       | Reconstruct         |
| BAKER AVE: US 17/92/30TH ST                                 | Polk County | 0.665       | 2U                       | C3R                  | 2       | D              | 20,160                             | 1,800            | 0.09             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$6,125,648       | Reconstruct         |
| BAKER DAIRY RD: 30TH ST/PARK RD                             | Polk County | 0.500       | 2U                       | C3R                  | 2       | D              | 20,160                             | 1,000            | 0.05             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,605,750       | Reconstruct         |
| BAKER DAIRY RD: BAKER DAIRY RD (N-S)/E JOHNSON AVE          | Polk County | 1.015       | 2U                       | C2                   | 2       | D              | 12,600                             | 3,500            | 0.28             | C   | 2            | RURAL STREET (SECTION 14)               | \$4,243,500  | \$4,307,153       | Reconstruct         |
| BAKER DAIRY RD: Baker Dairy Rd (West)/Baker Dairy Rd (East) | Polk County | 0.250       | 2U                       | C2                   | 2       | D              | 12,600                             | 4,900            | 0.39             | C   | 2            | RURAL STREET (SECTION 14)               | \$4,243,500  | \$1,060,875       | Reconstruct         |
| BAKER DAIRY RD: N-S Road J/Baker Dairy Rd (West)            | Polk County | 0.523       | 2U                       | C2                   | 2       | D              | 12,600                             | 0                | 0.00             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,817,615       | Reconstruct         |
| BAKER DAIRY RD: PARK RD/POWER LINE ROAD                     | Polk County | 0.506       | 2U                       | C3R                  | 2       | D              | 20,160                             | 500              | 0.02             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,661,019       | Reconstruct         |
| BAKER DAIRY RD: Power Line Rd/N-S Road J                    | Polk County | 0.238       | 2U                       | C2                   | 2       | D              | 12,600                             | 4,000            | 0.32             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$3,399,354       | Reconstruct         |
| BANNON ISLAND RD: BANNON LOOP RD/POWERLINE RD               | Polk County | 0.749       | 2U                       | C2                   | 2       | D              | 12,600                             | 800              | 0.06             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$10,697,967      | Reconstruct         |
| BANNON ISLAND RD: Debur Rd/BANNON LOOP RD                   | Polk County | 0.254       | 2U                       | C2                   | 2       | D              | 12,600                             | 3,200            | 0.25             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$2,339,721       | Reconstruct         |
| BANNON ISLAND RD: N-S ROAD J/CR 544 LAKE MARION ROAD        | Polk County | 0.387       | 2U                       | C2                   | 2       | D              | 12,600                             | 900              | 0.07             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$5,527,521       | Reconstruct         |
| BANNON ISLAND RD: POWERLINE RD/N-S ROAD J                   | Polk County | 0.590       | 2U                       | C2                   | 2       | D              | 12,600                             | 1,600            | 0.13             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$8,426,970       | Reconstruct         |
| BANNON ISLAND RD: SR 17 (RIDGE SCENIC HIGHWAY)/DETOUR       | Polk County | 0.507       | 2U                       | C3R                  | 2       | D              | 20,160                             | 2,700            | 0.13             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,670,231       | Reconstruct         |
| BANNON LOOP/ROTBANNON ISLAND RD/POWERLINE RD                | Haines City | 1.000       | 0                        | C2                   | 2       | D              | 12,600                             | 2,500            | 0.20             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$14,283,000      | New                 |
| BATES RD: 10th St/Patterson Rd                              | Polk County | 0.532       | 2U                       | C3R                  | 2       | D              | 20,160                             | 11,400           | 0.57             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,900,518       | Reconstruct         |
| BATES RD: 30th St Ext/Power Line Rd                         | Haines City | 0.703       | 0                        | C2                   | 2       | D              | 12,600                             | 5,300            | 0.42             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$10,040,949      | New                 |
| BATES RD: N-S ROAD K/EAST OF FOUSSIM TROUT AVE              | Haines City | 0.496       | 0                        | C2                   | 2       | D              | 12,600                             | 6,900            | 0.55             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$7,084,368       | New                 |
| BATES RD: PATTERSON RD/US 17/92                             | Polk County | 0.094       | 2U                       | C3R                  | 2       | D              | 20,160                             | 19,500           | 0.97             | D   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$865,881         | Add Lanes           |
| BATES RD: POWER LINE RD/N-S ROAD K                          | Haines City | 0.266       | 0                        | C2                   | 2       | D              | 12,600                             | 5,300            | 0.42             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$3,799,278       | New                 |
| BATES RD: US 17/30th St Ext                                 | Haines City | 0.772       | 0                        | C2                   | 2       | D              | 12,600                             | 6,100            | 0.48             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$11,026,476      | New                 |
| BATES RD: US 277/10th St                                    | Polk County | 0.939       | 2U                       | C3R                  | 4       | D              | 33,570                             | 10,300           | 0.31             | C   | 2            | URBAN AVENUE FOUR-LANE (SECTION 7/8)    | \$9,522,000  | \$8,941,158       | Reconstruct         |

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# Attachment B -- Road Inventory

7/25/2024

| On: From/To                                              | Juris       | Length (mi) | Exist Rd Class | Context | 2045 Number of Lanes | LOS STD | LOS D Capacity | Capacity Adjust for Non-State Road | 2045 AADT VOLUME | AADT/D Cap RATIO | LOS | Needed Lanes | Section Type                            | Cost/Mile    | Construction Cost | Type of Improvement |
|----------------------------------------------------------|-------------|-------------|----------------|---------|----------------------|---------|----------------|------------------------------------|------------------|------------------|-----|--------------|-----------------------------------------|--------------|-------------------|---------------------|
| BICE GROVE RD: Baker Dairy Rd/N-S ROAD K                 | Haines City | 0.491       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 9,500            | 0.75             | D   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,522,847       | New                 |
| BICE GROVE RD: BRAQUERY RD/Hinson Av                     | Haines City | 0.495       | 0              | C3R     | 4                    | D       | 33,570         | -10%                               | 21,600           | 0.64             | C   | 4            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$4,867,088       | New                 |
| BICE GROVE RD: E-W ROAD N/Robinson Dr                    | Haines City | 0.532       | 0              | C2      | 4                    | D       | 50,130         | -10%                               | 17,800           | 0.36             | C   | 4            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$5,230,890       | New                 |
| BICE GROVE RD: Hinson Av/Johnson Av                      | Haines City | 0.506       | 0              | C3R     | 4                    | D       | 33,570         | -10%                               | 21,300           | 0.63             | C   | 4            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$4,975,245       | New                 |
| BICE GROVE RD: Johnson Av/Baker Dairy Rd                 | Haines City | 0.500       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 8,400            | 0.67             | D   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,605,750       | New                 |
| BICE GROVE RD: KENNEDY RD/SR 544 E                       | Polk County | 0.499       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 20,200           | 0.40             | C   | 4            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$3,150,437       | Add Lanes           |
| BICE GROVE RD: Lake Marion Rd/E-W ROAD N                 | Haines City | 0.757       | 0              | C2      | 4                    | D       | 50,130         | -10%                               | 13,500           | 0.27             | C   | 2            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$7,443,203       | New                 |
| BICE GROVE RD: N-S ROAD K/Tart Boozler Rd                | Haines City | 0.491       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 7,500            | 0.60             | D   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,522,847       | New                 |
| BICE GROVE RD: Robinson Dr/Bredbury Rd                   | Haines City | 0.255       | 0              | C2      | 4                    | D       | 50,130         | -10%                               | 21,300           | 0.42             | C   | 4            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$2,507,288       | New                 |
| BICE GROVE RD: WHITE CLAY PT RD/KENNEDY RD               | Polk County | 0.253       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 20,800           | 0.41             | C   | 4            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$1,597,316       | Add Lanes           |
| BRAQUERY RD: Power Line Rd/N Bice Grove Rd               | Haines City | 0.823       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 1,800            | 0.14             | C   | 2            | RURAL BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$5,196,011       | New                 |
| CARL BOOZER RD: N Bice Grove Rd/N-S ROAD K               | Haines City | 0.498       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 6,800            | 0.54             | C   | 2            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$3,144,123       | Reconstruct         |
| CARL BOOZER RD: Power Line Rd/N Bice Grove Rd            | Haines City | 0.264       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 9,100            | 0.72             | D   | 2            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$1,666,764       | Reconstruct         |
| CR 17 (Main St): Johnson Av/Railroad Av                  | Polk County | 0.491       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 15,500           | 0.46             | C   | 2            | URBAN AVENUE FOUR-LANE (SECTION 7/8)    | \$9,522,000  | \$4,675,302       | Reconstruct         |
| CR 17 (Main St): US 277/Johnson Av                       | Polk County | 0.904       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 25,800           | 0.77             | C   | 4            | URBAN AVENUE FOUR-LANE (SECTION 7/8)    | \$9,522,000  | \$8,607,888       | Add Lanes           |
| CR 17 (POUL CITY ROAD): LAKE LOWERY RD/YARLAN DR         | Polk County | 1.542       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 22,200           | 0.44             | C   | 4            | RURAL STREET (SECTION 4)                | \$4,243,500  | \$6,543,477       | Add Lanes           |
| CR 17 (POUL CITY ROAD): PRAIDO GRANDE DR/AUS 27          | Polk County | 0.862       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 21,800           | 0.65             | C   | 4            | RURAL BOULEVARD (SECTION 1)             | \$5,071,500  | \$4,371,633       | Add Lanes           |
| CR 17 (POUL CITY ROAD): Railroad Av/US 17/92 HINSON AVEN | Polk County | 0.149       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 17,600           | 0.52             | C   | 4            | URBAN AVENUE FOUR-LANE (SECTION 7/8)    | \$9,522,000  | \$1,418,778       | Add Lanes           |
| CR 544 (LAKE MARION RD): 30th St/Power Line Rd           | Polk County | 0.754       | 2U             | C2      | 6                    | D       | 12,600         | -10%                               | 68,000           | 5.40             | F   | 10           | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$7,413,705       | Add Lanes           |
| CR 544 (LAKE MARION RD): BANNON ISLAND RD/BICE GROVE F   | Polk County | 0.072       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 38,000           | 0.76             | C   | 6            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$715,392         | Add Lanes           |
| CR 544 (LAKE MARION RD): BICE GROVE RD/TYNER RD          | Polk County | 0.491       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 29,600           | 0.59             | C   | 4            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$4,827,758       | Add Lanes           |
| CR 544 (LAKE MARION RD): CR 546 (KOKOMO RD)/JAMELIT D    | Polk County | 0.386       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 16,700           | 1.33             | E   | 4            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$3,835,296       | Add Lanes           |
| CR 544 (LAKE MARION RD): Debur Rd/30th St                | Polk County | 0.310       | 2U             | C2      | 6                    | D       | 12,600         | -10%                               | 65,000           | 5.16             | F   | 10           | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$3,048,075       | Add Lanes           |
| CR 544 (LAKE MARION RD): N-S ROAD L/Bannon Island Rd     | Polk County | 0.471       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 38,200           | 0.76             | C   | 6            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$4,631,108       | Add Lanes           |
| CR 544 (LAKE MARION RD): Power Line Rd/N-S ROAD L        | Polk County | 0.568       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 47,900           | 0.96             | D   | 8            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$5,584,860       | Add Lanes           |
| CR 544 (LAKE MARION RD): SR 17 (10th St)/Debur Rd        | Polk County | 0.599       | 2U             | C3R     | 6                    | D       | 49,590         | -10%                               | 66,100           | 1.33             | F   | 10           | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$5,889,668       | Add Lanes           |
| CR 544 (LAKE MARION RD): TYNER RD/CR 546 (KOKOMO RD)     | Polk County | 1.105       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 22,000           | 1.75             | E   | 4            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$10,864,913      | Add Lanes           |
| CR 546 (KOKOMO RD): N-S ROAD G/POWERLINE RD              | Polk County | 0.608       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 25,100           | 0.50             | C   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$5,600,592       | Add Lanes           |
| CR 546 (KOKOMO RD): POWERLINE RD/N-S ROAD L              | Polk County | 0.523       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 21,700           | 0.43             | C   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,817,615       | Add Lanes           |
| CR 547 (DAVENPORT BLVD): US 277/HOLLY HILL RD            | Polk County | 0.496       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 16,100           | 0.32             | C   | 4            | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$4,876,920       | Add Lanes           |
| CR 580 (JOHNSON AVE): 12TH ST/W OF HILLTOP TER           | Haines City | 0.046       | 0              | C3R     | 2                    | D       | 20,160         | -10%                               | 13,400           | 0.66             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$657,018         | New                 |
| CR 580 (JOHNSON AVE): 30TH ST/PARK RD                    | Polk County | 0.503       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 37,400           | 1.11             | F   | 6            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,633,385       | Add Lanes           |
| CR 580 (JOHNSON AVE): PARK RD/POWERLINE ROAD             | Polk County | 0.500       | 2U             | C2      | 4                    | D       | 50,130         | -10%                               | 34,300           | 0.68             | C   | 6            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,605,750       | Add Lanes           |
| CR 580 (JOHNSON AVE): US 17/92/30TH ST                   | Polk County | 0.681       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 26,700           | 0.80             | C   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$6,273,032       | Add Lanes           |
| CR 580 (JOHNSON AVE): W OF HILLTOP TER/US 17/92          | Haines City | 0.192       | 2U             | C3R     | 2                    | D       | 20,160         | -10%                               | 13,400           | 0.66             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$1,768,608       | Reconstruct         |
| CR 580 (JOHNSON AVE): BICE GROVE RD/E...                 | Polk County | 1.017       | 2U             | C3R     | 6                    | D       | 49,590         | -10%                               | 54,100           | 1.09             | F   | 8            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$10,104,912      | Add Lanes           |
| CR 580 (JOHNSON AVE): LAWSON AVE/BICE                    | Polk County | 0.242       | 2U             | C3R     | 6                    | D       | 49,590         | -10%                               | 57,300           | 1.16             | F   | 8            | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$2,404,512       | Add Lanes           |
| CR 580 (JOHNSON AVE): N-S ROAD J/N-S R                   | Polk County | 0.760       | 2U             | C3R     | 6                    | D       | 49,590         | -10%                               | 55,100           | 1.12             | F   | 8            | URBAN AVENUE FOUR-LANE (SECTION 7/8)    | \$9,522,000  | \$7,236,720       | Add Lanes           |
| CR 580 (JOHNSON AVE): N-S ROAD L/BICE G                  | Polk County | 0.760       | 2U             | C2      | 6                    | D       | 50,130         | -10%                               | 55,100           | 1.10             | E   | 8            | URBAN AVENUE FOUR-LANE (SECTION 7/8)    | \$9,522,000  | \$7,236,720       | Add Lanes           |
| CR 580 (JOHNSON AVE): POWERLINE ROAD/                    | Polk County | 0.760       | 2U             | C3R     | 6                    | D       | 49,590         | -10%                               | 60,400           | 1.22             | F   | 8            | URBAN AVENUE FOUR-LANE (SECTION 7/8)    | \$9,522,000  | \$7,236,720       | Add Lanes           |
| DETOUR RD: Bannon Island Rd/Lake Marion Rd               | Polk County | 0.505       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 1,000            | 0.08             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,651,808       | Reconstruct         |

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# Attachment B -- Road Inventory

7/25/2024

| On: From/To                                            | Juris       | Length (mi) | Exist Rd Class | Context | 2045 Number of Lanes | LOS STD | LOS D Capacity | Capacity Adjust for Non-State Road | 2045 AADT VOLUME | AADT/D Cap RATIO | LOS | Needed Lanes | Section Type                           | Cost/Mile    | Construction Cost | Type of Improvement |
|--------------------------------------------------------|-------------|-------------|----------------|---------|----------------------|---------|----------------|------------------------------------|------------------|------------------|-----|--------------|----------------------------------------|--------------|-------------------|---------------------|
| DETOUR RD: Hughes Rd/White Clay Pk Rd                  | Polk County | 0.246       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 2,100            | 0.17             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$2,266,029       | Reconstruct         |
| DETOUR RD: Kokomo Rd/Bannan Island Rd                  | Polk County | 0.506       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 800              | 0.06             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$4,661,019       | Reconstruct         |
| DETOUR RD: Kokomo Rd/Hughes Rd                         | Polk County | 0.508       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 1,900            | 0.15             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$4,679,442       | Reconstruct         |
| DETOUR RD: White Clay Pk Rd/Kennedy Rd                 | Polk County | 0.249       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 400              | 0.03             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$2,293,664       | Reconstruct         |
| E-W ROAD N: N-S ROAD L/BOICE GROVE ROAD                | Haines City | 0.422       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 1,000            | 0.08             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$6,027,426       | New                 |
| E-W Road P: 30th St Exd/Powerline Rd                   | Haines City | 0.647       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 4,200            | 0.33             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$9,241,101       | New                 |
| E-W Road P: POWERLINE RD/N-S ROAD K                    | Haines City | 0.265       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 1,700            | 0.13             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$3,784,995       | New                 |
| FOG GROVE RD/US 27/Sanders Rd                          | Polk County | 1.397       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 6,500            | 0.52             | C   | 2            | RURAL BOULEVARD TWO-LANE (SECTION 2/3) | \$6,313,500  | \$8,819,960       | New                 |
| FOG GROVE RD: Massee Rd/HOLLY HILL TANK RD             | Polk County | 0.508       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 7,900            | 0.63             | D   | 2            | RURAL BOULEVARD TWO-LANE (SECTION 2/3) | \$6,313,500  | \$3,207,258       | New                 |
| FOG GROVE RD: Sanders Rd/Holly Hill Cut off Rd         | Polk County | 0.491       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 2,800            | 0.22             | C   | 2            | RURAL BOULEVARD TWO-LANE (SECTION 2/3) | \$6,313,500  | \$3,099,929       | Reconstruct         |
| FLORIDA AVENUE W/F St: US 17/Penninsular Dr            | Haines City | 0.615       | 2U             | C3C     | 2                    | D       | 19,530         | -10%                               | 8,400            | 0.43             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,832,500  | \$6,046,988       | Reconstruct         |
| FLORIDA DEVELOPMENT RD: US 27/HOLLY HILL RD            | Haines City | 0.491       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 3,000            | 0.24             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$4,522,847       | Reconstruct         |
| FOREST LAKE DR: Holly Hill Rd/Dead End                 | Haines City | 0.373       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 6,600            | 0.52             | C   | 2            | RURAL BOULEVARD TWO-LANE (SECTION 2/3) | \$6,313,500  | \$2,354,936       | Reconstruct         |
| FOREST LAKE DR: N-S Road C/Holly Hill Rd               | Haines City | 0.433       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 100              | 0.01             | C   | 2            | RURAL BOULEVARD TWO-LANE (SECTION 2/3) | \$6,313,500  | \$2,733,746       | Reconstruct         |
| GRACE AVE: 30th St/N-S ROAD I                          | Haines City | 0.503       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 1,600            | 0.13             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$7,184,349       | New                 |
| GRACE AVE: N-S ROAD I/Power Line Rd                    | Haines City | 0.273       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 5,200            | 0.41             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$3,899,259       | New                 |
| GRACE AVE: SR 17/TENTH STREET/20TH STREET              | Haines City | 1.053       | 2U             | C3R     | 2                    | D       | 20,160         | -10%                               | 2,300            | 0.11             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$9,699,710       | Reconstruct         |
| HINSDON AVE: 30TH ST/N-S ROAD I                        | Polk County | 0.511       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 6,100            | 0.48             | C   | 2            | URBAN AVENUE FOUR-LANE (SECTION 7/8)   | \$9,522,000  | \$4,865,742       | Reconstruct         |
| HINSDON AVE: BOICE GROVE RD/KALUGRIS RD                | Polk County | 0.935       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 5,000            | 0.40             | C   | 2            | RURAL STREET (SECTION 4)               | \$4,243,500  | \$3,677,673       | Reconstruct         |
| HINSDON AVE: N-S ROAD I/POWERLINE RD                   | Polk County | 0.492       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 4,700            | 0.37             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 7/8)    | \$9,522,000  | \$4,684,824       | Reconstruct         |
| HINSDON AVE: N-S ROAD I/BOICE GROVE RD                 | Polk County | 0.364       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 4,500            | 0.36             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$3,352,986       | Reconstruct         |
| HINSDON AVE: POWERLINE RD/N-S ROAD L                   | Polk County | 0.394       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 8,800            | 0.70             | D   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$3,629,331       | Reconstruct         |
| HINSDON AVE: US 17/92/30th St                          | Haines City | 0.685       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 27,100           | 0.81             | C   | 4            | URBAN AVENUE FOUR-LANE (SECTION 7/8)   | \$9,522,000  | \$6,522,570       | Add Lanes           |
| HOLLY HILL CUTOFF RD: FOG GROVE Rd/US 27               | Haines City | 0.504       | 2U             | C3R     | 2                    | D       | 20,160         | -10%                               | 7,000            | 0.35             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$7,198,632       | Reconstruct         |
| HOLLY HILL RD (E-W): US 27/HOLLY HILL RD (N-S)         | Polk County | 0.493       | 2U             | C3R     | 2                    | D       | 20,160         | -10%                               | 5,200            | 0.26             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$7,041,519       | Reconstruct         |
| HOLLY HILL RD/ORCHID DR: BATES ROAD/PATTERSON ROAD     | Polk County | 0.498       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 6,400            | 0.51             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$4,587,327       | Reconstruct         |
| HOLLY HILL RD/ORCHID DR: PATTERSON ROAD/DANFORTH DR    | Polk County | 0.999       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 10,000           | 0.79             | D   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$14,268,717      | Reconstruct         |
| HOLLY HILL RD: CR 547/Davenport Rd/NORTH BLVD W        | Polk County | 0.498       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 22,500           | 0.67             | C   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$7,112,934       | Add Lanes           |
| HOLLY HILL RD: FOREST LAKE DR/Holly Hill Rd (E-W)      | Polk County | 0.746       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 25,300           | 0.75             | C   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$10,655,118      | Add Lanes           |
| HOLLY HILL RD: HOLLY HILL FRD/FLORIDA DEVELOPMENT R    | Haines City | 0.247       | 0              | C3R     | 2                    | D       | 20,160         | -10%                               | 21,600           | 1.07             | E   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$3,527,901       | New                 |
| HOLLY HILL RD: Holly Hill Rd (E-W)/HOLLY HILL FRUIT RD | Haines City | 0.254       | 0              | C3R     | 2                    | D       | 20,160         | -10%                               | 21,600           | 1.07             | E   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$3,627,882       | New                 |
| HOLLY HILL RD: NORTH BLVD W/FOREST LAKE DR             | Polk County | 0.254       | 2U             | C3R     | 4                    | D       | 33,570         | -10%                               | 28,600           | 0.85             | C   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$3,627,882       | Add Lanes           |
| HUGHES ROAD/TOUR ROAD/N-S ROAD G                       | Polk County | 0.381       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 300              | 0.02             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$5,441,823       | New                 |
| HUGHES ROAD/N-S ROAD G/POWERLINE RD                    | Polk County | 0.614       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 300              | 0.02             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$8,769,762       | New                 |
| HUGHES ROAD/POWERLINE RD/N-S ROAD L                    | Polk County | 0.577       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 0                | 0.00             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$8,241,291       | New                 |
| HUGHES RD: US 27/SR 17 (ORIG SCENIC HWY) D             | Polk County | 1.186       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 6,200            | 0.49             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$16,939,638      | New                 |
| JOHNSON AVE: Main St/7th St N                          | Haines City | 0.352       | 2U             | C2      | 2                    | D       | 12,600         | -10%                               | 9,500            | 0.75             | D   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$9,211,500  | \$3,242,448       | Reconstruct         |
| KENNEDY ROAD/BOICE GROVE RD/N-S ROAD M                 | Polk County | 0.443       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 1,400            | 0.11             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$6,327,369       | New                 |
| KENNEDY ROAD/DETOUR RD/N-S ROAD G                      | Polk County | 0.509       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 2,600            | 0.21             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$7,270,047       | New                 |
| KENNEDY ROAD/N-S ROAD G/POWERLINE RD                   | Polk County | 0.489       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 1,500            | 0.12             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$6,984,387       | New                 |
| KENNEDY ROAD/N-S ROAD L/BOICE GROVE RD                 | Polk County | 0.450       | 0              | C2      | 2                    | D       | 12,600         | -10%                               | 500              | 0.04             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)    | \$14,283,000 | \$6,427,350       | New                 |

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# Attachment B -- Road Inventory

7/25/2024

| On: From/To                                               | Juris       | Length (mi) | Exist Rd Type | Context Class-ification | 2045 Number of Lanes | LOS STD | LOS D Capacity | Capacity Adjust for Non-State Road | 2045 AADT VOLUME | AADT/D Cap RATIO | LOS | Needed Lanes | Section Type                               | Cost/Mile    | Construction Cost | Type of Improvement |
|-----------------------------------------------------------|-------------|-------------|---------------|-------------------------|----------------------|---------|----------------|------------------------------------|------------------|------------------|-----|--------------|--------------------------------------------|--------------|-------------------|---------------------|
| KENNEDY RD/N-S ROAD M/TYNER                               | Polk County | 0.258       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 1,500            | 0.12             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$3,685,014       | New                 |
| KENNEDY RD/POWERLINE RD/N-S ROAD L                        | Polk County | 0.557       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 1,300            | 0.10             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,955,631       | New                 |
| KENNEDY RD/US 17/DE TOUR RD                               | Polk County | 0.504       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 5,100            | 0.40             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,198,632       | New                 |
| KENTUCKY ST. OLD HAINES CITY - LAKE ALFRED ROAD/CR 17 (P  | Haines City | 1.159       | 2U            | C3R                     | 2                    | D       | 20,160         | -10%                               | 5,300            | 0.26             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$9,211,500  | \$10,676,129      | Reconstruct         |
| Kentucky St. US 17/92/LEE JACKSON HWY                     | Haines City | 0.288       | 2U            | C3R                     | 2                    | D       | 20,160         | -10%                               | 5,700            | 0.28             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$9,211,500  | \$2,652,912       | Reconstruct         |
| LEE JACKSON HWY. Baker Av/US 17/92                        | Haines City | 0.518       | 2U            | C3C                     | 2                    | D       | 19,530         | -10%                               | 6,300            | 0.32             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$9,211,500  | \$4,771,557       | Reconstruct         |
| LEE JACKSON HWY. MLK Jr Way/Baker Av                      | Haines City | 0.330       | 2U            | C3R                     | 2                    | D       | 20,160         | -10%                               | 7,400            | 0.37             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$9,211,500  | \$3,039,795       | Reconstruct         |
| MAIN ST. 5th St/10th St N                                 | Haines City | 0.251       | 2U            | C3R                     | 2                    | D       | 20,160         | -10%                               | 18,500           | 0.92             | D   | 4            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$9,211,500  | \$2,312,087       | Add Lanes           |
| MARTIN RD/DC Grove Rd/Orchid Dr                           | Haines City | 0.615       | 0             | C3R                     | 2                    | D       | 20,160         | -10%                               | 1,600            | 0.08             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$8,784,045       | New                 |
| MASSIEE ROAD. FUG GROVE RD/US 27                          | Haines City | 0.548       | 2U            | C3R                     | 2                    | D       | 20,160         | -10%                               | 7,900            | 0.39             | C   | 2            | URBAN AVENUE TWO-LANE WITH OFF-STREET PARK | \$9,004,500  | \$4,934,466       | Reconstruct         |
| N 8th St. 7th St/10th St                                  | Haines City | 0.467       | 2U            | C3R                     | 2                    | D       | 20,160         | -10%                               | 10,200           | 0.51             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$9,211,500  | \$4,301,771       | Reconstruct         |
| N 8th St. Johnson Av/BAKER DAIRY RD                       | Polk County | 0.506       | 2U            | C3R                     | 2                    | D       | 20,160         | -10%                               | 9,100            | 0.45             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$9,211,500  | \$4,661,019       | Reconstruct         |
| NORTH BLVD. US 27/HOLLY HILL ROAD                         | Polk County | 0.495       | 2U            | C3R                     | 2                    | D       | 20,160         | -10%                               | 9,200            | 0.46             | C   | 2            | RURAL BOULEVARD TWO-LANE (SECTION 2/3)     | \$6,313,500  | \$3,125,183       | Reconstruct         |
| N-S ROAD A. MASSEE ROAD/HOLLY HILL TANK ROAD              | Haines City | 0.495       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 200              | 0.02             | C   | 2            | URBAN AVENUE TWO-LANE WITH OFF-STREET PARK | \$8,487,000  | \$4,201,065       | New                 |
| N-S ROAD C. CR 547 (DANFORTH BLVD/NORTH BLVD W            | Haines City | 0.496       | 0             | C3R                     | 2                    | D       | 20,160         | -10%                               | 4,800            | 0.24             | C   | 2            | URBAN AVENUE TWO-LANE WITH OFF-STREET PARK | \$8,487,000  | \$4,209,552       | New                 |
| N-S ROAD C. FOREST LAKE DR/PHILLY HILL RD (E-W)           | Haines City | 0.761       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 4,600            | 0.37             | C   | 2            | URBAN AVENUE TWO-LANE WITH OFF-STREET PARK | \$8,487,000  | \$6,458,607       | New                 |
| N-S ROAD C. HOLLY HILL RD (E-W)/FLORIDA DEVELOPMENT RD    | Haines City | 0.505       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 1,000            | 0.08             | C   | 2            | URBAN AVENUE TWO-LANE WITH OFF-STREET PARK | \$8,487,000  | \$4,285,935       | New                 |
| N-S ROAD C. NORTH BLVD W/FOREST LAKE DR                   | Haines City | 0.257       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 5,800            | 0.46             | C   | 2            | URBAN AVENUE TWO-LANE WITH OFF-STREET PARK | \$8,487,000  | \$2,181,159       | New                 |
| N-S ROAD D. Patterson Rd/Marble Rd                        | Haines City | 0.251       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 400              | 0.03             | C   | 2            | RURAL BOULEVARD TWO-LANE (SECTION 2/3)     | \$6,313,500  | \$1,584,689       | New                 |
| N-S ROAD G. HUGHES RD/WHITE CLAY PIT ROAD                 | Haines City | 0.253       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 600              | 0.05             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$3,613,599       | New                 |
| N-S ROAD G. KENNEDY RD/BANBANN LOOP ROAD                  | Haines City | 0.253       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 1,200            | 0.10             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$3,613,599       | New                 |
| N-S ROAD G. KUKUMU RD/HUGHES RD                           | Haines City | 0.496       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 700              | 0.06             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,084,368       | New                 |
| N-S ROAD G. WHITE CLAY PIT RD/KENNEDY RD                  | Haines City | 0.268       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 300              | 0.02             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$3,827,844       | New                 |
| N-S ROAD I. CR 580 (JOHNSON AVE)/BAKER DAIRY RD           | Haines City | 0.510       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 6,500            | 0.52             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,284,330       | New                 |
| N-S ROAD I. GRACE AVE/HINSON AVENUE                       | Haines City | 0.503       | 0             | C3R                     | 2                    | D       | 20,160         | -10%                               | 6,900            | 0.34             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,184,349       | New                 |
| N-S ROAD I. HINSON AVENUE/CR 580 (JOHNSON AVE)            | Haines City | 0.530       | 0             | C3R                     | 2                    | D       | 20,160         | -10%                               | 7,200            | 0.36             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,569,990       | New                 |
| N-S ROAD I. ROBINSON DRIVE/GRACE AVE                      | Haines City | 0.255       | 0             | C3R                     | 2                    | D       | 20,160         | -10%                               | 1,700            | 0.08             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$3,642,165       | New                 |
| N-S ROAD J. JOHNSON AVENUE/N-S ROAD K                     | Haines City | 0.691       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 3,400            | 0.27             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$9,869,553       | New                 |
| N-S ROAD K. CARL BOEDER RD/DE-W ROAD PD                   | Haines City | 0.247       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 4,200            | 0.33             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$3,527,901       | New                 |
| N-S ROAD K. E-W ROAD P/M-N-S ROAD KD                      | Haines City | 0.250       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 3,300            | 0.26             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$3,570,750       | New                 |
| N-S ROAD K. N-S ROAD JORDICE GROVE RD                     | Haines City | 0.411       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 2,900            | 0.23             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$5,870,313       | New                 |
| N-S ROAD K. N-S ROAD JORDICE GROVE RD                     | Haines City | 0.373       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 3,700            | 0.29             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$5,327,559       | New                 |
| N-S ROAD K. N-S ROAD JORDICE GROVE RD                     | Haines City | 0.282       | 0             | C3R                     | 2                    | D       | 20,160         | -10%                               | 2,800            | 0.14             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$4,027,806       | New                 |
| N-S ROAD L. LEBANON RD/CR 544 LAKE MARION RD              | Haines City | 0.492       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 2,600            | 0.21             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,027,236       | New                 |
| N-S ROAD L. LEBANON RD/JOHNSON AVE                        | Haines City | 0.485       | 0             | C3R                     | 2                    | D       | 20,160         | -10%                               | 5,000            | 0.25             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$6,927,255       | New                 |
| N-S ROAD L. LEBANON RD/CR 544 LAKE MARION RD/DE-W ROAD ND | Haines City | 0.545       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 6,200            | 0.49             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,784,235       | New                 |
| N-S ROAD L. LEBANON RD/CR 544 LAKE MARION RD              | Haines City | 0.508       | 0             | C3R                     | 2                    | D       | 20,160         | -10%                               | 3,300            | 0.16             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,255,764       | New                 |
| N-S ROAD L. LEBANON RD/JOHNSON AVE                        | Haines City | 0.505       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 2,800            | 0.22             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$7,212,915       | New                 |
| N-S ROAD L. LEBANON RD/CR 544 LAKE MARION RD/DE-W ROAD ND | Haines City | 0.254       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 3,200            | 0.25             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$3,627,882       | New                 |
| N-S ROAD L. LEBANON RD/CR 544 LAKE MARION RD              | Haines City | 0.243       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 1,900            | 0.15             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$3,470,769       | New                 |
| N-S ROAD L. LEWATER CLAY PIT ROAD/KENNEDY RD              | Haines City | 1.008       | 0             | C2                      | 2                    | D       | 12,600         | -10%                               | 100              | 0.01             | C   | 2            | URBAN AVENUE TWO-LANE (SECTION 4/5)        | \$14,283,000 | \$14,397,264      | New                 |

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# Attachment B -- Road Inventory

7/25/2024

| On: From/To                                                | Juris       | Length<br>(mi) | Exist<br>Rd<br>Type | Context<br>Classification | 2045<br>Number of<br>Lanes | LOS<br>STD | LOS D<br>Capacity | Capacity<br>Adjust for<br>Non-State<br>Road | 2045<br>AADT<br>VOLUME | AADT/D<br>Cap<br>RATIO | LOS | Needed<br>Lanes | Section Type                            | Cost/Mile    | Construction<br>Cost | Type of<br>Improvement |
|------------------------------------------------------------|-------------|----------------|---------------------|---------------------------|----------------------------|------------|-------------------|---------------------------------------------|------------------------|------------------------|-----|-----------------|-----------------------------------------|--------------|----------------------|------------------------|
| DAK AVE. 1st St/7TH ST                                     | Haines City | 0.923          | 2U                  | C3R                       | 2                          | D          | 20,160            | -10%                                        | 9,700                  | 0.48                   | C   | 2               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$9,170,928          | Reconstruct            |
| OLD HAINES CITY LAKE ALFRED RD. MIDPT/Kentucky Av          | Haines City | 1.640          | 2U                  | C3R                       | 2                          | D          | 20,160            | -10%                                        | 0                      | 0.00                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$15,106,860         | Reconstruct            |
| PATTERSON RD (N-S): BATES RD/PATTERSON RD (E-W)            | Polk County | 0.504          | 2U                  | C3R                       | 2                          | D          | 20,160            | -10%                                        | 7,400                  | 0.37                   | C   | 2               | RURAL BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$3,182,004          | Reconstruct            |
| PATTERSON RD: 10TH STREET W/MALL ROBERT RD/PATTERSON       | Polk County | 0.509          | 2U                  | C3R                       | 2                          | D          | 20,160            | -10%                                        | 8,600                  | 0.43                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,688,654          | Reconstruct            |
| PATTERSON RD: US 27/10TH STREET N                          | Polk County | 0.862          | 2U                  | C3R                       | 2                          | D          | 20,160            | -10%                                        | 10,800                 | 0.54                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$7,940,313          | Reconstruct            |
| PENNSILAR DR. Alta Vista Dr/US17                           | Haines City | 1.307          | 2U                  | C3R                       | 2                          | D          | 20,160            | -10%                                        | 3,200                  | 0.16                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$12,039,431         | Reconstruct            |
| PENNSILAR DR. SR 544 (Scenic Hwy)/Alta Vista Dr            | Haines City | 0.263          | 2U                  | C3R                       | 2                          | D          | 20,160            | -10%                                        | 3,600                  | 0.18                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$2,422,625          | Reconstruct            |
| POWER LINE RD. Baker Dairy Rd/CARL BODDER RD               | Polk County | 0.504          | 2U                  | C2                        | 6                          | D          | 75,330            | -10%                                        | 46,200                 | 0.61                   | C   | 6               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$4,955,580          | Add Lanes              |
| POWER LINE RD. Bannion Island Rd/Lake Marion Rd            | Polk County | 0.506          | 0                   | C2                        | 4                          | D          | 50,130            | -10%                                        | 20,200                 | 0.40                   | C   | 4               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$3,194,631          | New                    |
| POWER LINE RD. BANNION LOOP RD/Bannion Island Rd           | Polk County | 0.259          | 0                   | C2                        | 4                          | D          | 50,130            | -10%                                        | 20,100                 | 0.40                   | C   | 4               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$1,635,197          | New                    |
| POWER LINE RD. BATES RD/Small Creek Rd                     | Polk County | 0.494          | 2U                  | C3R                       | 6                          | D          | 49,590            | -10%                                        | 48,600                 | 0.98                   | D   | 8               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$4,857,255          | Add Lanes              |
| POWER LINE RD. BRADBURY RD/Hinson Av                       | Polk County | 0.365          | 0                   | C3R                       | 4                          | D          | 33,570            | -10%                                        | 48,700                 | 1.45                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$15,111,000 | \$5,515,515          | New                    |
| POWER LINE RD. CARL BODDER RD/E-W ROAD P                   | Polk County | 0.242          | 2U                  | C2                        | 6                          | D          | 75,330            | -10%                                        | 49,100                 | 0.65                   | C   | 8               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$2,379,465          | Add Lanes              |
| POWER LINE RD. CR 580 (JOHNSON AVE)/Baker Dairy Rd         | Polk County | 1.005          | 2U                  | C3R                       | 6                          | D          | 49,590            | -10%                                        | 45,400                 | 0.92                   | C   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$9,985,680          | Add Lanes              |
| POWER LINE RD. E-W ROAD P/BATES RD                         | Polk County | 0.250          | 2U                  | C2                        | 6                          | D          | 75,330            | -10%                                        | 48,900                 | 0.65                   | C   | 8               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$9,832,500  | \$2,458,125          | Add Lanes              |
| POWER LINE RD. GRACE AVE/BRADBURY RD                       | Polk County | 0.316          | 0                   | C3R                       | 4                          | D          | 33,570            | -10%                                        | 44,400                 | 1.32                   | F   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$15,111,000 | \$4,775,076          | New                    |
| POWER LINE RD. Hinson Av/CR 580 (JOHNSON AVE)              | Polk County | 1.005          | 2U                  | C3R                       | 4                          | D          | 33,570            | -10%                                        | 45,300                 | 1.35                   | F   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$9,985,680          | Add Lanes              |
| POWER LINE RD. HUGHES RD/WHITE CLAY PIT RD                 | Polk County | 0.253          | 0                   | C2                        | 4                          | D          | 50,130            | -10%                                        | 17,100                 | 0.34                   | C   | 4               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$1,597,316          | New                    |
| POWER LINE RD. KENNEDY RD/BANNION LOOP RD                  | Polk County | 0.248          | 0                   | C2                        | 4                          | D          | 50,130            | -10%                                        | 19,800                 | 0.39                   | C   | 4               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$1,565,748          | New                    |
| POWER LINE RD. KOKOMO RD/HUGHES RD                         | Polk County | 0.490          | 0                   | C2                        | 4                          | D          | 50,130            | -10%                                        | 14,900                 | 0.30                   | C   | 2               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$3,093,615          | New                    |
| POWER LINE RD. Lake Marion Rd/ROE RD                       | Polk County | 0.533          | 0                   | C2                        | 2                          | D          | 50,130            | -10%                                        | 44,700                 | 0.89                   | D   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$15,111,000 | \$8,054,163          | New                    |
| POWER LINE RD. Robinson Dr/GRACE AVE                       | Polk County | 0.254          | 0                   | C3R                       | 4                          | D          | 33,570            | -10%                                        | 48,500                 | 1.44                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$15,111,000 | \$3,838,194          | New                    |
| POWER LINE RD. ROE RD/Robinson Dr                          | Polk County | 0.242          | 0                   | C2                        | 4                          | D          | 50,130            | -10%                                        | 48,700                 | 0.97                   | D   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$15,111,000 | \$3,656,862          | New                    |
| POWER LINE RD. Water Tank Rd/KOKOMO RD                     | Polk County | 0.508          | 0                   | C2                        | 4                          | D          | 50,130            | -10%                                        | 16,400                 | 0.33                   | C   | 4               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$3,207,258          | New                    |
| POWER LINE RD. WHITE CLAY PIT RD/KENNEDY RD                | Polk County | 0.247          | 0                   | C2                        | 4                          | D          | 50,130            | -10%                                        | 17,900                 | 0.36                   | C   | 4               | URBAN BOULEVARD TWO-LANE (SECTION 2/3)  | \$6,313,500  | \$1,559,435          | New                    |
| RAIL ROAD AVE N/7th St - Main St/Johnson Av                | Haines City | 0.398          | 2U                  | C3R                       | 2                          | D          | 20,160            | -10%                                        | 2,800                  | 0.14                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$3,666,177          | Reconstruct            |
| ROBINSON DR. 10th St/SEABOARD COASTLINE RR                 | Haines City | 0.509          | 2U                  | C3R                       | 2                          | D          | 20,160            | -10%                                        | 6,800                  | 0.34                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$9,211,500  | \$4,688,654          | Reconstruct            |
| ROBINSON DR. 30TH ST/S N-S ROAD I                          | Haines City | 0.510          | 0                   | C3R                       | 2                          | D          | 20,160            | -10%                                        | 4,200                  | 0.21                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$7,284,330          | New                    |
| ROBINSON DR. N-S ROAD J/POWERLINE RD                       | Haines City | 0.246          | 0                   | C2                        | 2                          | D          | 12,600            | -10%                                        | 3,400                  | 0.27                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$3,513,618          | New                    |
| ROBINSON DR. N-S ROAD L/BICE GROVE RD                      | Haines City | 0.350          | 0                   | C2                        | 2                          | D          | 12,600            | -10%                                        | 3,600                  | 0.29                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$4,999,050          | New                    |
| ROBINSON DR. POWERLINE RD/N-S ROAD L                       | Haines City | 0.653          | 0                   | C2                        | 2                          | D          | 12,600            | -10%                                        | 1,900                  | 0.15                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$9,326,799          | New                    |
| ROBINSON DR. SEABOARD COASTLINE RD/20TH ST S               | Haines City | 0.497          | 0                   | C3R                       | 2                          | D          | 20,160            | -10%                                        | 5,400                  | 0.27                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$7,098,651          | New                    |
| ROE RD. 30th St/Power Line Rd                              | Haines City | 0.755          | 0                   | C2                        | 2                          | D          | 12,600            | -10%                                        | 2,200                  | 0.17                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$10,783,665         | New                    |
| SANDERS RD. FDC Grove Rd/US 27                             | Polk County | 0.507          | 2U                  | C3C                       | 4                          | D          | 32,940            | -10%                                        | 23,500                 | 0.71                   | C   | 4               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$5,247,450          | Add Lanes              |
| SANDERS RD. MIDPT/FDC GROVE RD                             | Polk County | 0.557          | 0                   | C3R                       | 4                          | D          | 33,570            | -10%                                        | 23,100                 | 0.69                   | C   | 4               | RURAL STREET (SECTION 4)                | \$4,243,500  | \$2,363,630          | New                    |
| SR 17 (RIDGE SCENIC HWY): Bannion Island Rd/SR 544         | State       | 0.522          | 2D                  | C2                        | 4                          | D          | 55,700            | -10%                                        | 29,600                 | 0.53                   | C   | 4               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$5,186,592          | Add Lanes              |
| SR 17 (RIDGE SCENIC HWY): Hughes Rd/Bannion Island Rd      | State       | 1.004          | 2U                  | C2                        | 4                          | D          | 55,700            | -10%                                        | 25,400                 | 0.46                   | C   | 4               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$9,975,744          | Add Lanes              |
| SR 544 (SCENIC HWY): PENNSILAR DR/SR 17 (RIDGE SCENIC HWY) | State       | 0.472          | 2U                  | C3C                       | 6                          | D          | 54,100            | -10%                                        | 55,300                 | 1.02                   | E   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$4,885,200          | Add Lanes              |
| SR 544 (SCENIC HWY): US 27/PENNSILAR DR                    | State       | 1.320          | 2U                  | C3C                       | 6                          | D          | 54,100            | -10%                                        | 52,400                 | 0.97                   | D   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$13,662,000         | Add Lanes              |
| TYNER RD. HUGHES RD/KENNEDY RD                             | Polk County | 0.826          | 0                   | C2                        | 2                          | D          | 12,600            | -10%                                        | 400                    | 0.03                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$11,797,758         | New                    |
| TYNER RD. KENNEDY RD/CR 544 (LAKE MARION RD)               | Polk County | 0.467          | 0                   | C3R                       | 2                          | D          | 20,160            | -10%                                        | 5,900                  | 0.29                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$6,670,161          | New                    |

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# Attachment B -- Road Inventory

7/25/2024

| On: From/To                                         | Juris       | Length<br>(mi) | Exist<br>Rd<br>Typ | Context<br>Class-<br>ification | 2045<br>Number of<br>Lanes | LOS<br>STD | LOS D<br>Capacity | Capacity<br>Adjust for<br>Non-State<br>Road | 2045<br>AADT<br>VOLUME | AADT/D<br>Cap<br>RATIO | LOS | Needed<br>Lanes | Section Type                            | Cost/Mile    | Construction<br>Cost | Type of<br>Improvement |
|-----------------------------------------------------|-------------|----------------|--------------------|--------------------------------|----------------------------|------------|-------------------|---------------------------------------------|------------------------|------------------------|-----|-----------------|-----------------------------------------|--------------|----------------------|------------------------|
| US 17/92: Hinson Ave. 10th St/7th St                | State       | 0.323          | 2D                 | C3C                            | 6                          | D          | 54,100            |                                             | 51,400                 | 0.95                   | D   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$3,343,050          | Add Lanes              |
| US 17/92: 1st St/5th St                             | State       | 0.217          | 4D                 | C4                             | 6                          | D          | 56,800            |                                             | 53,100                 | 0.93                   | D   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$2,245,950          | Add Lanes              |
| US 17/92: 5th St/10th St N                          | State       | 0.250          | 4D                 | C4                             | 6                          | D          | 56,800            |                                             | 52,300                 | 0.92                   | D   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$2,587,500          | Add Lanes              |
| US 17/92: BAKER DAIRY AVE/ Lee Jackson Hwy          | State       | 0.479          | 2U                 | C3C                            | 6                          | D          | 54,100            |                                             | 52,300                 | 0.97                   | D   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$4,957,650          | Add Lanes              |
| US 17/92: Bates Rd/MDPT                             | State       | 0.501          | 2U                 | C3C                            | 6                          | D          | 54,100            |                                             | 47,200                 | 0.87                   | C   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$5,185,350          | Add Lanes              |
| US 17/92: CR 5801 (JOHNSON AVENUE E)/BAKER DAIRY RD | State       | 0.503          | 2U                 | C3C                            | 6                          | D          | 54,100            |                                             | 49,900                 | 0.92                   | D   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$5,206,050          | Add Lanes              |
| US 17/92: HINSON AVE/CR 5801 (JOHNSON AVENUE E)     | State       | 0.503          | 2U                 | C3C                            | 6                          | D          | 54,100            |                                             | 44,800                 | 0.83                   | C   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$5,206,050          | Add Lanes              |
| US 17/92: Kentucky St/US 27                         | State       | 0.318          | 4D                 | C3R                            | 8                          | D          | 55,100            |                                             | 61,100                 | 1.11                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$3,159,648          | Add Lanes              |
| US 17/92: Lee Jackson Hwy/Bates Rd                  | State       | 0.565          | 2U                 | C3C                            | 6                          | D          | 54,100            |                                             | 58,500                 | 1.08                   | E   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$5,847,750          | Add Lanes              |
| US 17/92: MDPT/Kentucky St                          | State       | 2.074          | 4D                 | C3R                            | 8                          | D          | 55,100            |                                             | 62,300                 | 1.13                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$20,607,264         | Add Lanes              |
| US 17/92: PENNSULAR DR/1st St                       | State       | 0.232          | 4D                 | C4                             | 6                          | D          | 56,800            |                                             | 59,300                 | 1.04                   | E   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$2,401,200          | Add Lanes              |
| US 17/92: S OF EARHART RD/DAVENPORT BLVD            | State       | 1.264          | 2U                 | C3R                            | 6                          | D          | 55,100            |                                             | 51,400                 | 0.93                   | C   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$12,559,104         | Add Lanes              |
| US 17/92: US 27/PENNSULAR DR                        | State       | 0.535          | 4D                 | C3R                            | 6                          | D          | 55,100            |                                             | 57,300                 | 1.04                   | E   | 6               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$5,315,760          | Add Lanes              |
| US 27: Bates Rd/Patterson Rd                        | State       | 0.373          | 6D                 | C3R                            | 8                          | D          | 55,100            |                                             | 79,700                 | 1.45                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$3,706,128          | Add Lanes              |
| US 27: CR 17 (PULK CITY ROAD)/BATES ROAD            | State       | 1.154          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 86,800                 | 1.35                   | F   | 10              | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$11,943,900         | Add Lanes              |
| US 27: Florida Development Rd/Ridgewood Lakes Rd    | State       | 0.491          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 78,100                 | 1.22                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$5,081,850          | Add Lanes              |
| US 27: HOLLY HILL CUTOFF RD/MASSEE RD               | State       | 0.999          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 75,200                 | 1.17                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$10,339,650         | Add Lanes              |
| US 27: HUGHES RD/SR 544                             | State       | 1.441          | 6D                 | C3R                            | 8                          | D          | 55,100            |                                             | 107,900                | 1.96                   | F   | 12              | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$14,317,776         | Add Lanes              |
| US 27: MARTIE RD/Sanders Rd                         | State       | 0.756          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 77,600                 | 1.21                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$7,824,600          | Add Lanes              |
| US 27: MASSEE RD/Florida Development Rd             | State       | 0.502          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 76,400                 | 1.19                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$5,195,700          | Add Lanes              |
| US 27: MASSEE RD/Florida Development Rd             | State       | 0.502          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 76,400                 | 1.19                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$5,195,700          | Add Lanes              |
| US 27: N OF COTTONWOOD DR/Heller-Bruss Bl           | State       | 1.070          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 77,700                 | 1.21                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$11,074,500         | Add Lanes              |
| US 27: NORTH BLVD W/MASSEE RD                       | State       | 0.999          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 76,300                 | 1.19                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$10,339,650         | Add Lanes              |
| US 27: Patterson Rd/MARTIE RD                       | State       | 0.259          | 6D                 | C3R                            | 8                          | D          | 55,100            |                                             | 78,900                 | 1.43                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$2,573,424          | Add Lanes              |
| US 27: RIDGEWOOD LAKE RD/N OF COTTONWOOD DR         | State       | 0.626          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 79,500                 | 1.24                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$6,479,100          | Add Lanes              |
| US 27: Sanders Rd/NORTH BLVD W                      | State       | 0.494          | 6D                 | C3R                            | 8                          | D          | 55,100            |                                             | 76,700                 | 1.39                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$4,908,384          | Add Lanes              |
| US 27: SR 544/US 17/92                              | State       | 1.846          | 6D                 | C3C                            | 8                          | D          | 64,200            |                                             | 103,900                | 1.62                   | F   | 12              | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$10,350,000 | \$19,106,100         | Add Lanes              |
| US 27: US 17/92/CR 17 (PULK CITY ROAD)              | State       | 1.047          | 6D                 | C3R                            | 8                          | D          | 55,100            |                                             | 77,900                 | 1.41                   | F   | 8               | URBAN BOULEVARD FOUR-LANE (SECTION 2/3) | \$9,936,000  | \$10,402,992         | Add Lanes              |
| WHITE CLAY PIT ROAD/DETROUR RD/N S ROAD G           | Haines City | 0.429          | 0                  | C2                             | 2                          | D          | 12,600            | -10%                                        | 2,900                  | 0.23                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$6,127,407          | New                    |
| WHITE CLAY PIT ROAD/N S ROAD G/POWERLINE RD         | Haines City | 0.572          | 0                  | C2                             | 2                          | D          | 12,600            | -10%                                        | 2,100                  | 0.17                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$8,169,876          | New                    |
| WHITE CLAY PIT ROAD/POWERLINE RD/N S ROAD L         | Haines City | 0.557          | 0                  | C2                             | 2                          | D          | 12,600            | -10%                                        | 800                    | 0.06                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$7,955,631          | New                    |
| WHITE CLAY PIT ROAD/SR 17/Bice Grove Rd             | Haines City | 0.448          | 0                  | C2                             | 2                          | D          | 12,600            | -10%                                        | 700                    | 0.06                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$6,398,784          | New                    |
| WHITE CLAY PIT ROAD/SR 17/DETROUR RD                | Haines City | 0.498          | 0                  | C3R                            | 2                          | D          | 20,160            | -10%                                        | 5,900                  | 0.29                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$7,112,934          | New                    |
| WHITE CLAY PIT RD: Bice Grove Rd/Tyner Rd           | Haines City | 0.977          | 0                  | C2                             | 2                          | D          | 12,600            | -10%                                        | 1,500                  | 0.12                   | C   | 2               | URBAN AVENUE TWO-LANE (SECTION 4/5)     | \$14,283,000 | \$13,954,491         | New                    |

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## **Appendix B**

# **Travel Demand Variables**

## Appendix B: Trip Characteristics Review

| ITE LUC         |                                       | Mobility Fee Land Use | Trip Rate |      | Trip Length |                       |                        |                     |                          |                              | % New Trips                         |                   |                       |                        |                     |                          | Source/<br>Method | Source/<br>Method |
|-----------------|---------------------------------------|-----------------------|-----------|------|-------------|-----------------------|------------------------|---------------------|--------------------------|------------------------------|-------------------------------------|-------------------|-----------------------|------------------------|---------------------|--------------------------|-------------------|-------------------|
|                 |                                       |                       | Unit      | Rate | Source      | Orange <sup>(1)</sup> | Osceola <sup>(2)</sup> | Polk <sup>(3)</sup> | Lake-land <sup>(4)</sup> | Hillsbor-ough <sup>(1)</sup> | Recom-<br>mended for<br>Haines City | Source/<br>Method | Orange <sup>(1)</sup> | Osceola <sup>(2)</sup> | Polk <sup>(3)</sup> | Lake-land <sup>(4)</sup> |                   |                   |
| 110/140/158     | Manufacturing/Light Industrial/Parcel | 1,000 sf              | 4.75      | 1    | 5.15        | 6.97                  | 5.15                   | 5.15                | 5.15                     | 6.06                         | 2                                   | 92%               | 90%                   | 92%                    | 92%                 | 92%                      | 92%               | 2                 |
| 150/154/155/157 | Passive Warehousing/Storage           | 1,000 sf              | 1.76      | 1    | 5.15        | 6.97                  | 5.15                   | 5.15                | 5.15                     | 6.06                         | from LUC 110                        | n/a               | n/a                   | 92%                    | 92%                 | 92%                      | 92%               | from LUC 110      |
| 151             | Self-Storage/Mini-Warehouse           | 1,000 sf              | 1.51      | 1    | 3.51        | 4.30                  | 5.15                   | 3.51                | 3.51                     | 4.06                         | 2                                   | 92%               | 90%                   | 92%                    | 92%                 | 92%                      | 92%               | 2                 |
| 210             | Single Family < 1,200 sf              | D.U.                  | 6.73      | 4    | 6.62        | 5.08                  | 6.62                   | 6.62                | 6.62                     | 6.62                         | Predominant                         | 100%              | 100%                  | 100%                   | 100%                | 100%                     | 100%              | 2                 |
| 210             | Single Family 1,200 to 2,500 sf       | D.U.                  | 9.43      | 1    | 6.62        | 5.08                  | 6.62                   | 6.62                | 6.62                     | 6.62                         | Predominant                         | 100%              | 100%                  | 100%                   | 100%                | 100%                     | 100%              | 2                 |
| 210             | Single-Family >2,500 sf               | D.U.                  | 11.58     | 4    | 6.62        | 5.08                  | 6.62                   | 6.62                | 6.62                     | 6.60                         | Predominant                         | 100%              | 100%                  | 100%                   | 100%                | 100%                     | 100%              | 2                 |
| 220             | Multi-Family                          | D.U.                  | 6.74      | 1    | 5.10        | 5.08                  | 5.21                   | 5.10                | 5.10                     | 5.12                         | 2                                   | 100%              | 100%                  | 100%                   | 100%                | 100%                     | 100%              | 2                 |
| 240             | Mobile Home                           | D.U.                  | 7.12      | 1    | 4.60        | 5.08                  | 4.60                   | 4.60                | 4.60                     | 4.70                         | 2                                   | 100%              | 100%                  | n/a                    | 100%                | 100%                     | 100%              | 2                 |
| 310/320         | Hotel/Motel                           | Room                  | 5.67      | 1    | 6.26        | 5.73                  | n/a                    | 6.26                | 5.30 avg                 | 4.86                         | 5                                   | 72%               | 75%                   | n/a                    | 66%                 | 72%                      | 69%               | 5                 |
| 520/522/525     | School                                | student               | 2.10      | 1    | 3.31        | n/a                   | n/a                    | 3.31                | 3.31                     | 3.31                         | 1                                   | 80%               | n/a                   | n/a                    | 80%                 | 80%                      | 80%               | 2                 |
| 565             | Day Care                              | 1,000 sf              | 47.62     | 1    | 2.03        | 1.22                  | n/a                    | 2.59                | 2.03                     | 2.20                         | 5                                   | 73%               | 40%                   | n/a                    | 89%                 | 73%                      | 73%               | 1.5               |
| 610             | Hospital                              | 1,000 sf              | 10.77     | 1    | 6.62        | 5.85                  | n/a                    | 6.62                | 6.62                     | 6.43                         | 2                                   | 78%               | 75%                   | n/a                    | 78%                 | 78%                      | 77%               | 2                 |
| 710             | Office (>10,000 sf)                   | 1,000 sf              | 10.84     | 1    | 5.15        | 5.23                  | 5.15                   | 5.15                | 5.15                     | 5.17                         | 2                                   | 92%               | 75%                   | n/a                    | 92%                 | 92%                      | 92%               | 5                 |
| 712             | Office (<=10,000 s.f.)                | 1,000 sf              | 14.39     | 1    | 5.15        | 5.23                  | 5.15                   | 5.15                | 5.15                     | 5.17                         | 2                                   | 92%               | 75%                   | n/a                    | 92%                 | 92%                      | 92%               | 5                 |
| 720             | Medical Office                        | 1,000 sf              | 36.00     | 1    | 5.15        | 5.23                  | n/a                    | 5.55                | 5.55                     | 5.37                         | 2                                   | 92%               | 75%                   | n/a                    | 89%                 | 89%                      | 87%               | 2                 |
| 750             | Office Park                           | 1,000 sf              | 11.07     | 1    | 5.15        | 5.23                  | 5.15                   | 5.15                | 5.15                     | 5.17                         | 2                                   | 92%               | 75%                   | n/a                    | 92%                 | 92%                      | 92%               | 5                 |
| 820             | Retail (>150 ksf gla)                 | 1,000 sf              | 37.01     | 1    | 2.29        | 2.88                  | 2.80                   | 2.89                | 2.69                     | 3.07                         | 3                                   | 62%               | 60%                   | 75%                    | 74%                 | 74%                      | 72%               | 3                 |
| 821             | Retail (40-150 ksf gla)               | 1,000 sf              | 94.49     | 1    | 2.29        | 2.88                  | 2.80                   | 2.89                | 2.69                     | 2.34                         | 3                                   | 62%               | 60%                   | 75%                    | 74%                 | 74%                      | 59%               | 3                 |
| 822             | Retail (<40 ksf gla)                  | 1,000 sf              | 54.45     | 1    | 1.87        | 1.92                  | 2.80                   | 2.89                | 2.69                     | 1.99                         | 3                                   | 56%               | 40%                   | 75%                    | 74%                 | 74%                      | 45%               | 3                 |
| 850             | Supermarket                           | 1,000 sf              | 93.84     | 1    | 2.08        | 1.92                  | n/a                    | n/a                 | n/a                      | 2.00                         | 2                                   | 56%               | 50%                   | n/a                    | n/a                 | n/a                      | 53%               | 2                 |
| 851             | Convenience Store                     | 1,000 sf              | 762.28    | 1    | 1.51        | 1.03                  | n/a                    | n/a                 | n/a                      | 1.67                         | 2                                   | 28%               | 25%                   | n/a                    | n/a                 | n/a                      | 27%               | 2                 |
| 881             | Drug Store w/Drive-Through            | 1,000 sf              | 108.40    | 1    | n/a         | n/a                   | n/a                    | n/a                 | n/a                      | 2.07                         | 5                                   | n/a               | n/a                   | n/a                    | n/a                 | n/a                      | 42%               | 1.5               |
| 912             | Bank w/ Drive-Through Lane(s)         | 1,000 sf              | 100.35    | 1    | n/a         | n/a                   | n/a                    | n/a                 | 2.46                     | 2.66                         | 5                                   | n/a               | n/a                   | n/a                    | n/a                 | 46%                      | 46%               | 5                 |
| 931             | Restaurant-Fine Dining                | 1,000 sf              | 83.84     | 1    | 3.14        | n/a                   | n/a                    | n/a                 | 3.32                     | 3.23                         | 2                                   | 77%               | n/a                   | n/a                    | n/a                 | 77%                      | 77%               | 1.5               |
| 930/932         | Restaurant-Casual/High Turnover/Sit-  | 1,000 sf              | 98.66     | 1    | 3.14        | n/a                   | n/a                    | n/a                 | 3.32                     | 3.23                         | 2                                   | 77%               | n/a                   | n/a                    | n/a                 | 76%                      | 71%               | 5                 |
| 912/913/934     | Restaurant-Fast-Food w/ Drive-Through | 1,000 sf              | 472.19    | 1    | 2.05        | 0.96                  | n/a                    | n/a                 | 2.05                     | 0.96                         | 6                                   | 57%               | 25%                   |                        | 58%                 | 58%                      | 53%               | 1.5               |
| 941             | Quick Lube                            | 1,000 sf              | 69.57     | 1    | n/a         | n/a                   | n/a                    | n/a                 | n/a                      | 3.24                         | from LUC 942                        | n/a               | n/a                   | n/a                    | n/a                 | 72%                      | 72%               | From LUC 942      |
| 942             | Auto Care Center                      | 1,000 sf              | 34.56     | 1    | n/a         | n/a                   | n/a                    | n/a                 | n/a                      | 3.24                         | 5                                   | n/a               | n/a                   | n/a                    | n/a                 | 72%                      | 72%               | 5                 |
| 944             | Gasoline Station                      | Fuel Pos.             | 172.01    | 1    | 1.90        | 1.03                  | n/a                    | 1.90                | 1.90                     | 1.68                         | 1                                   | 23%               | 25%                   | n/a                    | 23%                 | 23%                      | 23%               | 5                 |

Notes: Fees prepared for Orange and Hillsborough Counties, and City of Lakeland were prepared by Tindale-Oliver (nka Benesch), so it's more appropriate to give the three equal weight as the one Osceola County study.

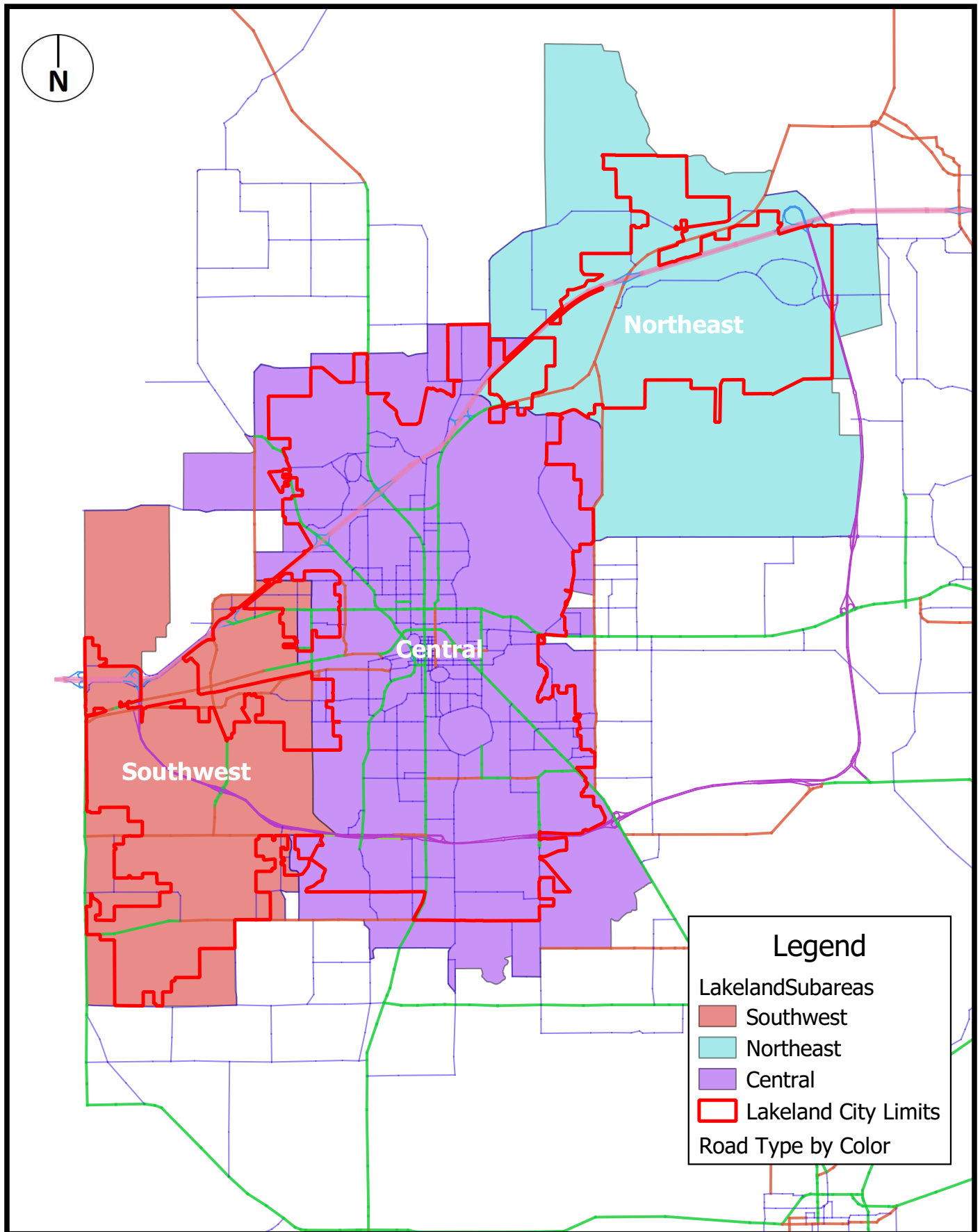
### Sources:

- ITE Trip Generation, 11th Edition
- Value from nearby agency fee studies
- Analysis of Pass-by Capture data in ITE Trip Generation
- 2017 National Household Travel Survey data
- TOA "Florida Trip-Characteristics Studies Database"
- Professional judgement

**Appendix C**

**Lakeland and Kissimmee Subarea**

**Analysis**



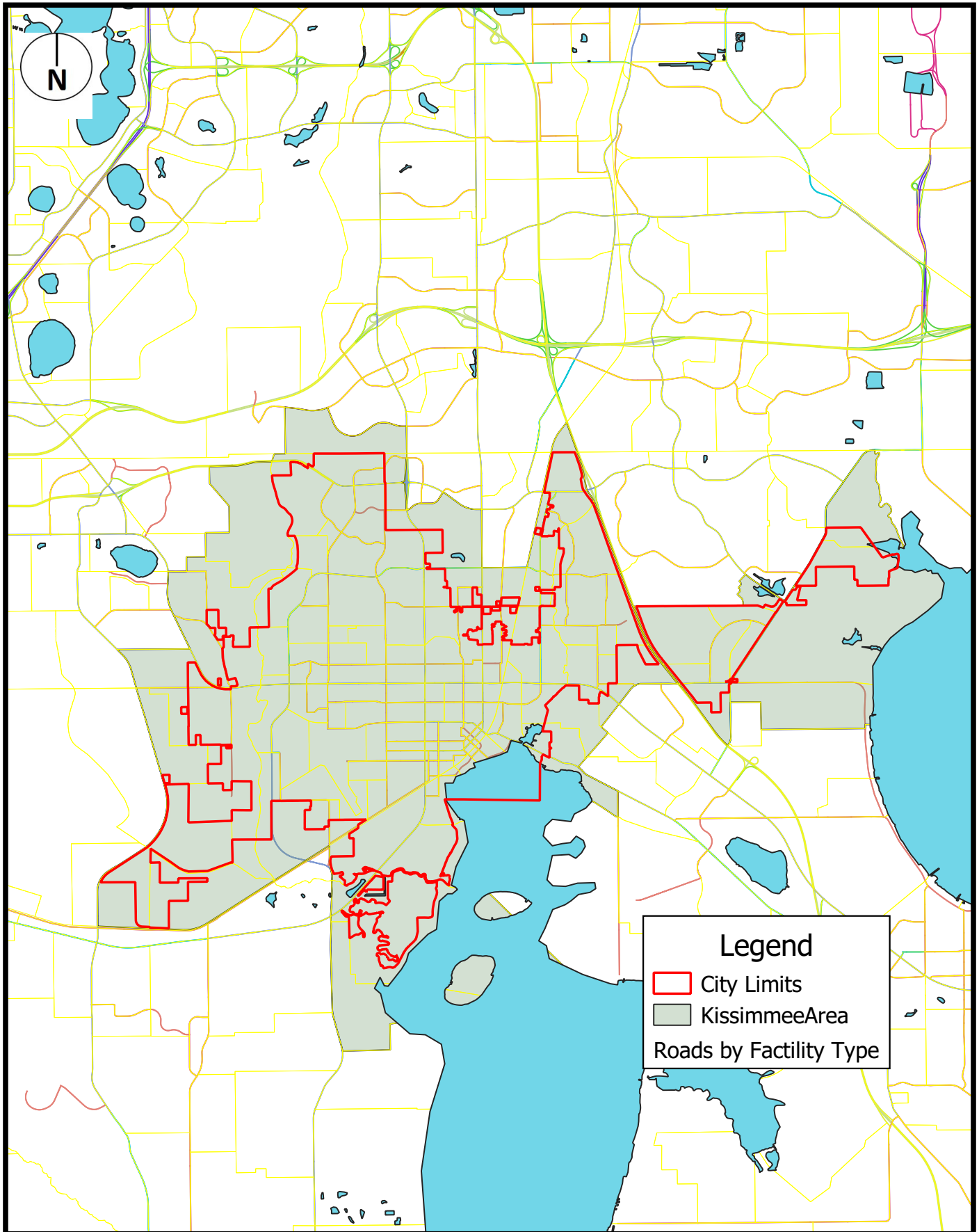
## **Central Lakeland Subarea**

### **Conditions from 2015 D1RPM Model**

| Area                 | Facility Type             | VMT       | VMC       | CL-MI | Ln-Mi | VMT/<br>VMC  |
|----------------------|---------------------------|-----------|-----------|-------|-------|--------------|
| Central Lakeland     | Interstate                | 551,679   | 728,503   | 7     | 42    | 0.757        |
| Central Lakeland     | All "Surface" Roads       | 1,994,057 | 3,298,492 | 185   | 507   | 0.605        |
| Central Lakeland     | State "Surface" Roads     | 718,801   | 917,111   | 30    | 125   | 0.784        |
| Central Lakeland     | Non-State "Surface" Roads | 1,275,255 | 2,381,381 | 155   | 383   | <b>0.536</b> |
| Central Lakeland     | Toll Facilities, Ramps    | 231,032   | 558,236   | 12    | 37    | 0.414        |
| (Population 123,010) |                           | 4,770,824 | 7,883,723 | 389   | 1,094 |              |

### **Conditions from 2045 D1RPM Model**

| Area                 | Facility Type             | VMT       | VMC       | CL-MI | Ln-Mi | VMT/<br>VMC  |
|----------------------|---------------------------|-----------|-----------|-------|-------|--------------|
| Central Lakeland     | Interstate                | 644,029   | 728,503   | 7     | 42    | 0.884        |
| Central Lakeland     | All "Surface" Roads       | 2,498,948 | 3,373,157 | 190   | 519   | 0.741        |
| Central Lakeland     | State "Surface" Roads     | 903,054   | 921,003   | 31    | 125   | 0.981        |
| Central Lakeland     | Non-State "Surface" Roads | 1,595,894 | 2,452,153 | 159   | 394   | <b>0.651</b> |
| Central Lakeland     | Toll Fac, Ramps           | 679,307   | 904,034   | 18    | 61    | 0.751        |
| (Population 145,183) |                           |           |           |       |       |              |



## **Kissimmee Subarea**

### **Conditions from 2015 CFRPM Model -- Population 83,688**

| Area      | Facility Type         | VTM       | VMC       | CL-MI | Ln-Mi | VTM/<br>VMC  |
|-----------|-----------------------|-----------|-----------|-------|-------|--------------|
| Kissimmee | Interstate            | 0         | 0         | 0     | 0     | -            |
| Kissimmee | All "Surface" Roads   | 1,800,424 | 2,553,348 | 104   | 337   | 0.705        |
| Kissimmee | State "Surface" Roads | 631,164   | 644,173   | 14    | 72    | 0.980        |
| Kissimmee | Non-State Roads       | 1,169,259 | 1,909,176 | 90    | 265   | <b>0.612</b> |
| Kissimmee | Toll Fac, Ramps       | 324,911   | 520,837   | 7     | 28    | 0.624        |

### **Conditions from 2045 CFRPM Model -- Population 104,187**

| Area      | Facility Type             | VTM       | VMC       | CL-MI | Ln-Mi | VTM/<br>VMC  |
|-----------|---------------------------|-----------|-----------|-------|-------|--------------|
| Kissimmee | Interstate                | 0         | 0         | 0     | 0     | -            |
| Kissimmee | All "Surface" Roads       | 2,304,795 | 2,817,844 | 109   | 370   | 0.818        |
| Kissimmee | State "Surface" Roads     | 787,292   | 707,438   | 14    | 79    | 1.113        |
| Kissimmee | Non-State "Surface" Roads | 1,517,504 | 2,110,406 | 95    | 291   | <b>0.719</b> |
| Kissimmee | Toll Fac, Ramps           | 874,201   | 882,786   | 7     | 47    | 0.990        |



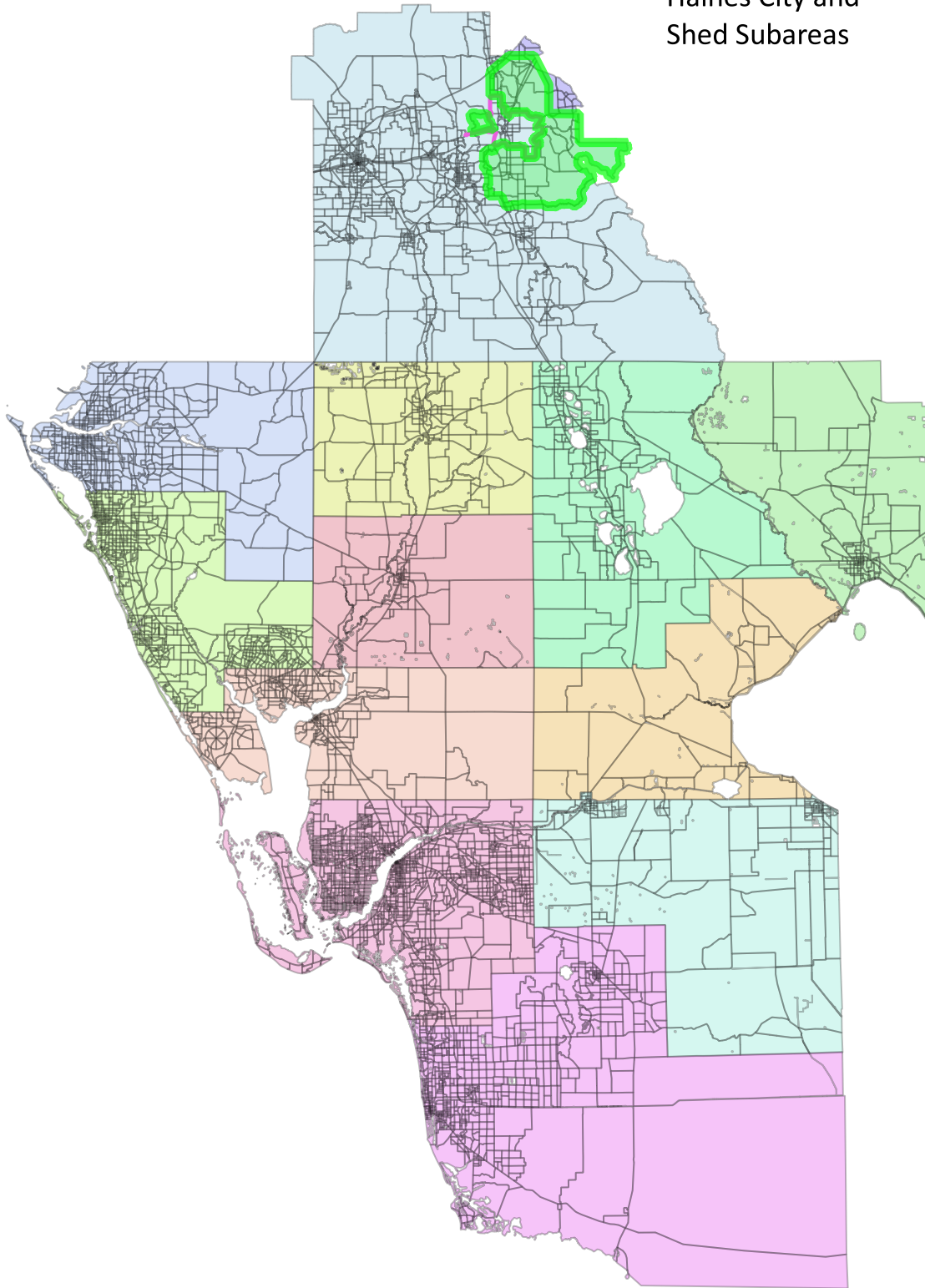
# **Appendix D**

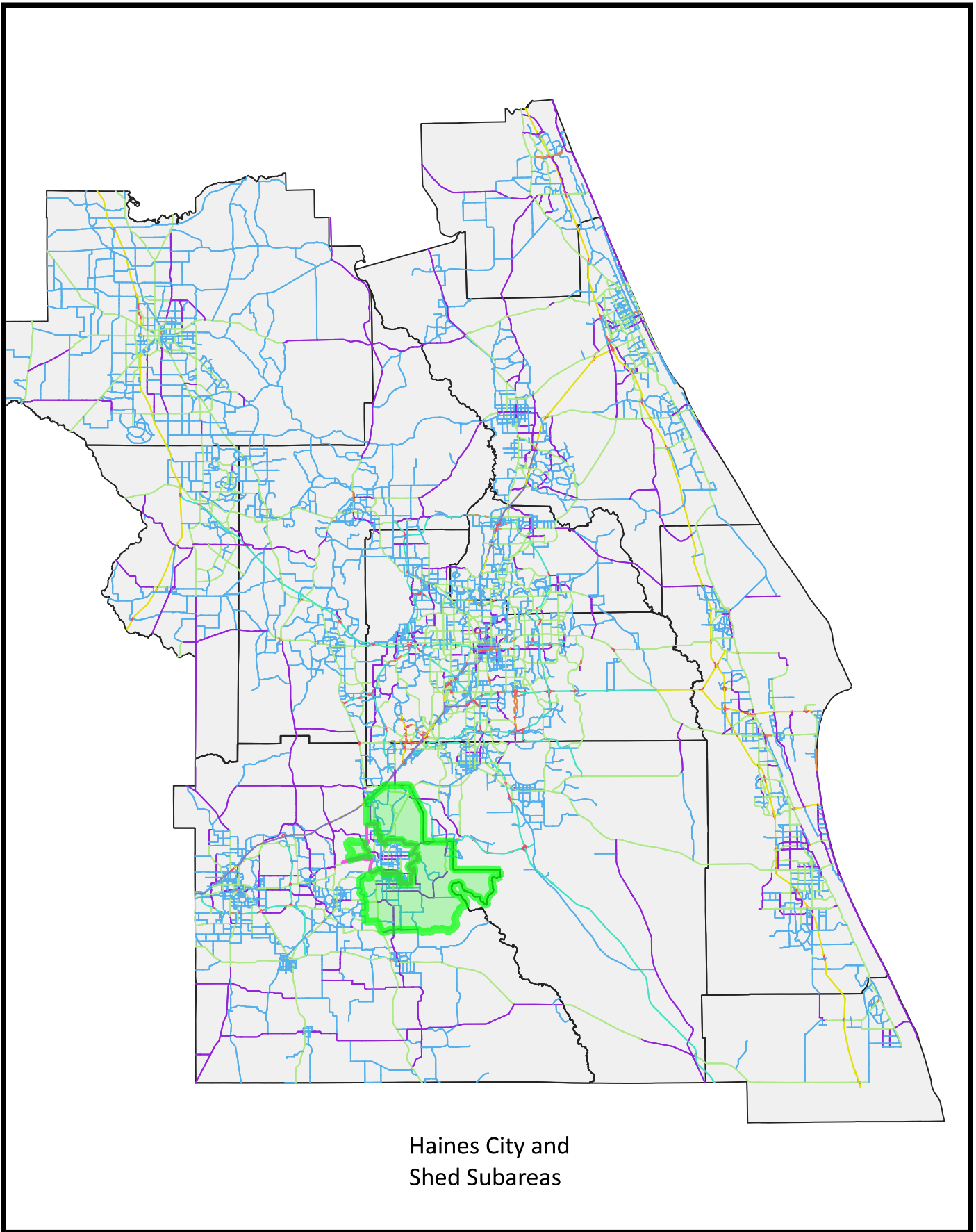
## **CFRPM7 Application**

### **Summaries**

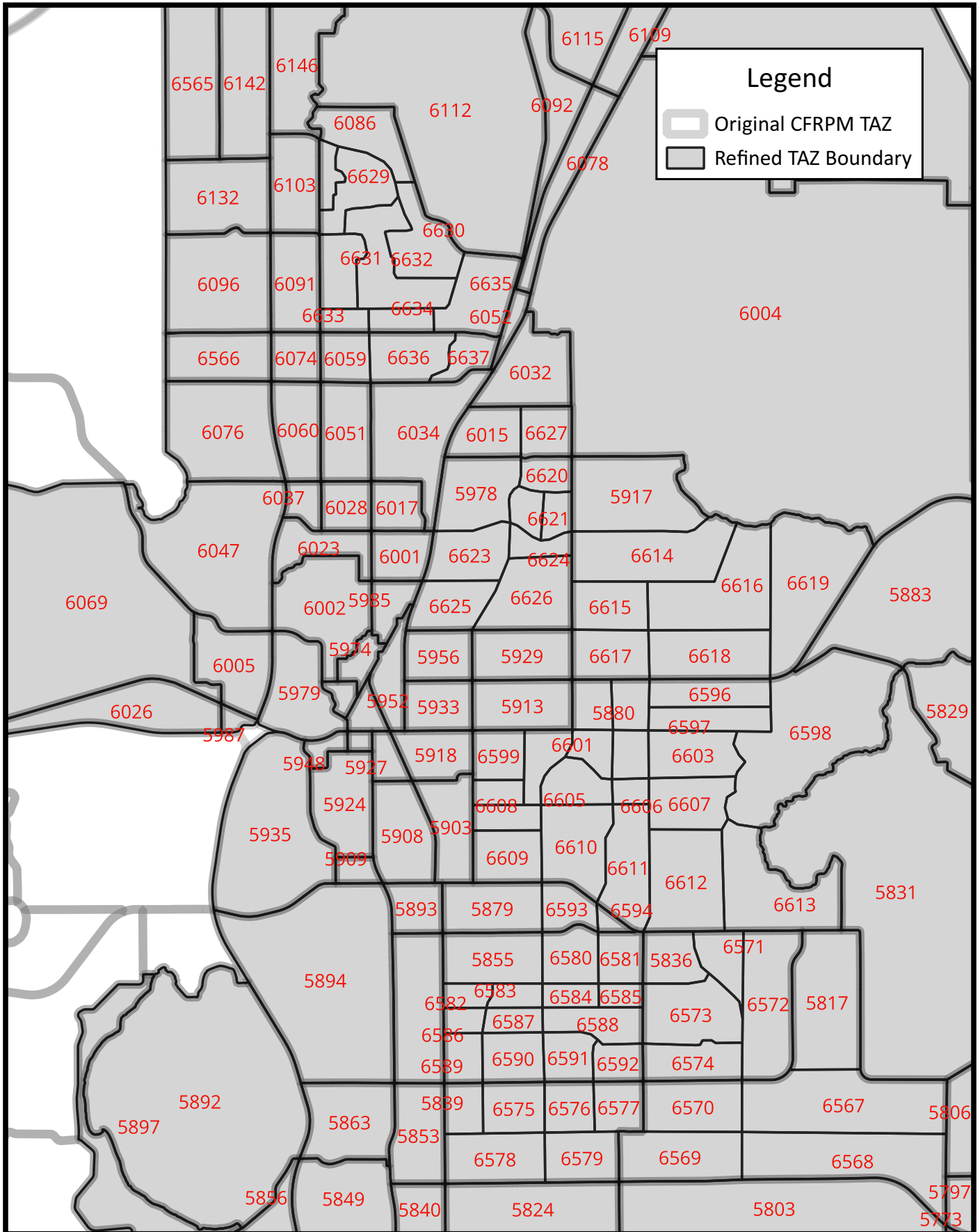
**Note:** Additional information regarding the CFRPM7 model application, such as socio-economic data, is provided in Appendix A, SAP/CityView Plan Update

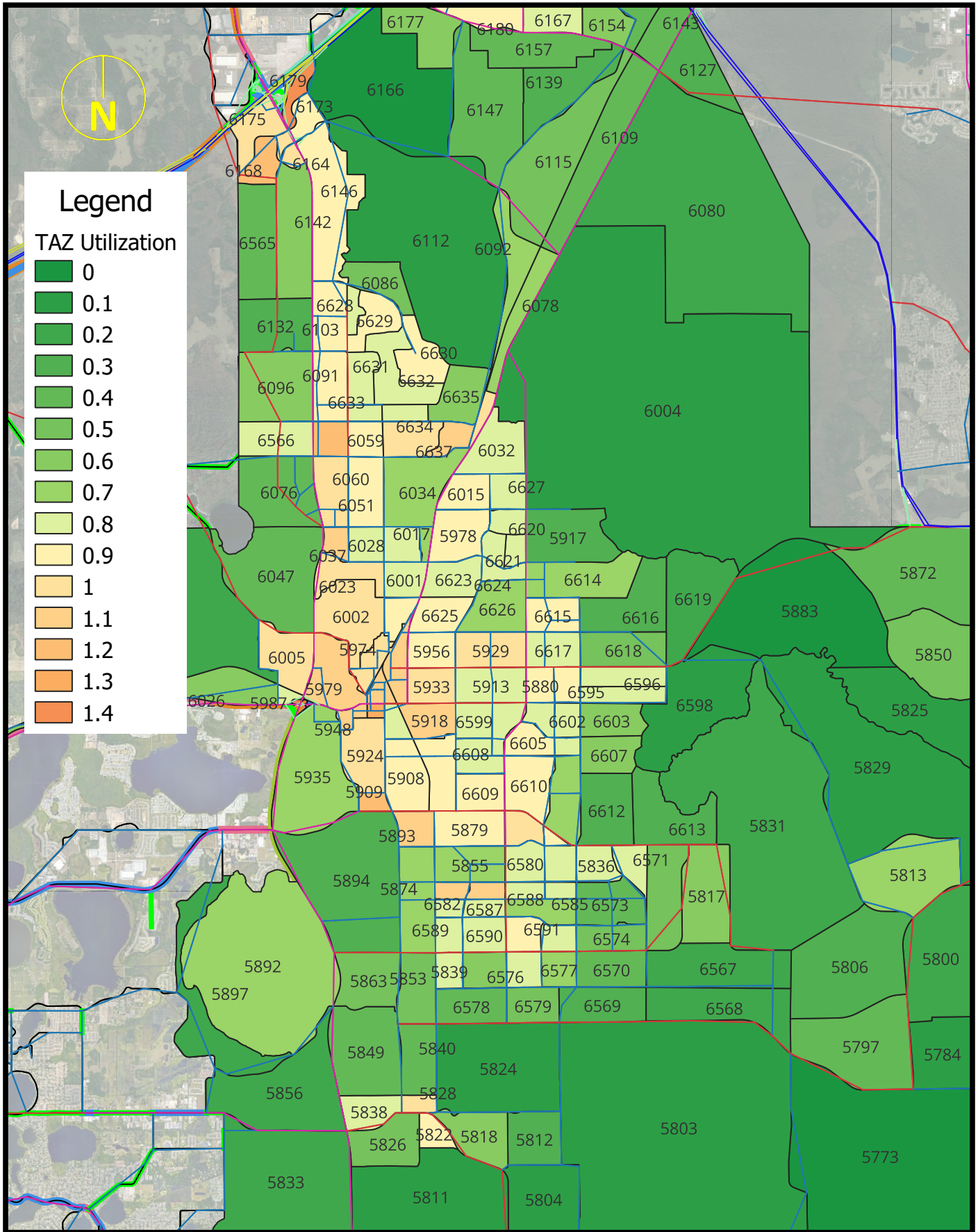
Haines City and  
Shed Subareas





Haines City and  
Shed Subareas









### Haines City Select-District Assignment Summary

|                                |        | by Subarea |           |           |           |      | by Subarea and Jurisdictional Responsibility |           |           |         |         |         |           |           |
|--------------------------------|--------|------------|-----------|-----------|-----------|------|----------------------------------------------|-----------|-----------|---------|---------|---------|-----------|-----------|
| Min FT                         | Max FT | VT         | VT        | VT        | VT        | VT   | VT                                           | VT        | VT        | VT      | VT      | VT      | VT        | VT        |
|                                |        | Total      | County    | Shed      | Haines    | City | OPC                                          | Total     | State     | Total   | Shed    | Shed    | Haines    | Haines    |
| 0                              | 17     | 292,049    | 18,658    | 0         | 0         | 0    | 273,391                                      | 292,049   | 0         | 0       | 18,658  | 0       | 0         | 0         |
| 18                             | 39     | 3,118,452  | 884,864   | 1,337,231 | 896,356   | 0    | 896,356                                      | 1,838,339 | 1,280,113 | 290,342 | 594,523 | 0       | 590,407   | 746,824   |
| 40                             | 49     | 737,147    | 287,172   | 342,847   | 107,128   | 0    | 107,128                                      | 86,583    | 650,563   | 248,972 | 38,200  | 0       | 44,991    | 297,856   |
| 50                             | 59     | 3,812      | 0         | 0         | 3,812     | 0    | 3,812                                        | 3,174     | 638       | 0       | 0       | 0       | 0         | 0         |
| 60                             | 69     | 42,603     | 16,591    | 0         | 26,012    | 0    | 26,012                                       | 19,265    | 23,338    | 16,591  | 0       | 0       | 0         | 0         |
| 70                             | 99     | 217,719    | 26,542    | 6,557     | 184,619   | 0    | 184,619                                      | 217,719   | 0         | 0       | 26,542  | 0       | 6,557     | 0         |
| Total                          |        | 4,411,781  | 1,233,828 | 1,686,635 | 1,491,318 | 0    | 1,491,318                                    | 2,457,130 | 1,954,651 | 677,923 | 555,905 | 641,956 | 1,044,680 | 1,044,680 |
| Total - Centroid Conn          |        | 4,407,970  | 1,233,828 | 1,686,635 | 1,487,507 | 0    | 1,487,507                                    | 2,453,956 | 1,954,014 | 677,923 | 555,905 | 641,956 | 1,044,680 | 1,044,680 |
| Total - Toll/Int-Centroid Conn |        | 3,898,201  | 1,188,627 | 1,680,078 | 1,029,496 | 0    | 1,029,496                                    | 1,944,188 | 1,954,014 | 632,723 | 555,905 | 635,398 | 1,044,680 | 1,044,680 |

Percent of Haines Subarea travel on non-State roads that is generated by Haines City: 37.7%

### Summary:

|                             | VT         | % VT   |
|-----------------------------|------------|--------|
| Total HC Tri                | 4,407,970  | 100.0% |
| HC Travel on Fwy/Toll:      | 509,768    | 11.6%  |
| HC Travel on Other State:   | 1,944,188  | 44.1%  |
| HC Travel on Co/City:       | 1,954,014  | 44.3%  |
| Co/Cy in Haines:            | 1,044,680  | 53.5%  |
| Co/Cy in Shed:              | 555,905    | 28.4%  |
| Co/Cy in OPC:               | 353,429    | 18.1%  |
| Vehicle Trip-Ends Assigned: | 598,888    |        |
| Avg Trip Length:            | 7.36 miles |        |

**Shed Select-District Assignment**

|                                |        | by Subarea |           |           |      |           | by Subarea and Jurisdictional Responsibility |           |           |         |           |         |         |         |
|--------------------------------|--------|------------|-----------|-----------|------|-----------|----------------------------------------------|-----------|-----------|---------|-----------|---------|---------|---------|
|                                |        | VMT        | VMT       | VMT       | VMT  | VMT       | VMT                                          | Total     | VMT       | Total   | VMT       | Shed    | VMT     | VMT     |
| Min FT                         | Max FT | County     | Subarea   | Haines    | City | OPC       | OPC                                          | State     | LOCAL     | State   | Shed      | State   | Haines  | LOCAL   |
| 0                              | 19     | 841,514    | 53,236    | 0         | 0    | 788,278   | 788,278                                      | 841,514   | 0         | 53,236  | 0         | 0       | 0       | 0       |
| 20                             | 39     | 3,030,257  | 1,207,361 | 813,651   | 0    | 1,009,246 | 1,009,246                                    | 1,691,380 | 1,338,877 | 591,217 | 616,144   | 311,979 | 501,671 | 501,671 |
| 40                             | 49     | 880,907    | 472,920   | 204,777   | 0    | 203,210   | 203,210                                      | 101,671   | 779,236   | 64,471  | 408,449   | 33,714  | 171,063 | 171,063 |
| 50                             | 59     | 561,373    | 365,601   | 87,107    | 0    | 108,665   | 108,665                                      | 7,421     | 553,952   | 0       | 365,601   | 0       | 87,107  | 87,107  |
| 60                             | 69     | 40,811     | 17,398    | 0         | 0    | 23,413    | 23,413                                       | 16,107    | 24,704    | 0       | 17,398    | 0       | 0       | 0       |
| 70                             | 99     | 346,687    | 77,290    | 7,708     | 0    | 261,690   | 261,690                                      | 346,687   | 0         | 77,290  | 0         | 7,708   | 0       | 0       |
| Total                          |        | 5,701,550  | 2,193,805 | 1,113,242 | 0    | 2,394,503 | 2,394,503                                    | 3,004,780 | 2,696,769 | 786,213 | 1,407,592 | 353,401 | 759,842 | 759,842 |
| Total - Centroid Conn          |        | 5,140,177  | 1,828,204 | 1,026,135 | 0    | 2,285,837 | 2,285,837                                    | 2,997,359 | 2,142,817 | 786,213 | 1,041,991 | 353,401 | 672,735 | 672,735 |
| Total - Toll/Int-Centroid Conn |        | 3,951,975  | 1,697,679 | 1,018,428 | 0    | 1,235,869 | 1,235,869                                    | 1,809,158 | 2,142,817 | 655,687 | 1,041,991 | 345,693 | 672,735 | 672,735 |

|                             | VMT       | % VMT     |
|-----------------------------|-----------|-----------|
| Total Shed                  | 5,140,177 | 100.0%    |
| Shed Travel on Fwy/Toll:    | 1,188,202 | 23.1%     |
| Shed Travel on Other State: | 1,809,158 | 35.2%     |
| Shed Travel on Co/City:     | 2,142,817 | 41.7%     |
| Co/Cy in Haines:            | 672,735   | 34.4%     |
| Co/Cy in Shed:              | 1,041,991 | 53.3%     |
| Co/Cy in OPC:               | 428,091   | 21.9%     |
| Vehicle Trip-Ends Assigned: | 2,142,817 | 1,404,379 |
| Avg Trip Length:            | 912,851   | 0.655     |



**Appendix E**

**Percent Travel by System and  
Geographic Area**

# **Percent of Trip Length by Subarea**

Travel originating in:

|                                |      | City      |              |       |       | % on State/<br>I-4/Toll |
|--------------------------------|------|-----------|--------------|-------|-------|-------------------------|
| % TL in >>>                    |      | CityLocal | City Coll/Ar | Shed  | OPC   | City                    |
| Assessable trip length (miles) | 0.0  | 90.0%     | 10.0%        | 0.0%  | 0.0%  | 0.0%                    |
|                                | 0.5  | 66.0%     | 34.0%        | 0.0%  | 0.0%  | 3.7%                    |
|                                | 1.0  | 33.0%     | 67.0%        | 0.0%  | 0.0%  | 7.4%                    |
|                                | 1.5  | 22.0%     | 78.0%        | 0.0%  | 0.0%  | 11.1%                   |
|                                | 2.0  | 16.5%     | 75.6%        | 7.9%  | 0.0%  | 14.9%                   |
|                                | 2.5  | 13.2%     | 73.2%        | 9.8%  | 3.8%  | 18.6%                   |
|                                | 3.0  | 11.0%     | 70.8%        | 11.7% | 6.5%  | 22.3%                   |
|                                | 3.5  | 9.4%      | 68.4%        | 13.6% | 8.6%  | 26.0%                   |
|                                | 4.0  | 8.3%      | 66.0%        | 15.5% | 10.3% | 29.7%                   |
|                                | 4.5  | 7.3%      | 63.6%        | 17.4% | 11.7% | 33.4%                   |
|                                | 5.0  | 6.6%      | 61.1%        | 19.3% | 13.0% | 37.1%                   |
|                                | 5.5  | 6.0%      | 58.7%        | 21.2% | 14.1% | 40.8%                   |
|                                | 6.0  | 5.5%      | 56.3%        | 23.1% | 15.1% | 44.6%                   |
|                                | 6.5  | 5.1%      | 53.9%        | 24.9% | 16.1% | 48.3%                   |
|                                | 7.0  | 4.7%      | 51.5%        | 26.8% | 16.9% | 52.0%                   |
|                                | 7.5  | 4.4%      | 49.1%        | 28.4% | 18.1% | 55.7%                   |
|                                | 8.0  | 4.1%      | 46.7%        | 30.0% | 19.2% | 57.7%                   |
|                                | 8.5  | 3.9%      | 44.3%        | 31.5% | 20.3% | 59.7%                   |
|                                | 9.0  | 3.7%      | 41.9%        | 33.1% | 21.4% | 61.7%                   |
|                                | 9.5  | 3.5%      | 39.5%        | 34.6% | 22.4% | 63.7%                   |
|                                | 10.0 | 3.3%      | 37.1%        | 36.2% | 23.4% | 65.7%                   |
|                                | 10.5 | 3.1%      | 34.7%        | 37.8% | 24.5% | 67.7%                   |
|                                | 11.0 | 3.0%      | 32.2%        | 39.3% | 25.4% | 69.7%                   |
|                                | 11.5 | 2.9%      | 29.8%        | 40.9% | 26.4% | 71.7%                   |
|                                | 12.0 | 2.8%      | 27.4%        | 42.4% | 27.4% | 73.7%                   |
|                                | 12.5 | 2.6%      | 25.0%        | 44.0% | 28.4% | 75.7%                   |
|                                | 13.0 | 2.5%      | 22.6%        | 45.5% | 29.3% |                         |

## **Appendix F**

# **Road Capacity Cost Analysis**

## Unit Cost of Capacity Worksheet

### Recent Polk County Road Construction

| Roadway Segment                                        | Year Completed | Length (mi) | Existing Type | Existing Capacity | Improved Type | VMC Added | Total Cost     | Inflation Factor | Present Day Cost     | Cost/ VMC       |
|--------------------------------------------------------|----------------|-------------|---------------|-------------------|---------------|-----------|----------------|------------------|----------------------|-----------------|
| County Line Rd (SR 60-W Pipkin Rd)                     | 2012           | 3.02        | 2U            | 17,300            | 4D            | 63,722    | \$13,581,205   | 1.179            | \$16,012,202         | \$251.28        |
| Lakeland Highlands Rd                                  | 2012           | 3.01        | 2U            | 17,300            | 4D            | 63,511    | \$33,074,177   | 1.179            | \$38,994,359         | \$613.98        |
| Bartow Northern Connector (US 98-US 17)                | 2013           | 2           | 0             | 0                 | 4D            | 76,800    | \$16,416,796   | 1.158            | \$19,009,724         | \$247.52        |
| Kathleen Rd (Galloway-Duff)                            | 2014           | 3           | 2U            | 17,300            | 4D            | 63,300    | \$36,398,104   | 1.126            | \$40,997,489         | \$647.67        |
| CR 559A (SR 599-Pace)                                  | 2016           | 2.6         | 2U            | 17,300            | 4D            | 54,860    | \$20,661,903   | 1.126            | \$23,272,810         | \$424.22        |
| Ernie Caldwell Blvd (Pine Tree-CR 547)                 | 2018           | 4           | 0             | 0                 | 4D            | 153,600   | \$44,843,876   | 1.053            | \$47,206,072         | \$307.33        |
| North Ridge Trail, Ph 3                                | 2018           | 0.3         | 0             | 0                 | 2D            | 5,190     | \$2,017,256    | 1.053            | \$2,123,517          | \$409.16        |
| West Pipkin Rd (S FL Ave-Medulla Rd)                   | 2021           | 4.2         | 2U            | 17,300            | 4D            | 88,620    | \$59,234,977   | 1.053            | \$62,374,431         | \$703.84        |
| North Ridge Tr (Deen Still-Sand Mine Rd)               | 2023           | 4           | 0             | 0                 | 2D            | 69,200    | \$10,103,006   | 1.000            | \$10,103,006         | \$146.00        |
| Lake Watson Rd (CR 54-CR 532)                          | 2024           | 1           | 2U            | 17,300            | 4D            | 21,100    | \$53,731,241   | 1.000            | \$53,731,241         | \$2,546.50      |
| CR 557 (W Alfred St - I-4)                             | 2025           | 6           | 2U            | 17,300            | 4D            | 126,600   | \$87,767,076   | 1.000            | \$87,767,076         | \$693.26        |
| Maarigold Ave (CR 580-Palmetto Rd)                     | 2026           | 2.2         | 2U            | 17,300            | 4D            | 46,420    | \$39,849,186   | 1.000            | \$39,849,186         | \$858.45        |
| Cypress Pkwy (Poinciana - Solvita Blvd)                | 2026+          | 1.65        | 2U            | 17,300            | 4D            | 34,815    | \$24,080,500   | 1.000            | \$24,080,500         | \$691.67        |
| Thompson Nursery Rd (US 17-W Lk Ruby)                  | 2026+          | 5.6         | 2U            | 17,300            | 4D            | 118,160   | \$155,600,000  | 1.000            | \$155,600,000        | \$1,316.86      |
| <b>Totals:</b>                                         |                |             |               |                   |               |           | <b>985,898</b> |                  | <b>\$621,121,613</b> | <b>\$630.01</b> |
| <b>Past Five Years:</b>                                |                |             |               |                   |               |           | <b>504,915</b> |                  | <b>\$433,505,440</b> | <b>\$858.57</b> |
| <b>Past Five Years - Two "High-Cost" Improvements:</b> |                |             |               |                   |               |           | <b>365,655</b> |                  | <b>\$224,174,199</b> | <b>\$613.08</b> |

Sources: Polk County Transportation Division, June 1, 2022, and Duncan Associates, January 9, 2023.

Note: Cost adjustments by WEO-PE, from FDOT "Advisory Inflation Factors for Previous Years (1987-2018)

Osceola County "Mobility Fee Renewal Study" (HNTB, January, 2022) identifies a cost of (\$354.59 per person-mile x 2.44 persons/vehicle=) **\$865.20**/vehicle-mile, which is based on State construction costs --- on the high side due to only State costs.

City of Lakeland "Multi-Modal Transportation Impact Fee Update Study" (Tindale-Oliver, August, 2019) identifies a cost of (\$4,770,000 per lane-mile/capacity of 10,400 vehicles per day =) **\$458.65**/vehicle-mile of capacity for non-State roads.

Hillsborough County "Mobility Fee Update Study" (Tindale-Oliver, April, 2020) identifies a cost of (\$6,538,000 per lane-mile for County roads/9,091 vehicles per lane=) **\$719.17** per vehicle-mile.

Seminole County (2021 Multi-Modal Mobility Fee, WEO-PE, 2021) cites Orange County construction costs from 2017 of (\$6,261,259 per lane-mile/capacity of 10,305 per lane=) \$607.59 per vehicle-mile. If adjusted for inflation by 1.09, cost would be **\$662.27**.

**Haines City would be constructing roads for municipal and County use, so using the recent-year Polk County cost of \$613.08 is chosen for the Haines City area.**

## **Appendix G**

# **Revenue Credit Analysis**

Gasoline Tax Revenue, estimate of Equivalent Pennies per Gallon to Capital:

Annual Impvmt in MPG: 1.9%/yr Eqn from FHWA VM-1 data

Annual VMT Growth Rate: 2.37%

1st LOGT (1-6 Cents) 2nd LOGT (1-5 Cents) Totals

|                                     |             |             |              |
|-------------------------------------|-------------|-------------|--------------|
| Effective Pennies:                  | 6.127       | 3.278       | 9.41         |
| Yield per Penny to BoCC to Capital: | \$4,276,164 | \$9,791,751 | \$14,067,914 |
| Share to Capital:                   | 28%         | 100%        |              |
| Share to BoCC:                      | 65.6%       | 65.6%       |              |
| Number of Pennies Levied:           | 6           | 5           |              |
| Est total yield of 1 Penny in 2019: | \$3,928,472 | \$2,987,248 |              |

\$0  
199692561

**\$199,692,561** Five year total, 2023-2027, from Polk Mobility Fee, Table 22, p. 28, used to set equivalent pennies per gallon.

<<Updated to 2022 LFGI for Polk Co

70.8%

<<% of travel on MRN  
296,766,841

\$199,692,561 \$189,521,069

\$10,171,492

\$172,232,609 \$9,042,510

| Year | VMT/Day (incl Interstates, Toll) | Fuel Eff (mpg) | Gals/yr     | 1-6 Cents    | 1-5 Cents    | Total Non-State/Federal YOC \$ to Capital | YOC \$ to Capital From Base | YOC \$ to Capital From Growth | FDOT Inflation Factor | Conv't from Year to PV | Present Value \$ to Capital from Base | Present Value \$ to Capital from Growth |
|------|----------------------------------|----------------|-------------|--------------|--------------|-------------------------------------------|-----------------------------|-------------------------------|-----------------------|------------------------|---------------------------------------|-----------------------------------------|
| 2020 | 20,864,869                       | 23.30          | 374,216,307 | \$22,929,041 | \$12,266,249 | \$35,195,291                              | \$36,512,927                | -\$1,317,637                  | 0.030                 |                        | #DIV/0!                               | #DIV/0!                                 |
| 2021 | 21,358,789                       | 23.74          | 382,576,194 | \$23,441,270 | \$13,420,274 | \$35,981,543                              | \$36,642,537                | -\$660,993                    | 0.031                 |                        | #DIV/0!                               | #DIV/0!                                 |
| 2022 | 21,864,401                       | 24.18          | 409,574,574 | \$25,095,519 | \$13,525,240 | \$38,520,759                              | \$38,520,759                | \$0                           | 0.033                 | 1.000                  | \$38,520,759                          | \$0                                     |
| 2023 | 22,343,556                       | 24.61          | 418,912,052 | \$25,667,646 | \$13,731,309 | \$39,398,955                              | \$38,701,171                | \$697,784                     | 0.033                 | 1.033                  | \$37,464,832                          | \$675,493                               |
| 2024 | 22,911,815                       | 25.05          | 422,094,270 | \$25,862,628 | \$13,835,617 | \$39,698,245                              | \$38,316,876                | \$1,381,368                   | 0.033                 | 1.067                  | \$35,907,854                          | \$1,294,520                             |
| 2025 | 23,468,114                       | 25.48          | 424,954,679 | \$26,037,891 | \$13,929,377 | \$39,967,268                              | \$37,917,328                | \$2,049,940                   | 0.033                 | 1.102                  | \$34,398,283                          | \$1,859,688                             |
| 2026 | 24,012,451                       | 25.92          | 427,509,558 | \$26,194,434 | \$14,013,122 | \$40,207,556                              | \$37,504,714                | \$2,702,843                   | 0.033                 | 1.139                  | \$32,937,040                          | \$2,373,665                             |
| 2027 | 24,544,826                       | 26.35          | 429,774,097 | \$26,333,187 | \$14,087,350 | \$40,420,537                              | \$37,080,980                | \$3,339,557                   | 0.033                 | 1.176                  | \$31,524,601                          | \$2,839,143                             |
| 2028 | 25,065,238                       | 26.79          | 431,762,482 | \$26,455,020 | \$14,152,527 | \$40,607,546                              | \$36,647,863                | \$3,959,683                   | 0.033                 | 1.215                  | \$30,161,069                          | \$3,258,806                             |
| 2029 | 25,573,687                       | 27.22          | 433,487,983 | \$26,560,745 | \$14,209,086 | \$40,769,831                              | \$36,206,910                | \$4,562,921                   | 0.033                 | 1.255                  | \$28,846,240                          | \$3,635,304                             |
| 2030 | 26,070,173                       | 27.66          | 434,963,021 | \$26,651,124 | \$14,257,435 | \$40,908,559                              | \$35,759,501                | \$5,149,059                   | 0.033                 | 1.297                  | \$27,579,658                          | \$3,971,232                             |
| 2031 | 26,554,694                       | 28.09          | 436,199,237 | \$26,726,869 | \$14,297,957 | \$41,024,826                              | \$35,306,867                | \$5,717,959                   | 0.033                 | 1.339                  | \$26,360,660                          | \$4,269,118                             |
| 2032 | 27,027,251                       | 28.53          | 437,207,554 | \$26,788,651 | \$14,331,008 | \$41,119,659                              | \$34,850,107                | \$6,269,552                   | 0.033                 | 1.384                  | \$25,188,418                          | \$4,531,409                             |
| 2033 | 27,487,844                       | 28.96          | 437,998,229 | \$26,837,098 | \$14,356,925 | \$41,194,022                              | \$34,390,201                | \$6,803,821                   | 0.033                 | 1.429                  | \$24,061,970                          | \$4,760,465                             |
| 2034 | 27,936,470                       | 29.39          | 438,580,902 | \$26,872,799 | \$14,376,024 | \$41,248,823                              | \$33,928,025                | \$7,320,798                   | 0.033                 | 1.476                  | \$22,980,249                          | \$4,958,548                             |
| 2035 | 28,373,131                       | 29.83          | 438,964,647 | \$26,896,312 | \$14,388,603 | \$41,284,915                              | \$33,464,359                | \$7,820,556                   | 0.033                 | 1.525                  | \$21,942,107                          | \$5,127,828                             |
| 2036 | 28,797,825                       | 30.26          | 439,158,008 | \$26,908,160 | \$14,394,941 | \$41,303,100                              | \$32,999,899                | \$8,303,202                   | 0.033                 | 1.575                  | \$20,946,338                          | \$5,270,370                             |
| 2037 | 29,210,552                       | 30.69          | 439,169,037 | \$26,908,835 | \$14,395,302 | \$41,304,138                              | \$32,535,264                | \$8,768,873                   | 0.033                 | 1.627                  | \$19,991,690                          | \$5,388,141                             |
| 2038 | 29,611,312                       | 31.13          | 439,005,333 | \$26,898,805 | \$14,389,936 | \$41,288,741                              | \$32,071,009                | \$9,217,732                   | 0.033                 | 1.681                  | \$19,076,886                          | \$5,483,009                             |
| 2039 | 30,000,104                       | 31.56          | 438,674,071 | \$26,878,508 | \$14,379,078 | \$41,257,586                              | \$31,607,624                | \$9,649,962                   | 0.033                 | 1.737                  | \$18,200,629                          | \$5,556,741                             |
| 2040 | 30,376,927                       | 31.99          | 438,182,028 | \$26,848,359 | \$14,362,950 | \$41,211,309                              | \$31,145,547                | \$10,065,762                  | 0.033                 | 1.794                  | \$17,361,617                          | \$5,611,008                             |
| 2041 | 30,741,782                       | 32.42          | 437,535,618 | \$26,808,752 | \$14,341,761 | \$41,150,514                              | \$30,685,165                | \$10,465,348                  | 0.033                 | 1.853                  | \$16,558,552                          | \$5,647,387                             |
| 2042 | 31,094,667                       | 32.85          | 436,740,908 | \$26,760,059 | \$14,315,712 | \$41,075,771                              | \$30,226,824                | \$10,848,947                  | 0.033                 | 1.914                  | \$15,790,144                          | \$5,667,365                             |
| 2043 | 31,435,583                       | 33.29          | 435,803,646 | \$26,702,631 | \$14,284,990 | \$40,987,621                              | \$29,770,826                | \$11,216,794                  | 0.033                 | 1.977                  | \$15,055,117                          | \$5,672,337                             |
| 2044 | 31,764,528                       | 33.72          | 434,729,279 | \$26,636,802 | \$14,249,774 | \$40,886,576                              | \$29,317,441                | \$11,569,135                  | 0.033                 | 2.043                  | \$14,352,217                          | \$5,663,616                             |
| 2045 | 32,081,502                       | 34.15          | 433,522,975 | \$26,562,889 | \$14,210,233 | \$40,773,122                              | \$28,866,905                | \$11,906,217                  | 0.033                 | 2.110                  | \$13,680,212                          | \$5,642,433                             |

## **Appendix H**

# **Other Fee Parameters**





**ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2021(1)  
BY HIGHWAY CATEGORY AND VEHICLE TYPE**

Updated: January 2024 Table VM-1

| YEAR | ITEM                                                 | LIGHT DUTY VEHICLES SHORT WB 2/ | MOTOR-CYCLES | BUSES     | LIGHT DUTY VEHICLES LONG WB 2/ | SINGLE-UNIT TRUCKS 3/ | COMBINATION TRUCKS | SUBTOTALS                  |                                                          | ALL MOTOR VEHICLES |
|------|------------------------------------------------------|---------------------------------|--------------|-----------|--------------------------------|-----------------------|--------------------|----------------------------|----------------------------------------------------------|--------------------|
|      |                                                      |                                 |              |           |                                |                       |                    | ALL LIGHT DUTY VEHICLES 2/ | SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS |                    |
|      | Motor-Vehicle Travel:<br>(millions of vehicle-miles) |                                 |              |           |                                |                       |                    |                            |                                                          |                    |
| 2021 | Interstate Rural                                     | 140,583                         | 1,082        | 1,539     | 50,523                         | 11,389                | 58,575             | 191,106                    | 69,964                                                   | 263,691            |
| 2020 |                                                      | 123,042                         | 961          | 1,383     | 44,587                         | 10,075                | 51,770             | 167,629                    | 61,845                                                   | 231,818            |
| 2021 | Other Arterial Rural                                 | 227,383                         | 2,127        | 2,194     | 100,463                        | 19,381                | 32,860             | 327,847                    | 52,240                                                   | 384,408            |
| 2020 |                                                      | 207,498                         | 2,205        | 2,056     | 92,800                         | 17,686                | 30,507             | 300,298                    | 48,193                                                   | 352,752            |
| 2021 | Other Rural                                          | 203,373                         | 2,967        | 2,013     | 97,513                         | 17,895                | 12,421             | 300,885                    | 30,316                                                   | 336,182            |
| 2020 |                                                      | 192,895                         | 2,711        | 1,747     | 93,178                         | 16,386                | 12,041             | 286,073                    | 28,427                                                   | 318,957            |
| 2021 | All Rural                                            | 571,338                         | 6,176        | 5,746     | 248,500                        | 48,665                | 103,856            | 819,838                    | 152,520                                                  | 984,281            |
| 2020 |                                                      | 523,434                         | 5,877        | 5,186     | 230,565                        | 44,147                | 94,318             | 754,000                    | 138,465                                                  | 903,527            |
| 2021 | Interstate Urban                                     | 363,954                         | 1,970        | 2,275     | 104,795                        | 21,428                | 52,051             | 468,749                    | 73,480                                                   | 546,474            |
| 2020 |                                                      | 330,361                         | 1,891        | 2,337     | 94,184                         | 19,616                | 47,036             | 424,546                    | 66,652                                                   | 495,425            |
| 2021 | Other Urban                                          | 1,148,605                       | 11,496       | 8,723     | 331,806                        | 61,544                | 39,482             | 1,480,411                  | 101,026                                                  | 1,601,657          |
| 2020 |                                                      | 1,080,947                       | 10,180       | 7,514     | 313,496                        | 54,069                | 38,463             | 1,394,443                  | 92,532                                                   | 1,504,669          |
| 2021 | All Urban                                            | 1,512,559                       | 13,466       | 10,998    | 436,602                        | 82,973                | 91,533             | 1,949,161                  | 174,506                                                  | 2,148,130          |
| 2020 |                                                      | 1,411,308                       | 12,071       | 9,851     | 407,680                        | 73,685                | 85,499             | 1,818,989                  | 159,184                                                  | 2,000,095          |
| 2021 | Total Rural and Urban 5/                             | 2,083,898                       | 19,642       | 16,744    | 685,101                        | 131,637               | 195,389            | 2,768,999                  | 327,026                                                  | 3,132,411          |
| 2020 |                                                      | 1,934,743                       | 17,947       | 15,037    | 638,246                        | 117,832               | 179,817            | 2,572,988                  | 297,649                                                  | 2,903,622          |
| 2021 | Number of motor vehicles registered 2/               | 197,092,816                     | 9,795,491    | 938,123   | 60,530,744                     | 10,713,550            | 3,142,854          | 257,623,560                | 13,886,404                                               | 282,214,578        |
| 2020 |                                                      | 194,788,825                     | 8,347,435    | 1,010,304 | 58,890,431                     | 9,908,410             | 2,990,962          | 253,679,256                | 12,899,372                                               | 275,936,367        |
| 2021 | Average miles traveled per vehicle                   | 10,573                          | 2,005        | 17,830    | 11,318                         | 12,287                | 62,169             | 10,748                     | 23,601                                                   | 11,099             |
| 2020 |                                                      | 9,933                           | 2,150        | 14,883    | 10,838                         | 11,892                | 60,120             | 10,143                     | 23,075                                                   | 10,523             |
| 2021 | Person-miles of travel (millions) 4/                 | 3,471,196                       | 23,659       | 354,983   | 1,168,120                      | 131,637               | 195,389            | 4,639,316                  | 327,026                                                  | 5,344,984          |
| 2020 |                                                      | 3,225,210                       | 21,618       | 318,778   | 1,084,960                      | 117,832               | 179,817            | 4,310,170                  | 297,649                                                  | 4,948,215          |
| 2021 | Fuel consumed (thousand gallons)                     | 85,306,944                      | 446,802      | 2,274,325 | 38,493,966                     | 17,169,260            | 30,439,397         | 123,800,910                | 47,608,657                                               | 174,130,694        |
| 2020 |                                                      | 78,721,898                      | 408,255      | 2,038,723 | 35,676,672                     | 15,179,899            | 27,159,041         | 114,398,570                | 42,338,940                                               | 159,184,488        |
| 2021 | Average fuel consumption per vehicle (gallons)       | 433                             | 46           | 2,422     | 636                            | 1,603                 | 9,685              | 481                        | 3,436                                                    | 617                |
| 2020 |                                                      | 404                             | 49           | 2,018     | 606                            | 1,532                 | 9,080              | 451                        | 3,282                                                    | 577                |
| 2021 | Average miles traveled per gallon of fuel consumed   | 24.4                            | 44.0         | 7.4       | 17.8                           | 7.7                   | 6.4                | 22.4                       | 6.9                                                      | 18.0               |
| 2020 |                                                      | 24.6                            | 44.0         | 7.4       | 17.9                           | 7.8                   | 6.6                | 22.5                       | 7.0                                                      | 18.2               |

1/ The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21), vehicle registration data (MV-1), other data such as the R. L. Polk vehicle data, and a host of modeling techniques.

2/ Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WB) less than or equal to 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport utility vehicles with wheelbases (WB) greater than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans, and sport utility vehicles regardless of wheelbase.

3/ Single-Unit - single frame trucks that have 2-Axes and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.

4/ For 2021 and 2020, vehicle occupancy is estimated by the FHWA from the 2017 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data. For single unit trucks and combination trucks, 1 motor vehicle miles traveled = 1 person-miles traveled.

5/ VMT data are based on the latest HPMS data available; it may not match previous published results.

1/ The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21), vehicle registration data (MV-1), other data such as the R. L. Polk vehicle data, and a host of modeling techniques.  
2/ Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WB) less than or equal to 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport utility vehicles with wheelbases (WB) greater than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans, and sport utility vehicles regardless of wheelbase.  
3/ Single-Unit - single frame trucks that have 2-Axles and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.  
4/ For 2021 and 2020, vehicle occupancy is estimated by the FHWA from the 2017 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data. For single unit trucks and combination trucks, 1 motor vehicle miles traveled = 1 person-miles traveled.  
5/ VMT data are based on the latest HPMS data available; it may not match previous published results.

**Total VMT (Light-Duty & MC):** 2,103,539,415,503  
**Total Fuel (Light-Duty & MC):** 85,753,746,714  
**Miles per Gallon (Light-Duty & MC):** 24.53



# Work Program Instructions

FY 24/25 - 28/29

September 8<sup>th</sup>, 2023

## **12) Turnpike Enterprise Programs**

The turnpike enterprise analysis should include all turnpike funds and transportation system 02 (intrastate turnpike). Contingencies are determined by reports with turnpike funds only, and program level is determined as transportation system 02 (intrastate turnpike) excluding statewide funds (bridge and SIS described above).

### **d. General Assumptions**

- Amounts included for contingency analyses only address contract class 8.
- 30% of district projects programmed using statewide funds for SIS and/or bridge will be considered as part of the district programmed level for contingency analysis.
- RBRP, SCOP, SCED, SCRC, SCWR, ARSC, SCRA, ARSR, GRSC, CIGP, CIGR, and TRIP will not be included in the box analysis.
- Earmark funds will be excluded if programmed as a contract class 5 or if programmed as a transportation system 06 or 16.
- SE funds will be excluded if programmed as a contract class 5.
- Boxed items for the Miami Intermodal Center (MIC) are not included in the box analysis, regardless of the funds programmed.
- LF funds on a contract class 8 will be included as a reserve account, regardless of box code.

### **e. Construction Cost Inflation Factors**

Inflation factors for construction costs will be utilized in the development of the tentative work program as indicated below. These inflation factors will automatically generate the new estimates for anything gamed in WPA by applying these factors to the present day costs (PDC's) in WPA. All estimate changes must be made in the adopted file; do not make estimate changes in the proposed file (tentative work program development cycle). Shaded areas beginning in fiscal year 29/30 cover the 10-year period for the SIS program.

| <b>FISCAL YEAR</b> | <b>INFLATION FACTOR</b> | <b>MULTIPLIER</b> | <b>FISCAL YEAR</b> | <b>INFLATION FACTOR</b> | <b>MULTIPLIER</b> |
|--------------------|-------------------------|-------------------|--------------------|-------------------------|-------------------|
| 24/25              | 2.9%                    | 1.029             | 29/30              | 3.3%                    | 1.203             |
| 25/26              | 3.0%                    | 1.060             | 30/31              | 3.3%                    | 1.243             |
| 26/27              | 3.1%                    | 1.093             | 31/32              | 3.3%                    | 1.284             |
| 27/28              | 3.2%                    | 1.128             | 32/33              | 3.3%                    | 1.326             |
| 28/29              | 3.3%                    | 1.165             | 33/34              | 3.3%                    | 1.370             |

Note: Base year is 23/24.

# **Appendix I**

## **Full Fee Schedule Calculations**

Appendix I  
2024 Multi-Modal Transportation Impact Fee Study  
Haines City Scenario One Proposed Multi-Modal Transportation Impact Fee Schedule

| ITE Land Use Code <sup>(1)</sup> | Land Use                                                               | Unit                 | Trip Rate (veh trips) | % New Trips | Chargeable Trip Length (mi) | Trip Length for revenue (mi) | Gross Assessable VMT/day | VMT After State/Toll /1-4 Reduction | Needed VMC   | Weighted Cost/VMC | Total Impact Cost  | County Gas Tax Credit | Net Mobility Fee   | County Fee     | Prior Fee (eff 12/7/23) | % Change     |
|----------------------------------|------------------------------------------------------------------------|----------------------|-----------------------|-------------|-----------------------------|------------------------------|--------------------------|-------------------------------------|--------------|-------------------|--------------------|-----------------------|--------------------|----------------|-------------------------|--------------|
| 110/140/155/150/154/155/157      | Manufacturing/Light Industry/Parcel Hub<br>Passive Warehousing/Storage | 1,000 sf<br>1,000 sf | 4.75<br>1.76          | 92%<br>92%  | 6.06<br>6.06                | 6.56<br>6.56                 | 13.2<br>4.9              | 7.34<br>2.72                        | 7.89<br>2.92 | \$600<br>\$600    | \$4,732<br>\$1,753 | \$303<br>\$112        | \$4,430<br>\$1,641 | \$539<br>\$539 | \$592<br>\$768          | 649%<br>114% |
| 151                              | Self-Storage/Mini-Warehouse                                            | 1,000 sf             | 1.51                  | 92%         | 4.06                        | 4.56                         | 2.8                      | 1.98                                | 2.46         | \$605             | \$1,489            | \$67                  | \$1,422            | \$457          | \$387                   | 267%         |
| 210                              | Single Family < 1,200 sf                                               | D.U.                 | 6.73                  | 100%        | 6.62                        | 7.12                         | 22.3                     | 11.52                               | 11.95        | \$598             | \$7,148            | \$506                 | \$6,642            | \$3,460        | \$1,482                 | 348%         |
| 210                              | Single Family 1,200 to 2,500 sf                                        | D.U.                 | 9.43                  | 100%        | 6.62                        | 7.12                         | 31.2                     | 16.15                               | 16.75        | \$598             | \$10,015           | \$709                 | \$9,306            | \$3,460        | \$1,482                 | 528%         |
| 210                              | Single-Family >2,500 sf                                                | D.U.                 | 11.58                 | 100%        | 6.60                        | 7.10                         | 38.2                     | 19.77                               | 20.50        | \$598             | \$12,261           | \$868                 | \$11,393           | \$3,460        | \$1,482                 | 669%         |
| 220                              | Multi-Family                                                           | D.U.                 | 6.74                  | 100%        | 5.12                        | 5.62                         | 17.2                     | 10.84                               | 12.52        | \$602             | \$7,542            | \$400                 | \$7,142            | \$2,436        | \$1,021                 | 600%         |
| 240                              | Mobile Home                                                            | D.U.                 | 7.12                  | 100%        | 4.70                        | 5.20                         | 16.7                     | 11.13                               | 13.32        | \$604             | \$8,043            | \$391                 | \$7,653            | \$1,285        | \$773                   | 890%         |
| 310/320                          | Hotel/Motel                                                            | Room                 | 5.67                  | 69%         | 4.86                        | 5.36                         | 9.5                      | 6.33                                | 7.58         | \$604             | \$4,574            | \$221                 | \$4,352            | \$1,817        | \$1,382                 | 215%         |
| 520/522/525                      | School                                                                 | Student              | 2.10                  | 80%         | 3.31                        | 3.81                         | 2.8                      | 2.16                                | 2.90         | \$608             | \$1,764            | \$68                  | \$1,696            | \$260          | \$499                   | 240%         |
| 565                              | Day Care                                                               | 1,000 sf             | 47.62                 | 73%         | 2.20                        | 2.70                         | 38.0                     | 32.34                               | 47.90        | \$611             | \$29,267           | \$984                 | \$28,283           | \$1,039        | \$3,438                 | 723%         |
| 610                              | Hospital                                                               | 1,000 sf             | 10.77                 | 77%         | 6.43                        | 6.93                         | 26.5                     | 14.68                               | 15.78        | \$600             | \$9,463            | \$603                 | \$8,861            | \$1,039        | n/a                     | --           |
| 710                              | Office (>10,000 sf)                                                    | 1,000 sf             | 10.84                 | 92%         | 5.17                        | 5.67                         | 25.8                     | 16.19                               | 18.70        | \$602             | \$11,264           | \$597                 | \$10,668           | \$3,432        | \$2,424                 | 340%         |
| 712                              | Office (<=10,000 s.f.)                                                 | 1,000 sf             | 14.39                 | 92%         | 5.17                        | 5.67                         | 34.2                     | 21.50                               | 24.82        | \$602             | \$14,953           | \$792                 | \$14,161           | \$3,432        | \$2,424                 | 484%         |
| 720                              | Medical Office                                                         | 1,000 sf             | 36.00                 | 87%         | 5.37                        | 5.87                         | 84.1                     | 52.87                               | 61.04        | \$602             | \$36,773           | \$1,941               | \$34,832           | \$3,432        | \$5,597                 | 522%         |
| 750                              | Office Park                                                            | 1,000 sf             | 11.07                 | 92%         | 5.17                        | 5.67                         | 26.3                     | 16.54                               | 19.09        | \$602             | \$11,503           | \$609                 | \$10,894           | \$3,432        | \$1,977                 | 451%         |
| 820                              | Retail (>150 ksf gla)                                                  | 1,000 sf             | 37.01                 | 72%         | 3.07                        | 3.57                         | 40.9                     | 31.79                               | 42.69        | \$608             | \$25,951           | \$1,004               | \$24,947           | \$5,192        | \$4,500                 | 454%         |
| 821                              | Retail (40-150 ksf gla)                                                | 1,000 sf             | 94.49                 | 59%         | 2.34                        | 2.84                         | 65.2                     | 55.54                               | 82.26        | \$611             | \$50,267           | \$1,671               | \$48,596           | \$5,192        | \$5,584                 | 770%         |
| 822                              | Retail (<40 ksf gla)                                                   | 1,000 sf             | 54.45                 | 45%         | 1.99                        | 2.49                         | 24.4                     | 21.66                               | 34.39        | \$613             | \$21,082           | \$644                 | \$20,438           | \$5,192        | \$8,374                 | 144%         |
| 850                              | Supermarket                                                            | 1,000 sf             | 93.84                 | 53%         | 2.00                        | 2.50                         | 49.7                     | 42.35                               | 62.73        | \$611             | \$38,329           | \$1,313               | \$37,016           | \$5,192        | \$10,136                | 265%         |
| 851                              | Convenience Store                                                      | 1,000 sf             | 762.28                | 27%         | 1.67                        | 2.17                         | 168.3                    | 149.58                              | 237.44       | \$613             | \$145,567          | \$4,620               | \$140,946          | \$5,192        | \$32,010                | 340%         |
| 881                              | Drug Store w/Drive-Through                                             | 1,000 sf             | 108.40                | 42%         | 2.07                        | 2.57                         | 47.3                     | 40.28                               | 59.67        | \$611             | \$36,459           | \$1,240               | \$35,219           | \$5,192        | \$6,976                 | 405%         |
| 912                              | Bank w/ Drive-Through Lane(s)                                          | 1,000 sf             | 100.35                | 46%         | 2.66                        | 3.16                         | 61.4                     | 50.00                               | 70.23        | \$609             | \$42,795           | \$1,540               | \$41,255           | \$5,192        | \$20,237                | 104%         |
| 931                              | Restaurant-Fine Dining                                                 | 1,000 sf             | 83.84                 | 77%         | 3.23                        | 3.73                         | 104.3                    | 81.03                               | 108.81       | \$608             | \$66,147           | \$2,542               | \$63,605           | \$5,192        | \$11,227                | 467%         |
| 930/932                          | Restaurant-Fast Casual/High Turnover                                   | 1,000 sf             | 98.66                 | 71%         | 3.23                        | 3.73                         | 113.1                    | 87.92                               | 118.07       | \$608             | \$71,774           | \$2,758               | \$69,016           | \$5,192        | \$11,227                | 515%         |
| 912/913/934                      | Restaurant-Fast-Food w/ Drive-Thru                                     | 1,000 sf             | 472.19                | 53%         | 0.96                        | 1.46                         | 120.1                    | 115.66                              | 183.59       | \$613             | \$112,558          | \$3,857               | \$108,701          | \$5,192        | \$38,427                | 183%         |
| 941                              | Quick Lube                                                             | 1,000 sf             | 69.57                 | 72%         | 3.24                        | 3.74                         | 81.1                     | 63.07                               | 84.69        | \$608             | \$51,483           | \$1,978               | \$49,505           | \$5,192        | \$1,264                 | 3816%        |
| 942                              | Auto Care Center                                                       | 1,000 sf             | 34.56                 | 72%         | 3.24                        | 3.74                         | 40.3                     | 31.33                               | 42.07        | \$608             | \$25,575           | \$982                 | \$24,593           | \$5,192        | \$1,253                 | 1863%        |
| 944                              | Gasoline Station                                                       | Fuel Pos.            | 172.01                | 23%         | 1.68                        | 2.18                         | 33.3                     | 29.57                               | 46.94        | \$613             | \$28,780           | \$912                 | \$27,868           | (3)            | \$7,311                 | 281%         |

Notes:

1. Where more than one land use code is listed, the rate is an average of the land uses.
2. After fourth County adjustment in June, 2026.
3. County charges on a "per 1,000 s.f." basis, whereas City fee is by number of fueling positions.

# Appendix I

## 2024 Multi-Modal Transportation Impact Fee Study

### Haines City Scenario Two Proposed Multi-Modal Transportation Impact Fee Schedule

| ITE Land Use Code <sup>(1)</sup> | Land Use                           | Unit      | Trip Rate (veh trips) | % New Trips | Chargeable Trip Length (mi) | Trip Length for revenue (mi) | Gross Assessable VMT/day | VMT After State/ Toll / I-4 Reduction | Needed VMC | Weighted Cost/ VMC | Total Impact Cost | County Gas Tax Credit | Net Mobility Fee | County Fee | Prior Fee (eff 12/7/23) | % Change |
|----------------------------------|------------------------------------|-----------|-----------------------|-------------|-----------------------------|------------------------------|--------------------------|---------------------------------------|------------|--------------------|-------------------|-----------------------|------------------|------------|-------------------------|----------|
| 110/140/155/150/154/155/157      | Manufacturing/Light Ind/Parcel Hub | 1,000 sf  | 4.75                  | 92%         | 6.06                        | 6.56                         | 13.2                     | 7.34                                  | 10.16      | \$609              | \$6,189           | \$303                 | \$5,886          | \$539      | \$592                   | 895%     |
|                                  | Passive Warehousing/Storage        | 1,000 sf  | 1.76                  | 92%         | 6.06                        | 6.56                         | 4.9                      | 2.72                                  | 3.77       | \$609              | \$2,293           | \$112                 | \$2,181          | \$539      | \$768                   | 184%     |
| 151                              | Self-Storage/Mini-Warehouse        | 1,000 sf  | 1.51                  | 92%         | 4.06                        | 4.56                         | 2.8                      | 1.98                                  | 2.87       | \$610              | \$1,753           | \$67                  | \$1,686          | \$457      | \$387                   | 335%     |
| 210                              | Single Family < 1,200 sf           | D.U.      | 6.73                  | 100%        | 6.62                        | 7.12                         | 22.3                     | 11.52                                 | 15.81      | \$609              | \$9,621           | \$506                 | \$9,115          | \$3,460    | \$1,482                 | 515%     |
| 210                              | Single Family 1,200 to 2,500 sf    | D.U.      | 9.43                  | 100%        | 6.62                        | 7.12                         | 31.2                     | 16.15                                 | 22.15      | \$609              | \$13,481          | \$709                 | \$12,772         | \$3,460    | \$1,482                 | 762%     |
| 210                              | Single-Family >2,500 sf            | D.U.      | 11.58                 | 100%        | 6.60                        | 7.10                         | 38.2                     | 19.77                                 | 27.12      | \$609              | \$16,505          | \$868                 | \$15,637         | \$3,460    | \$1,482                 | 955%     |
| 220                              | Multi-Family                       | D.U.      | 6.74                  | 100%        | 5.12                        | 5.62                         | 17.2                     | 10.84                                 | 15.32      | \$610              | \$9,340           | \$400                 | \$8,940          | \$2,436    | \$1,021                 | 776%     |
| 240                              | Mobile Home                        | D.U.      | 7.12                  | 100%        | 4.70                        | 5.20                         | 16.7                     | 11.13                                 | 15.91      | \$610              | \$9,707           | \$391                 | \$9,317          | \$1,285    | \$773                   | 1105%    |
| 310/320                          | Hotel/Motel                        | Room      | 5.67                  | 69%         | 4.86                        | 5.36                         | 9.5                      | 6.33                                  | 9.05       | \$610              | \$5,520           | \$221                 | \$5,299          | \$1,817    | \$1,382                 | 283%     |
| 520/522/525                      | School                             | student   | 2.10                  | 80%         | 3.31                        | 3.81                         | 2.8                      | 2.16                                  | 3.24       | \$611              | \$1,981           | \$68                  | \$1,914          | \$260      | \$499                   | 283%     |
| 565                              | Day Care                           | 1,000 sf  | 47.62                 | 73%         | 2.20                        | 2.70                         | 38.0                     | 32.34                                 | 51.33      | \$613              | \$31,468          | \$984                 | \$30,484         | \$1,039    | \$3,438                 | 787%     |
| 610                              | Hospital                           | 1,000 sf  | 10.77                 | 77%         | 6.43                        | 6.93                         | 26.5                     | 14.68                                 | 20.32      | \$609              | \$12,375          | \$603                 | \$11,773         | \$1,039    | n/a                     | --       |
| 710                              | Office (>10,000 sf)                | 1,000 sf  | 10.84                 | 92%         | 5.17                        | 5.67                         | 25.8                     | 16.19                                 | 22.88      | \$610              | \$13,949          | \$597                 | \$13,353         | \$3,432    | \$2,424                 | 451%     |
| 712                              | Office (<=10,000 s.f.)             | 1,000 sf  | 14.39                 | 92%         | 5.17                        | 5.67                         | 34.2                     | 21.50                                 | 30.38      | \$610              | \$18,517          | \$792                 | \$17,726         | \$3,432    | \$2,424                 | 631%     |
| 720                              | Medical Office                     | 1,000 sf  | 36.00                 | 87%         | 5.37                        | 5.87                         | 84.1                     | 52.87                                 | 74.70      | \$610              | \$45,538          | \$1,941               | \$43,597         | \$3,432    | \$5,597                 | 679%     |
| 750                              | Office Park                        | 1,000 sf  | 11.07                 | 92%         | 5.17                        | 5.67                         | 26.3                     | 16.54                                 | 23.37      | \$610              | \$14,245          | \$609                 | \$13,636         | \$3,432    | \$1,977                 | 590%     |
| 820                              | Retail (>150 ksf gla)              | 1,000 sf  | 37.01                 | 72%         | 3.07                        | 3.57                         | 40.9                     | 31.79                                 | 47.68      | \$611              | \$29,150          | \$1,004               | \$28,146         | \$5,192    | \$4,500                 | 525%     |
| 821                              | Retail (40-150 ksf gla)            | 1,000 sf  | 94.49                 | 59%         | 2.34                        | 2.84                         | 65.2                     | 55.54                                 | 88.16      | \$613              | \$54,047          | \$1,671               | \$52,375         | \$5,192    | \$5,584                 | 838%     |
| 822                              | Retail (<40 ksf gla)               | 1,000 sf  | 54.45                 | 45%         | 1.99                        | 2.49                         | 24.4                     | 21.66                                 | 34.39      | \$613              | \$21,082          | \$644                 | \$20,438         | \$5,192    | \$8,374                 | 144%     |
| 850                              | Supermarket                        | 1,000 sf  | 93.84                 | 53%         | 2.00                        | 2.50                         | 49.7                     | 42.35                                 | 67.22      | \$613              | \$41,211          | \$1,313               | \$39,898         | \$5,192    | \$10,136                | 294%     |
| 851                              | Convenience Store                  | 1,000 sf  | 762.28                | 27%         | 1.67                        | 2.17                         | 168.3                    | 149.58                                | 237.44     | \$613              | \$145,567         | \$4,620               | \$140,946        | \$5,192    | \$32,010                | 340%     |
| 881                              | Drug Store w/Drive-Through         | 1,000 sf  | 108.40                | 42%         | 2.07                        | 2.57                         | 47.3                     | 40.28                                 | 63.94      | \$613              | \$39,200          | \$1,240               | \$37,960         | \$5,192    | \$6,976                 | 444%     |
| 912                              | Bank w/ Drive-Through Lane(s)      | 1,000 sf  | 100.35                | 46%         | 2.66                        | 3.16                         | 61.4                     | 50.00                                 | 76.80      | \$612              | \$47,011          | \$1,540               | \$45,471         | \$5,192    | \$20,237                | 125%     |
| 931                              | Restaurant-Fine Dining             | 1,000 sf  | 83.84                 | 77%         | 3.23                        | 3.73                         | 104.3                    | 81.03                                 | 121.52     | \$611              | \$74,301          | \$2,542               | \$71,759         | \$5,192    | \$11,227                | 539%     |
| 930/932                          | Restaurant-Casual/Sit-Down         | 1,000 sf  | 98.66                 | 71%         | 3.23                        | 3.73                         | 113.1                    | 87.92                                 | 131.86     | \$611              | \$80,622          | \$2,758               | \$77,864         | \$5,192    | \$11,227                | 594%     |
| 912/913/934                      | Restaurant-Fast-Food w/ Drive-Thru | 1,000 sf  | 472.19                | 53%         | 0.96                        | 1.46                         | 120.1                    | 115.66                                | 183.59     | \$613              | \$112,558         | \$3,857               | \$108,701        | \$5,192    | \$38,427                | 183%     |
| 941                              | Quick Lube                         | 1,000 sf  | 69.57                 | 72%         | 3.24                        | 3.74                         | 81.1                     | 63.07                                 | 94.58      | \$611              | \$57,830          | \$1,978               | \$55,852         | \$5,192    | \$1,264                 | 4318%    |
| 942                              | Auto Care Center                   | 1,000 sf  | 34.56                 | 72%         | 3.24                        | 3.74                         | 40.3                     | 31.33                                 | 46.99      | \$611              | \$28,728          | \$982                 | \$27,745         | \$5,192    | \$1,253                 | 2114%    |
| 944                              | Gasoline Station                   | Fuel Pos. | 172.01                | 23%         | 1.68                        | 2.18                         | 33.3                     | 29.57                                 | 46.94      | \$613              | \$28,780          | \$912                 | \$27,868         | (3)        | \$7,311                 | 281%     |

**EXHIBIT "B"**  
**Multi-Modal Transportation Impact Fee Schedule**

| ITE Land Use Code(1) | Land Use                                | Unit             | Current City Fee (eff 12/7/2024) | Unit      | City Fee (eff 08/01/2025) |
|----------------------|-----------------------------------------|------------------|----------------------------------|-----------|---------------------------|
| 110/140/156          | Manufacturing/Light Industry/Parcel Hub | 1,000 sf         | \$649.03                         | 1,000 sf  | \$3,891                   |
| 150/154/155/157      | Passive Warehousing/Storage             | 1,000 sf         | \$842.71                         | 1,000 sf  | \$1,102                   |
| 151                  | Self-Storage/Mini-Warehouse             | 1,000 sf         | \$424.75                         | 1,000 sf  | \$965                     |
| 210                  | Single Family < 1,200 sf                | D.U.             | \$1,625.95                       | D.U.      | \$3,182                   |
| 210                  | Single Family 1,200 to 2,500 sf         | D.U.             | \$1,625.95                       | D.U.      | \$5,846                   |
| 210                  | Single-Family >2,500 sf                 | D.U.             | \$1,625.95                       | D.U.      | \$7,933                   |
| 220                  | Multi-Family                            | D.U.             | \$1,119.65                       | D.U.      | \$4,706                   |
| 240                  | Mobile Home                             | D.U.             | \$847.80                         | D.U.      | \$6,368                   |
| 310/320              | Hotel/Motel                             | Room             | \$1,515.50                       | Room      | \$2,535                   |
| 520/522/525          | School                                  | 1,000 sf         | \$2,190.04                       | Student   | \$1,437                   |
| 565                  | Day Care                                | 1,000 sf         | \$3,770.59                       | 1,000 sf  | \$27,244                  |
| 610                  | Hospital                                | 1,000 sf         | \$2,985.18                       | 1,000 sf  | \$7,822                   |
| 710                  | Office (>10,000 sf)                     | 1,000 sf         | \$2,658.95                       | 1,000 sf  | \$7,236                   |
| 712                  | Office (<=10,000 s.f.)                  | 1,000 sf         | \$2,658.95                       | 1,000 sf  | \$10,729                  |
| 720                  | Medical Office                          | 1,000 sf         | \$6,138.55                       | 1,000 sf  | \$31,400                  |
| 750                  | Office Park                             | 1,000 sf         | \$2,167.95                       | 1,000 sf  | \$7,462                   |
| 820                  | Retail (>150 ksf gla)                   | 1,000 sf         | \$5,521.95                       | 1,000 sf  | \$19,755                  |
| 821                  | Retail (40-150 ksf gla)                 | 1,000 sf         | \$6,124.60                       | 1,000 sf  | \$43,404                  |
| 822                  | Retail (<40 ksf gla)                    | 1,000 sf         | \$9,184.34                       | 1,000 sf  | \$15,246                  |
| 850                  | Supermarket                             | 1,000 sf         | \$11,117.29                      | 1,000 sf  | \$31,824                  |
| 851                  | Convenience Store                       | 1,000 sf         | \$35,108.02                      | 1,000 sf  | \$135,754                 |
| 881                  | Drug Store w/Drive-Through              | 1,000 sf         | \$7,650.67                       | 1,000 sf  | \$30,027                  |
| 912                  | Bank w/ Drive-Through Lane(s)           | 1,000 sf         | \$22,195.91                      | 1,000 sf  | \$36,063                  |
| 931                  | Restaurant-Fine Dining                  | 1,000 sf         | \$12,313.72                      | 1,000 sf  | \$58,413                  |
| 930/932              | Resaturant-Fast Casual/High Turnover    | 1,000 sf         | \$12,313.72                      | 1,000 sf  | \$63,824                  |
| 912/913/934          | Restaurant-Fast-Food w/ Drive-Thru      | 1,000 sf         | \$42,145.85                      | 1,000 sf  | \$103,509                 |
| 941                  | Quick Lube                              | Service Position | \$3,466.01                       | 1,000 sf  | \$44,313                  |
| 942                  | Auto Care Center                        | Service Position | \$1,374.27                       | 1,000 sf  | \$19,401                  |
| 944                  | Gasoline Station                        | Fuel Pos.        | \$8,018.84                       | Fuel Pos. | \$27,871                  |

Notes: 1. Where more than one land use code is listed, the rate is an average of the land uses.





### ***Transportation Impact Fees of Municipalities in Polk County***

| <b>City</b>       | <b>Population</b> | <b>City Portion</b> | <b>County Portion</b> | <b>Total</b> | <b>Co Fee District</b> |
|-------------------|-------------------|---------------------|-----------------------|--------------|------------------------|
| Auburndale        | 20,186            | \$0                 | \$3,315               | \$3,315      | A                      |
| Bartow            | 20,502            | \$1,056             | \$2,917               | \$3,973      | A,B,C                  |
| Davenport         | 13,630            | \$462               | \$3,315               | \$3,777      | A                      |
| Dundee            | 5,762             | \$6,093             | \$3,315               | \$9,408      | A                      |
| Eagle Lake        | 4,902             | \$0                 | \$3,315               | \$3,315      | A                      |
| Fort Meade        | 5,219             | \$268               | \$2,917               | \$3,185      | C                      |
| Frostproof        | 3,032             | \$299               | \$2,917               | \$3,216      | C                      |
| Haines City       | 39,514            | \$5,203             | \$3,315               | \$8,518      | A                      |
| Highland Park     | 245               | \$0                 | \$2,917               | \$2,917      | C                      |
| Hillcrest Heights | 234               | \$0                 | \$2,917               | \$2,917      | C                      |
| Lake Alfred       | 8,037             | \$1,531             | \$3,315               | \$4,846      | A                      |
| Lake Hamilton     | 1,702             | \$707               | \$3,315               | \$4,022      | A                      |
| Lake Wales        | 123,760           | \$2,055             | \$2,917               | \$4,972      | C                      |
| Lakeland          | 17,558            | \$4,316             | \$3,279               | \$7,595      | B                      |
| Mulberry          | 4,483             | \$0                 | \$3,279               | \$3,279      | B,C                    |
| Polk City         | 3,049             |                     | \$3,279               | \$3,279      | A,B                    |
| Winter Haven      | 57,923            | \$0                 | \$3,315               | \$3,315      | A                      |





# HAINES CITY

WWW.HAINESCITY.COM

## **CITY MANAGER MEMORANDUM**

**To:** The Honorable Mayor and City Commissioners

**Through:** James R. Elensky, City Manager

**From:** Richard Greenwood, Development Services Director

**Date:** May 1, 2025

**Subject:** Ordinance No. 25-2101 – Minor Modification to the Sand Hill Shores RPUD – First Reading

### **Executive Summary**

Approve Ordinance No. 25-2101, on first reading, regarding a minor modification to the RPUD for the project Sand Hill Shores RPUD.

Staff Contact: Richard Greenwood, Development Services Director

### **Introduction**

The intent of this item is to approve Ordinance No. 25-2101, on first reading, for a minor modification to the Sand Hill Shores RPUD, regarding a reconfiguration of the lot layout, relocation of the stormwater pond, and an increase of parking areas for additional parking and to deter on-street parking

### **Background**

Germana Engineering, P.E., on behalf of the property owner, Olympic Compass Pointe, LLC, applied for a Minor Modification to the approved Sand Hill Shores RPUD plan (Ordinance 24-2070). The property is currently improved, vacant pastures and the City Zoning classification is Residential Planned Unit Development in the North Ridge (RPUD-NR). The Polk County Property Appraiser Parcel number is 27-26-30-708000-020012, with the property size being approximately 15.43 acres.

This proposed minor modification for the planned unit development is to accommodate the relocation of the stormwater pond and reconfiguration of the lot layout. Additional parking areas have been placed throughout the project for overflow parking and the recreation areas have been reconfigured, as well.

The revised RPUD Plan continues to show the 6' high capped masonry wall, which is to be measured from the crown of the road along Sandhill Road and FDC Grove Road, as previously requested. Further, the City's Traffic Consultant, VHB, has provided City Staff with an approval letter that states:

1. The Sand Hill Shores TIA dated April of 2024, for the initially proposed 156 low-rise, multi-family dwelling units has been approved. The TIS did not identify any improvements needed to mitigate site related impacts. The applicant shall provide a copy of the approved Polk County driveway permits for the City's files.

Additionally, Polk County is currently reviewing the TIA for this project and will provide their comments as to whether any additional off-site improvements, such as turn lanes, would be needed on Sandhill Road and/or FDC Grove Road.

The property was annexed into the city limits on May 5, 2022. The Planning Commission previously heard the original zoning amendment on July 11, 2022, and was approved by the City Commission adoption the RPUD zoning by Ordinance No. 22-2014, on October 20, 2022.

The property was submitted for a Major Modification of the RPUD on February 12, 2024. The Planning Commission heard the modified zoning amendment on March 11, 2024, and it was approved by the City Commission on adoption of Ordinance No. 24-2070, on May 16, 2024.

#### **Relevant Project Data & Proposed Standards**

- ☐ Project Entrance - There will be entrances on FDC Grove Road and Sand Hill Road
- ☐ Number of Units - Maximum of 140
- ☐ Roadways - 24 feet wide with 2' Miami curb and gutter
- ☐ Utilities - Cable TV, telephone, gas, and electric to be located underground and within a 14-foot utility easement on both sides of the street. Utilities to be provided by Polk County.
- ☐ Sidewalks - 5' sidewalks installed on each side of the 24 foot wide interior streets.
- ☐ Landscaping - All City codes for landscaping will be met or exceeded.
- ☐ Neighborhood Park/Open Space – 1.90 +/- acres – Consisting of a clubhouse, pool, tot lot and dog park.
- ☐ Setbacks:
- ☐ Front- 20 feet
- ☐ Garage - 20 feet
- ☐ Rear - 10 feet building to building/building to property line
- ☐ Interior Side – 10' building to building/building to street
- ☐ Front Side (Corner)- 15 feet
- ☐ Accessory - 5 feet
- ☐ Minimum Unit Width – 28 feet corner units and 20 feet interior units

- ☐ Minimum Lot Depth – 100 feet
- ☐ Maximum Impervious Surface Ratio – not to exceed 60%
- ☐ Minimum Living Space and Garage Size – Units will be 3 bedrooms to 4 bedrooms: Garage is 200 SF however parking for additional vehicles is provided in the driveway and additional parking areas for other vehicles has been created throughout the development.

### **Development Summary**

- ☐ Project Size – 15.43± acres
- ☐ Estimated Taxable Value - \$14,000,000 (assuming 140 units @ \$100,000)
- ☐ Estimated City Tax Receipts - \$106,253 (based on Estimated Taxable Value x 0.0075895 net taxable value per unit)

A 10' buffer, with a 6' high capped masonry wall, will be along FDC Grove Road and Sand Hill Road, A 10' buffer along the single-family residential areas, and a 10' buffer with 6' masonry capped wall against the outdoor storage to the east/northeast.

### **Organizational Goal(s)**

Economic: Foster an environment that attracts economic opportunity and sustains economic viability.

### **Budget Impact**

There will be no budget impact in the 2024-2025 Fiscal Year.

### **Recommendation**

Staff recommends approval of Ordinance No. 25-2101, on First Reading, regarding a minor modification to the Sand Hill Shores RPUD, regarding a reconfiguration of the lot layout, and an increase of parking areas for additional parking and to deter on-street parking, with the following conditions:

1. Street trees shall not be removed and shall be stated in the Association documents and any other Association documents of the development
2. A Non-binding School Concurrency letter needs to be received prior to Site Construction Plan approval.
3. 6' high capped masonry wall, measured from the crown of the road, shall be installed along Sand Hill Road and FDC Grove Road.
4. The final approval of the traffic study from Polk County, regarding any off-site improvements that may be required on Sand Hill Road and/or FDC Grove Road. shall be received in writing and reviewed by City Staff prior to the Site Construction Plans being approved and/or released.
5. All other requirements set forth in Ordinance No. 22-2014, Ordinance No. 24-2070 and the LDRs shall be made part of this Ordinance No. 25-2101



**ORDINANCE NO. 25-2101**

**AN ORDINANCE OF THE CITY OF HAINES CITY, FLORIDA; AMENDING ORDINANCE NO. 03-1060, BY AMENDING THE SAND HILL SHORES TOWNHOMES RESIDENTIAL PLANNED UNIT DEVELOPMENT IN THE NORTH RIDGE (RPUD-NR) WITH A MINOR MODIFICATION; PROPERTY PARCELS ARE LOCATED ON THE NORTHEAST CORNER OF THE INTERSECTION OF FDC GROVE ROAD AND SAND HILL ROAD BEING SOUTH OF HOLLY HILL GROVE ROAD, TO THE WEST OF HWY 27, TO THE NORTH OF SAND HILL ROAD, AND TO THE EAST OF FDC GROVE, IN HAINES CITY, FLORIDA; PROVIDING FOR INCORPORATION OF RECITALS; PROVIDING FOR ZONING DESIGNATION AND CONDITIONS; PROVIDING FOR A COPY TO BE KEPT ON FILE; PROVIDING FOR SEVERABILITY; REPEALING ALL ORDINANCES IN CONFLICT HERewith; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Chapter 163, Florida Statutes, empowers the City Commission to prepare and enforce Land Development Regulations for the implementation of the adopted Haines City Comprehensive Plan; and

**WHEREAS**, the City Commission adopted Ordinance No 13-1457 Land Development Regulations, to implement the adopted Haines City Comprehensive Plan; and

**WHEREAS**, the adopted Haines City Land Development Regulations contain Chapter 5 Zoning, including a zoning map; and

**WHEREAS**, the City Commission adopted the Residential Planned Unit Development on October 20, 2022, by Ordinance No. 22-2014; and

**WHEREAS,** the Planning Commission heard a Major Modification of the RPUD on March 11, 2024, and forwarded a recommendation of approval to the City Commission. It was approved by the City Commission on adoption of Ordinance No. 24-2070, on May 16, 2024; and

**WHEREAS,** this Minor Modification for the planned unit development is to accommodate the relocation of the stormwater pond and reconfiguration of the lot layout; and

**WHEREAS,** the property consists of a gross land mass of 15.43± acres, which will consist of a maximum of 140 lots of single-family attached (Townhomes), and is located north of Sand Hill Road, and to the east of FDC Grove Road, in Haines City, Florida; and

**WHEREAS,** the property consists of the following parcel and Legal Descriptions:

Parcel ID No. 272630-708000-020012

Begin At A Point 556.70 Feet South And 30.00 Feet East Of The Nw Corner Of The Nw 1/4 Of The Se 1/4 Of Section 30, Township 26 South, Range 27 East, And Run North 71°15' East 413.32 Feet, North 11°02' East 304.16 Feet, North 89°24' East 485.70 Feet, South 41°55' West 341.00 Feet, South 28°05' East 330.00 Feet, South 0°05' East 275 Feet, North 88°21' West 414.25 Feet, South 0°05' East 355.00 Feet, More Or Less, To A Point 30 Feet North Of The South Line Of Sai D Nw 1/4 Of The Se 1/4, South 88°54' West, Parallel With Said South Line 449.74 Feet To A Point 30 Feet East Of The West Line Of Said Nw 1/4 Of The Se 1/4; Thence North Parallel With Sai D West Line, 735.10 Feet, More Or Less To The P.O.B.; Being A Portion Of Lots 1, 2, 3, 14, 15 And 16 Of Florida Development Cos Tract, As Shown By Map Or Plat Thereof Recorded In The Office Of The Clerk Of The Circuit Court In And For Polk County, Florida, In Plat Book 3, Pages 60 To 63 inclusive.  
Less Maintained Right-Of-Way as Shown on Map Book 18, Pages 43 Through 61, Public Records of Polk County, Florida.  
CONTAINING 15.43 +/- ACRES, MORE OR LESS.

**WHEREAS,** in the exercise of its authority, the City Commission of the City of Haines City, Florida has determined it necessary and desirable to amend the zoning map contained in Chapter 5 and Chapter 6, of the Land Development Regulations, adopted originally by Ordinance 796, and subsequently amended by Ordinance 13-1457 consistent with the public interest within Haines City, Florida.



**NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE  
CITY OF HAINES CITY, FLORIDA:**

**Section 1. Incorporation of Recitals.** The above recitals are true and correct and are incorporated herein by reference.

**Section 2. Approving Zoning Designation to RPUD and Conditions.** The City Commission of Haines City (the "City Commission") hereby approves the Minor Modification to the property described below as Residential Planned Unit Development in the North Ridge (RPUD-NR) subject to the conditions stated below:

Parcel ID No. 272630-708000-020012

Begin At A Point 556.70 Feet South And 30.00 Feet East Of The Nw Corner Of The Nw 1/4 Of The Se 1/4 Of Section 30, Township 26 South, Range 27 East, And Run North 71°15' East 413.32 Feet, North 11°02' East 304.16 Feet, North 89°24' East 485.70 Feet, South 41°55' West 341.00 Feet, South 28°05' East 330.00 Feet, South 0°05' East 275 Feet, North 88°21' West 414.25 Feet, South 0°05' East 355.00 Feet, More Or Less, To A Point 30 Feet North Of The South Line Of Sai D Nw 1/4 Of The Se 1/4, South 88°54' West, Parallel With Said South Line 449.74 Feet To A Point 30 Feet East Of The West Line Of Said Nw 1/4 Of The Se 1/4; Thence North Parallel With Sai D West Line, 735.10 Feet, More Or Less To The P.O.B.; Being A Portion Of Lots 1, 2, 3, 14, 15 And 16 Of Florida Development Cos Tract, As Shown By Map Or Plat Thereof Recorded In The Office Of The Clerk Of The Circuit Court In And For Polk County, Florida, In Plat Book 3, Pages 60 To 63 inclusive.

Less Maintained Right-Of-Way as Shown on Map Book 18, Pages 43 Through 61, Public Records of Polk County, Florida.  
CONTAINING 15.43 +/- ACRES, MORE OR LESS.

And subject to the following Conditions:

The Residential units will consist of 140 single-family attached units (see below).

**1. Zoning Standards for Townhomes (single-family attached)**

- Two entrances off of Sand Hill Road and FDC Grove Road.
- Number of Units - Maximum of 140.
- Roadways - Minimum 24 feet wide with 2' Miami curbs.
- Utilities - Cable TV, telephone, gas, and electric to be located underground and within a 14 foot utility easement on both sides of the street. Polk County will provide utilities.
- Sidewalks - 5' sidewalks installed on each side of the 24-foot-wide streets.

- Landscaping - All City codes for landscaping will be met or exceeded.
  - Neighborhood Park Space – provided 1.90± acres and will consist of a clubhouse, pool, tot lot and dog park.
  - Setbacks:
    - Front- 20 feet
    - Garage - 20 feet
    - Rear - 10 feet building to building/building to property line
    - Interior Side - 10' building to building/building to street
    - Front Side - 15 feet
    - Accessory - 5 feet
  - Density – 9.07 units per acre
  - Impervious Surface Ratio - Not to exceed 60%
  - Units will be 3 bedrooms to 4 bedrooms
  - Garage is 200 SF however additional parking for vehicles in driveway has been provided and parking spaces have been created throughout the development.
2. No parking shall be permitted on roadways and shall be stated in the Association documents and any other Association documents of the development. Signs shall be placed throughout the development for enforcement.
  3. Street trees shall not be removed and shall be stated in the Association documents and any other Association documents of the development.
  4. All outstanding Technical Review Board comments shall be satisfied including approved traffic study prior to Site Construction Plan Review and approval.
  5. Non-Binding School Concurrency letter needs to be received prior to Site Construction Plan approval.
  6. 6' high, capped masonry wall, measured from the crown of the road, shall be installed along Sand Hill Road and FDC Grove Road.
  7. The final approval of the traffic study from Polk County, regarding any off-site improvements will be required on Sand Hill Road and/or FDC Grove Road, and shall be received in writing and reviewed by City Staff prior to the site construction plans being approved and/or released.
  8. All other requirements set forth in Ordinance No. 22-2014, Ordinance No. 24-2070 and the LDRs shall be made part of this Ordinance No. 25-2101.

**Section 3. Copy of Ordinance to be kept on file.** The City Clerk shall keep and retain a copy of this Ordinance on file.

**Section 4. Severability.** The provisions of this Ordinance are severable; and, if any section, sentence, clause, or phrase is for one reason held to be unconstitutional, invalid or ineffective, this

holding shall not affect the validity of the remaining portions of this Ordinance, it being expressly declared to be the City Commission's intent that it would have passed the valid portions of this Ordinance without inclusion of any invalid portion or portions.

**Section 5. Repeal of Ordinance in Conflict.** All other ordinances of the City of Haines City, Florida, or portions thereof which conflict with this or any part of this Ordinance are hereby repealed.

**Section 6. Effective Date.** This Ordinance shall take effect immediately upon it being read in two meetings of the City Commission of the City of Haines City, its approval and adoption by said Commission.

**INTRODUCED AND PASSED** on first reading in regular session of the City Commission of the City of Haines City, this 1<sup>st</sup> day of May, 2025.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Sharon Lauther, MMC, City Clerk

\_\_\_\_\_  
Omar Arroyo, Mayor

**APPROVED AS TO FORM AND CORRECTNESS:**

\_\_\_\_\_  
Fred Reilly, City Attorney

**ADOPTED AND ENACTED** on second reading in regular session of the City Commission of the City of Haines City, this 15<sup>th</sup> day of May, 2025.

**ATTEST:**

**APPROVED:**

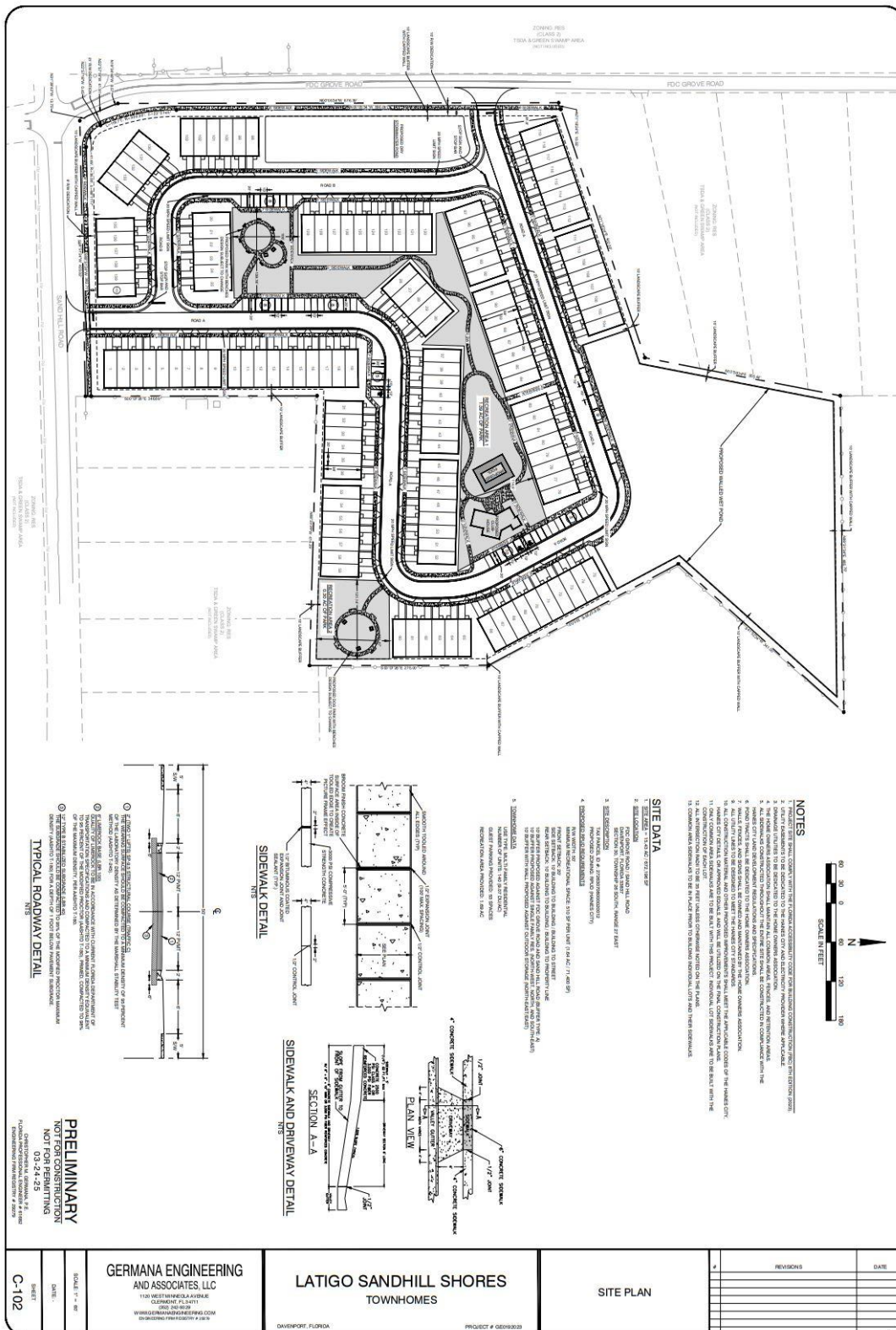
\_\_\_\_\_  
Sharon Lauther, MMC, City Clerk

\_\_\_\_\_  
Omar Arroyo, Mayor

**APPROVED AS TO FORM AND CORRECTNESS:**

---

Fred Reilly, City Attorney

EXHIBIT A





## Memorandum

To: Calvin Clarke  
Haines City  
620 East Main Street  
Haines City, Florida 33844

Date: April 8, 2024

Project #: 63070.43

From: Joedel Zaballero, PE, PTOE

Re: Sand Hill Shores (formerly known as Feltrim Landing)  
Traffic Impact Analysis and Response to Comments

As per the request of Haines City, VHB has reviewed the Traffic Impact Analysis (TIA) for Sand Hill Shores prepared by Walsh Traffic Engineering, LLC and dated April 2024 as well as the response to comments dated April 6, 2024. We offer the following comments (these have been transmitted to the Applicant as well):

1. While the trip generation for ITE land use code 220 Multifamily Housing (Low-Rise) is higher, 215 Single-Family Attached Housing would be a more appropriate land use for trip generation. Approved methodology in Appendix B uses 215.

**Response: We acknowledge that LUC 215 is more appropriate. However, it should be noted that the study was based on 156 units while the development plan has been revised to restrict the development to 140 units. Based on 156 units and LUC 220, as included in the January 2024 study, the development is projected to generate 71 AM peak-hour trips and 88 PM peak-hour trips. With 140 units and based on LUC 215, the development is projected to generate 67 AM peak-hour trips and 80 PM peak-hour trips. Thus, the project trip impact included within the study is overstated by 4 AM peak-hour trips (6%) and 8 PM peak-hour trips (10%). Therefore, we respectfully request that the trip impact included within the study be accepted since it is conservatively high.**

*Sufficiency Comment: Trip generation is acceptable. No further comment.*

2. What was the basis for the distribution percentages used in the significance table? They do not align with those utilized in the approved methodology.

**Response: Adjustments to the trip distribution within the approved methodology was discussed later in the report under the "Trip Distribution" section of the study on Page 11.**

*Sufficiency Comment: Trip Distribution is acceptable. No further comment.*

3. Please summarize the synchro results for the existing and future conditions at intersections for each movement showing the v/c, delay and LOS for the two peak periods in each scenario. For example:

| Intersection        | Control | Mvmt | Existing |       |     |     |       |     |
|---------------------|---------|------|----------|-------|-----|-----|-------|-----|
|                     |         |      | AM       |       |     | PM  |       |     |
|                     |         |      | v/c      | Delay | LOS | v/c | Delay | LOS |
| Street 1 & Street 2 | TWSC    | EBL  |          |       |     |     |       |     |
|                     |         | EBT  |          |       |     |     |       |     |
|                     |         | EBR  |          |       |     |     |       |     |
|                     |         | EB   |          |       |     |     |       |     |
|                     |         | WBL  |          |       |     |     |       |     |
|                     |         | WBT  |          |       |     |     |       |     |
|                     |         | WBR  |          |       |     |     |       |     |
|                     |         | WB   |          |       |     |     |       |     |
|                     |         | NBL  |          |       |     |     |       |     |
|                     |         | NBT  |          |       |     |     |       |     |
|                     |         | NBR  |          |       |     |     |       |     |
|                     |         | NB   |          |       |     |     |       |     |
|                     |         | SBL  |          |       |     |     |       |     |
|                     |         | SBT  |          |       |     |     |       |     |
|                     |         | SBR  |          |       |     |     |       |     |
|                     |         | SB   |          |       |     |     |       |     |
|                     |         | All  |          |       |     |     |       |     |

**Response: The requested summary tables have been included within the TIA.**

*Sufficiency Comment: No further comment.*

4. Please include 2026 background synchro analysis for the intersections.

**Response: The future buildout conditions of the study roadway segments and intersections, which includes background and project trips, are shown to be highly acceptable. Therefore, it can be concluded that the future background conditions would be even better. Therefore, because background analyses would have no bearing on the conclusion that all roadways and intersections are projected to operate acceptably at buildout of the development, it is respectfully requested that this comment/request be withdrawn.**

*Sufficiency Comment: Comment is withdrawn since no deficiencies were identified under the build condition. No further comments.*

5. Appendix G states the Future Conditions are 2024, please confirm the analysis was done for 2026.

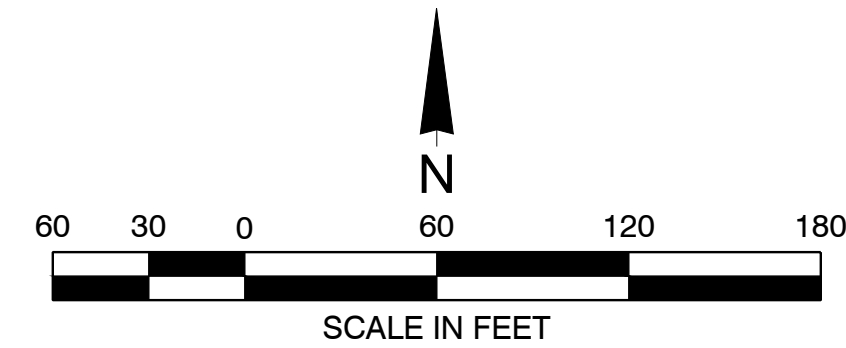
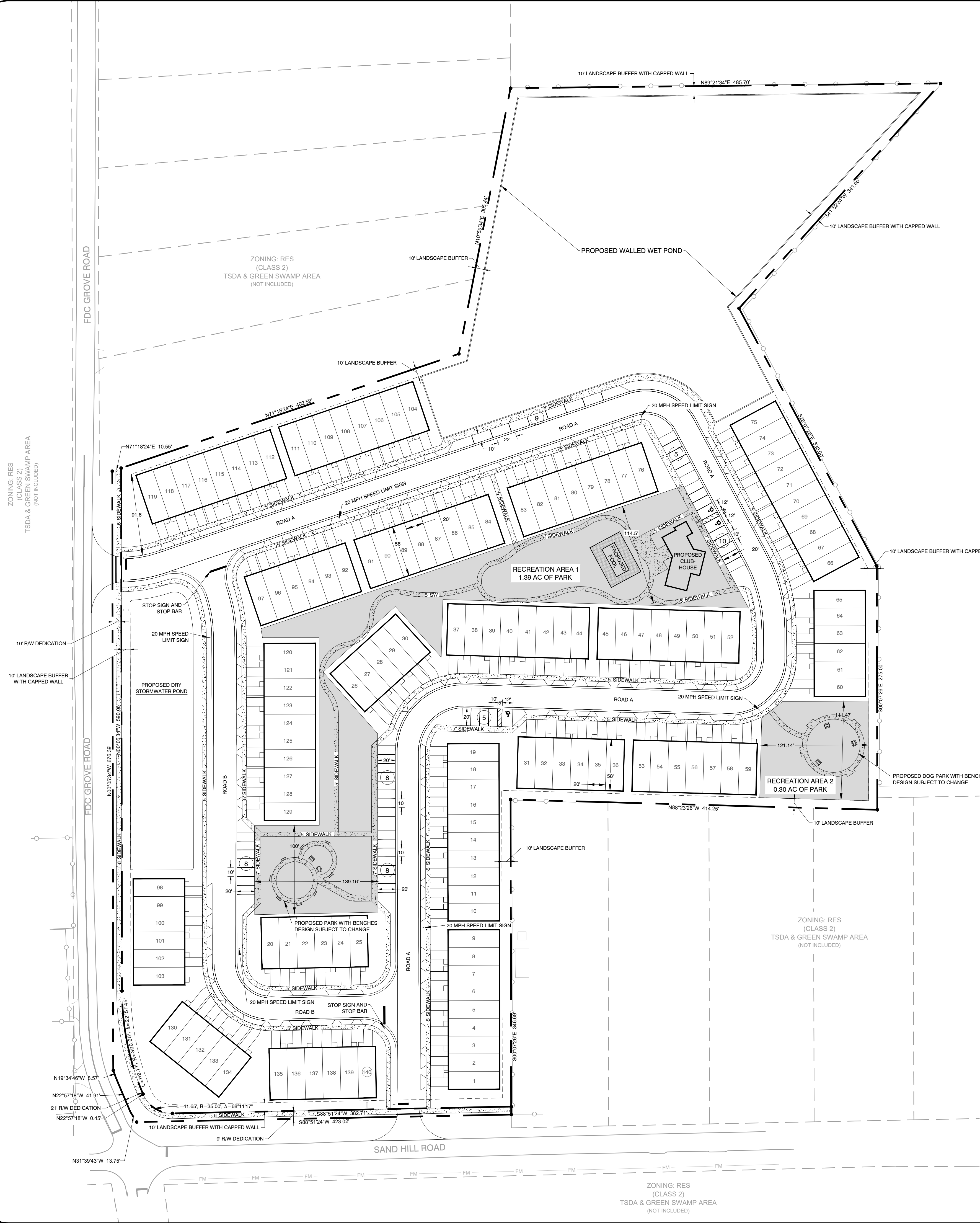
**Response: The analyses were conducted for year 2026. The Appendix G header sheet was in error and has been corrected to show "2026".**

*Sufficiency Comment: No further comments.*

The Sand Hill Shores TIA dated April 2024 for the proposed 156 low-rise multifamily dwelling units is approved. The TIS did not identify any improvements needed to mitigate site related impacts. The applicant shall provide a copy of the approved County driveway permit for the City's files. If you have any questions or would like to discuss further, please do not hesitate to contact us.

JZ



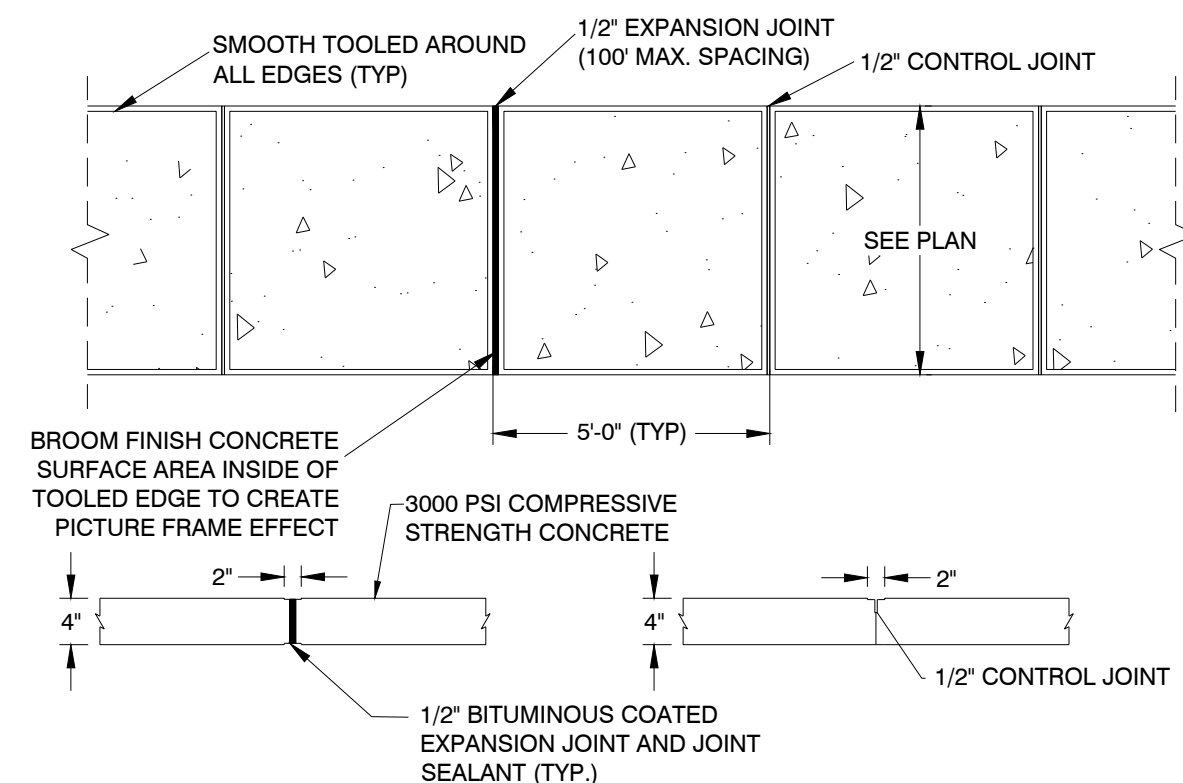


NOTES

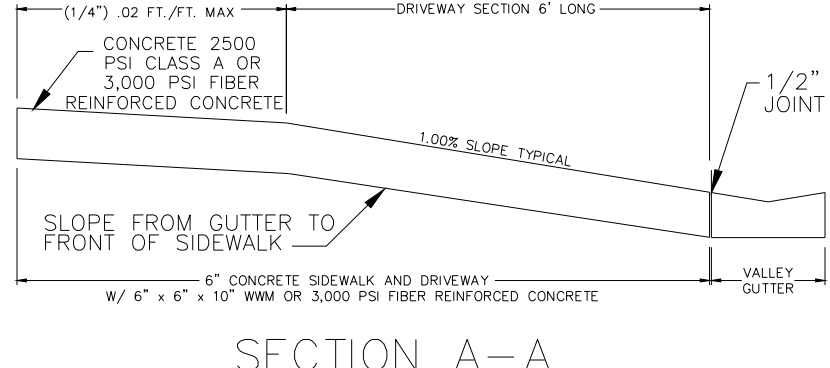
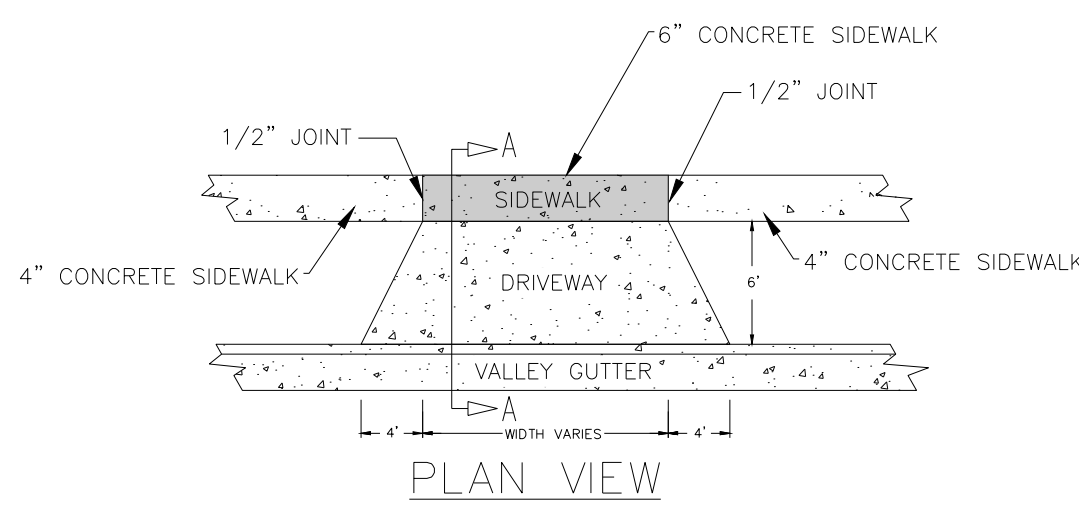
- PROJECT SITE SHALL COMPLY WITH THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION (FBC) 8TH EDITION (2023).
- UTILITY EASEMENTS TO BE DEDICATED TO THE HAINES CITY AND ELECTRICITY PROVIDER WHERE APPLICABLE.
- DRAINAGE UTILITIES TO BE DEDICATED TO THE HOME OWNERS ASSOCIATION.
- THE HOME OWNERS ASSOCIATION SHALL MAINTAIN ALL COMMON AREAS, FENCES, AND RETENTION AREAS.
- ALL SIDEWALKS CONSTRUCTED THROUGHOUT THE ENTIRE SITE SHALL BE CONSTRUCTED IN COMPLIANCE WITH THE HAINES CITY LAND DEVELOPMENT REGULATIONS AND SPECIFICATIONS.
- POND TRACTS SHALL BE DEDICATED TO THE HOME OWNERS ASSOCIATION.
- WALLS, FENCES, AND SIGNS SHALL BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION.
- ALL UTILITY LINES TO BE DESIGNED TO MEET THE HAINES CITY STANDARDS.
- ALL CONSTRUCTION MATERIAL AND OTHER PROPOSED IMPROVEMENTS SHALL MEET THE APPLICABLE CODES OF THE HAINES CITY, HAINES CITY DETAILS, OR APPROVED EQUALS, AND WILL BE UTILIZED ON THE FINAL CONSTRUCTION PLANS.
- ONLY COMMON AREA SIDEWALKS ARE TO BE BUILT WITH THIS PROJECT. INDIVIDUAL LOT SIDEWALKS ARE TO BE BUILT WITH THE CONSTRUCTION OF EACH LOT.
- ALL INTERSECTION RADII TO BE 35 FEET UNLESS OTHERWISE NOTED ON THE PLANS.
- COMMON AREA SIDEWALKS TO BE IN PLACE PRIOR TO BUILDING INDIVIDUAL LOTS AND THEIR SIDEWALKS.

SITE DATA

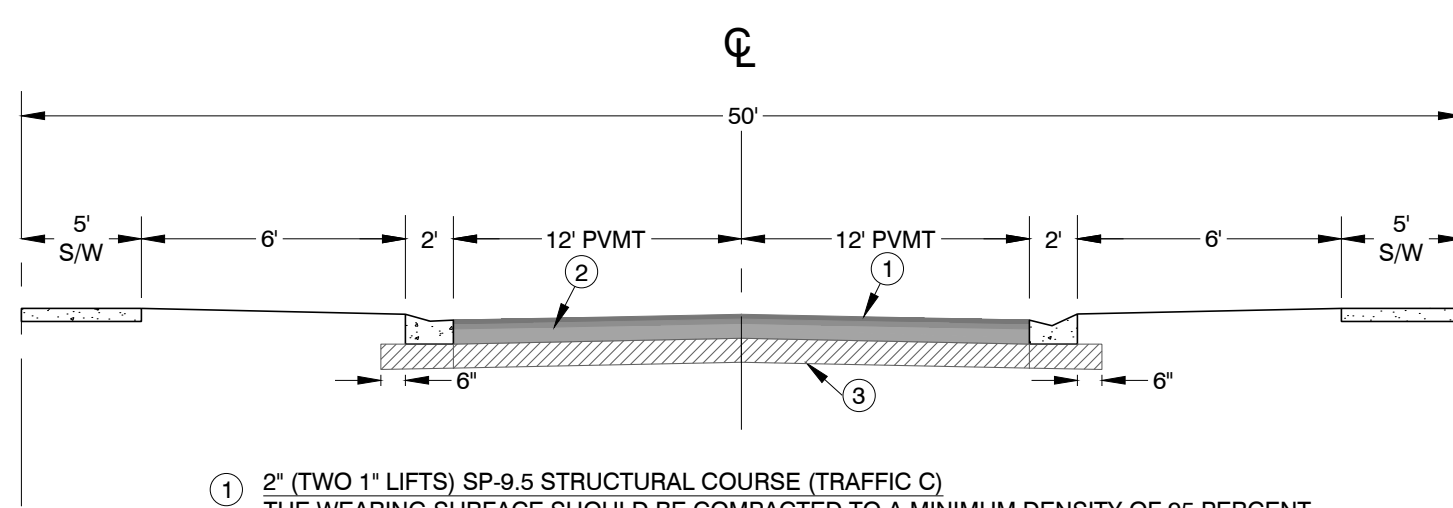
- SITE AREA ~ 15.43 AC / 672,196 SF
- SITE LOCATION  
FDC GROVE ROAD / SAND HILL ROAD  
DAVENPORT, FLORIDA 33837  
SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST
- SITE DESCRIPTION  
TAX PARCEL ID #: 27263070800020012  
PROPOSED ZONING: RPUD (HAINES CITY)
- PROPOSED RPUD REQUIREMENTS  
R/W WIDTH: 50'  
MINIMUM RECREATIONAL SPACE: 510 SF PER UNIT (1.64 AC / 71,400 SF)  
FRONT SETBACK: 20'  
SIDE SETBACK: 10' BUILDING TO BUILDING / BUILDING TO STREET  
REAR SETBACK: 10' BUILDING TO BUILDING / BUILDING TO PROPERTY LINE  
10' BUFFER PROPOSED AGAINST FDC GROVE ROAD AND SAND HILL ROAD (BUFFER TYPE: A)  
10' BUFFER PROPOSED AGAINST SINGLE FAMILY RES. (NORTH-WEST, NORTH, AND SOUTH-EAST)  
10' BUFFER WITH WALL PROPOSED AGAINST OUTDOOR STORAGE (NORTH-EAST/EAST)
- TOWNHOME DATA  
USE TYPE: MULTI-FAMILY RESIDENTIAL  
NUMBER OF UNITS: 140 (9.07 DU/AC)  
GUEST PARKING PROVIDED: 53 SPACES  
RECREATION AREA PROVIDED: 1.69 AC



SIDEWALK DETAIL  
NTS



SIDEWALK AND DRIVEWAY DETAIL  
NTS



- 2" (TWO 1" LIFTS) SP-9.5 STRUCTURAL COURSE (TRAFFIC C)  
THE WEARING SURFACE SHOULD BE COMPACTED TO A MINIMUM DENSITY OF 95 PERCENT OF THE LABORATORY DENSITY AS DETERMINED BY THE MARSHALL STABILITY TEST METHOD (AASHTO T-245).
- 6" LIMEROCK BASE (LBR 100)  
QUALITY OF LIMEROCK TO BE IN ACCORDANCE WITH CURRENT FLORIDA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS AND COMPACTED TO A MINIMUM DENSITY EQUIVALENT TO 95 PERCENT OF THE MODIFIED PROCTOR (AASHTO T-180), PRIMED, COMPACTED TO 98% OF THE MAXIMUM DENSITY, PER AASHTO T-180.
- 12" TYPE B STABILIZED SUBGRADE (LBR 40)  
THE SUBGRADE SHOULD BE COMPACTED TO 95% OF THE MODIFIED PROCTOR MAXIMUM DENSITY (AASHTO T-180) FOR A DEPTH OF 1 FOOT BELOW PAVEMENT SUBGRADE.

TYPICAL ROADWAY DETAIL  
NTS

| DATE      |  |
|-----------|--|
| REVISIONS |  |
| #         |  |

SITE PLAN

LATIGO SANDHILL SHORES  
TOWNHOMES

PROJECT # GEO192023

DAVENPORT, FLORIDA

GERMANA ENGINEERING  
AND ASSOCIATES, LLC  
1120 WEST MINNEOLA AVENUE  
CLERMONT, FL 34711  
WWW.GERMANAENGINEERING.COM  
ENGINEERING FIRM REGISTRY # 28279

SCALE: 1" = 60'

DATE: -

SHEET

C-102

PRELIMINARY  
NOT FOR CONSTRUCTION  
NOT FOR PERMITTING  
03-24-25  
CHRISTOPHER M. GERMANA, P.E.  
FLORIDA PROFESSIONAL ENGINEER # 61682  
ENGINEERING FIRM REGISTRY # 29279





# HAINES CITY

WWW.HAINESCITY.COM

## **CITY MANAGER MEMORANDUM**

**To:** The Honorable Mayor and City Commissioners

**Through:** James R. Elensky, City Manager

**From:** Richard Greenwood, Development Services Director

**Date:** May 1, 2025

**Subject:** Ordinance No. 25-2106– Bridgemohan Property Voluntary Annexation – First Reading

### **Executive Summary**

Approve Ordinance No. 25-2106, regarding the voluntary annexation for the Bridgemohan property located at 5283 Johnson Avenue East on first reading.

Staff Contact: Richard Greenwood, Development Services Director

### **Introduction**

The intent of this item is to approve Ordinance No. 25-2106, regarding the voluntary annexation of property located at 5283 Johnson Avenue East, owned by Dayaram Bridgemohan.

### **Background**

The subject parcel is 4.68 acres +/- and is located south of Johnson Avenue East. The Polk County Appraiser identifies this property as Parcel Number 27-27-25-000000-031050.

The proposed annexation complies with the provisions of Chapter 171.044, Florida Statutes.

### **Organizational Goal(s)**

Quality of Life: Create an environment that enhances the quality of life and benefits the community culturally, recreationally and economically.

### **Budget Impact**

There is no budget impact for fiscal year 2024-2025.

### **Recommendation**

Staff recommends approval of Ordinance No. 25-2106, regarding the voluntary annexation of property located at 5283 Johnson Avenue East, owned by Dayaram Bridgemohan on first reading.





**ORDINANCE NO. 25-2106**

**AN ORDINANCE OF THE CITY OF HAINES CITY FLORIDA, ANNEXING CERTAIN LAND INTO THE CORPORATE LIMITS OF HAINES CITY, FLORIDA AND REDEFINING THE BOUNDARY LINES OF THE MUNICIPALITY TO INCLUDE PROPERTY OWNED BY DAYARAM BRIDGEMOHAN LOCATED AT 5283 JOHNSON AVENUE EAST, HAINES CITY, FLORIDA; PROVIDING FOR INCORPORATION OF RECITALS; PROVIDING FOR ANNEXATION; PROVIDING FOR PUBLICATION OF NOTICE OF THE PROPOSED ANNEXATION AND FILING OF A CERTIFIED COPY OF THIS ORDINANCE WITH THE CLERK OF CIRCUIT COURT IN AND FOR POLK COUNTY, FLORIDA AND WITH THE DEPARTMENT OF STATE; PROVIDING FOR LAND USE AND ZONING DESIGNATIONS; PROVIDING FOR A COPY TO BE KEPT ON FILE; PROVIDING FOR SEVERABILITY; REPEALING ALL ORDINANCES IN CONFLICT HERewith; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** Dayaram Bridgemohan has petitioned for a Voluntary Annexation of property into the City of Haines City; and

**WHEREAS,** the said real property is presently in an unincorporated area of Polk County, is contiguous to the City of Haines City, is reasonably compact and will not result in the creation of an enclave; and

**WHEREAS,** the legal description of said real property (the “Legal Description”) is defined as follows:

N1/2 OF W1/4 OF NE1/4 OF NW1/4 LESS COUNTY RD S 580

Parcel ID: 27-27-25-000000-031050

**WHEREAS,** the attached map shows the parcels comprising of properties containing approximately 4.68 +/- acres, and is located south of Johnson Avenue, is proposed to be annexed herein by reference and is hereafter referred to as “Exhibit A”; and

**WHEREAS,** Section 11.04 (f – i) of the City’s Charter provides for annexation; and

**WHEREAS**, the City Commission hereby determines that the owner of the property and the area proposed to be annexed has consented to the annexation and meets the requirements pursuant to §171.043, Florida Statutes; and

**WHEREAS**, the City Commission hereby determines that incorporation of the area proposed to be annexed are deemed practical and expedient and in conformity with the overall plan for extending the boundaries of the city.

**NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF HAINES CITY, FLORIDA:**

**Section 1. Incorporation of Recitals.** The above recitals are true and correct, and are incorporated herein by reference.

**Section 2. Annexation of Property.** The property described above (the Legal Description) and depicted in “Exhibit A” shall be and are hereby annexed into the City of Haines City, Florida and the boundary lines of the municipality shall be redefined to include the said property.

**Section 3. Notice of Proposed Annexation.** Notice of the proposed annexation shall be published at least once each week for two consecutive weeks in a newspaper published in Polk County, Florida before final passage. A copy of this Ordinance shall, after adoption, be filed with the Clerk of the Circuit Court and the Chief Administrative Officer in and for Polk County, Florida and with the Department of State of the State of Florida within seven (7) days after the adoption of this Ordinance.

**Section 4. Land Use and Zoning.** The County zoning or subdivision regulations shall remain in effect until the City adopts a zoning map amendment that includes the properties annexed.

**Section 5. Codification.** The ordinance shall be codified and made a part of the official Code of Ordinances or Charter of the City of Haines City.

**Section 6. Severability.** If any provision or portion of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full effect.

**Section 7. Repeal of Ordinance in Conflict.** All other ordinances of the City of Haines City, Florida, or portions thereof which conflict with this or any part of this Ordinance are hereby repealed.

**Section 8. Effective Date.** This Ordinance shall take effect immediately upon it being read in two meetings of the City Commission of the City of Haines City, and its approval and adoption by said Commission.

**INTRODUCED AND PASSED** on first reading in regular session of the City Commission of the City of Haines City, this 1<sup>st</sup> day of May, 2025.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Sharon Lauther, MMC, City Clerk

\_\_\_\_\_  
\_\_\_\_\_, Mayor

**APPROVED AS TO FORM AND CORRECTNESS:**

\_\_\_\_\_  
Fred Reilly, City Attorney

**ADOPTED AND ENACTED** on second and final reading by the City Commission of the  
City of Haines City, Florida, at regular session this 15<sup>th</sup> of May, 2025.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Sharon Lauther, MMC, City Clerk

\_\_\_\_\_  
\_\_\_\_\_, Mayor

**APPROVED AS TO FORM AND CORRECTNESS:**

\_\_\_\_\_  
Fred Reilly, City Attorney



**“EXHIBIT A”**







# HAINES CITY

WWW.HAINESCITY.COM

## **CITY MANAGER MEMORANDUM**

**To:** The Honorable Mayor and City Commissioners

**Through:** James R. Elensky, City Manager

**From:** Richard Greenwood, Development Services Director

**Date:** May 1, 2025

**Subject:** Ordinance No. 25-2107 – Voluntary Annexation of Joel Massey Property – First Reading

### **Executive Summary**

Approve Ordinance No. 25-2107 regarding the voluntary annexation for the Joel Massey Property located at 64 & 68 Joel Massey Road on first reading.

Staff Contact: Richard Greenwood, Development Services Director

### **Introduction**

The intent of this item is to approve Ordinance No. 25-2107 regarding the voluntary annexation of property located at 64 & 68 Joel Massey Road, owned by Ford Family Trust, on first reading.

### **Background**

The subject parcel is 19.66 acres +/- and is located north of Grace Avenue, east of 30th Street S & south of Hinson Avenue, and identified by the Polk County Property Appraiser Parcel Numbers as follows: 27-27-27-000000-042010 & 27-27-27-000000-042100. The proposed annexation complies with the provisions of Chapter 171.044, Florida Statutes.

### **Organizational Goal(s)**

Quality of Life: Create an environment that enhances the quality of life and benefits the community culturally, recreationally and economically.

### **Budget Impact**

There is no budget impact for fiscal year 2024-2025.

### **Recommendation**

Staff recommends approval of Ordinance No. 25-2107 regarding the voluntary annexation of property located at 64 & 68 Joel Massey Road, owned by Ford Family Trust, on first reading.



**ORDINANCE NO. 25-2107**

**AN ORDINANCE OF THE CITY OF HAINES CITY FLORIDA, ANNEXING CERTAIN LAND INTO THE CORPORATE LIMITS OF HAINES CITY, FLORIDA AND REDEFINING THE BOUNDARY LINES OF THE MUNICIPALITY TO INCLUDE PROPERTY OWNED BY THE FORD FAMILY TRUST AND LOCATED NORTH OF GRACE AVENUE, EAST OF 30<sup>th</sup> STREET SOUTH AND SOUTH OF HINSON AVENUE, HAINES CITY, FLORIDA; PROVIDING FOR INCORPORATION OF RECITALS; PROVIDING FOR ANNEXATION; PROVIDING FOR PUBLICATION OF NOTICE OF THE PROPOSED ANNEXATION AND FILING OF A CERTIFIED COPY OF THIS ORDINANCE WITH THE CLERK OF CIRCUIT COURT IN AND FOR POLK COUNTY, FLORIDA AND WITH THE DEPARTMENT OF STATE; PROVIDING FOR LAND USE AND ZONING DESIGNATIONS; PROVIDING FOR A COPY TO BE KEPT ON FILE; PROVIDING FOR SEVERABILITY; REPEALING ALL ORDINANCES IN CONFLICT HERewith; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Quiddity Engineering, on behalf of the property owner, Ford Family Trust, has petitioned for a Voluntary Annexation of property into the City of Haines City; and

**WHEREAS**, the said real property is presently in an unincorporated area of Polk County, is contiguous to the City of Haines City, is reasonably compact and will not result in the creation of an enclave; and

**WHEREAS**, the legal description of said real property (the “Legal Description”) is defined as follows:

27-27-27-000000-042010

N1/2 OF SE1/4 OF SW1/4 LESS BEG AT SE COR OF N1/2 OF SE1/4 OF SW1/4 RUN N 104 FT W 208 FT S 104 FT E 208 FT TO POB & LESS MAINT R/W & LESS N 328.59 FT & LESS ADDNL RD R/W PER MB 27 PG 76

27-27-27-000000-042100

N 328.59 FT OF N1/2 OF SE1/4 OF SW1/4 LESS MAINT R/W & LESS ADDNL RD R/W PER MB 27 PG 76

**WHEREAS**, the attached map shows the parcels comprising of properties containing approximately 19.66 +/- acres, and is located north of Grace Avenue, east of 30<sup>th</sup> Street S & south of Hinson Avenue, is proposed to be annexed herein by reference and is hereafter referred to as Exhibit “A”; and

**WHEREAS**, Section 11.04 (f – i) of the City’s Charter provides for annexation; and

**WHEREAS**, the City Commission hereby determines that the owner of the property and the area proposed to be annexed has consented to the annexation and meets the requirements pursuant to §171.043, Florida Statutes; and

**WHEREAS**, the City Commission hereby determines that incorporation of the area proposed to be annexed are deemed practical and expedient and in conformity with the overall plan for extending the boundaries of the city.

**NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF HAINES CITY, FLORIDA:**

**Section 1. Incorporation of Recitals.** The above recitals are true and correct, and are incorporated herein by reference.

**Section 2. Annexation of Property.** The property described above (the Legal Description) and depicted in Exhibit “A” shall be and are hereby annexed into the City of Haines City, Florida and the boundary lines of the municipality shall be redefined to include the said property.

**Section 3. Notice of Proposed Annexation.** Notice of the proposed annexation shall be published at least once each week for two consecutive weeks in a newspaper published in Polk County, Florida before final passage. A copy of this Ordinance shall, after adoption, be filed with the Clerk of the Circuit Court and the Chief Administrative Officer in and for Polk County, Florida

and with the Department of State of the State of Florida within seven (7) days after the adoption of this Ordinance.

**Section 4. Land Use and Zoning.** The County zoning or subdivision regulations shall remain in effect until the City adopts a zoning map amendment that includes the properties annexed.

**Section 5. Codification.** The ordinance shall be codified and made a part of the official Code of Ordinances or Charter of the City of Haines City.

**Section 6. Severability.** If any provision or portion of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full effect.

**Section 7. Repeal of Ordinance in Conflict.** All other ordinances of the City of Haines City, Florida, or portions thereof which conflict with this or any part of this Ordinance are hereby repealed.

**Section 8. Effective Date.** This Ordinance shall take effect immediately upon it being read in two meetings of the City Commission of the City of Haines City, and its approval and adoption by said Commission.

**INTRODUCED AND PASSED** on first reading in regular session of the City Commission of the City of Haines City, this 1<sup>st</sup> day of May, 2025.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Sharon Lauther, MMC, City Clerk

\_\_\_\_\_  
\_\_\_\_\_, Mayor-Commissioner

**APPROVED AS TO FORM AND CORRECTNESS:**

\_\_\_\_\_  
Fred Reilly, City Attorney

**ADOPTED AND ENACTED** on second and final reading by the City Commission of the  
City of Haines City, Florida, at regular session this 15<sup>th</sup> of May, 2025.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Sharon Lauther, MMC, City Clerk

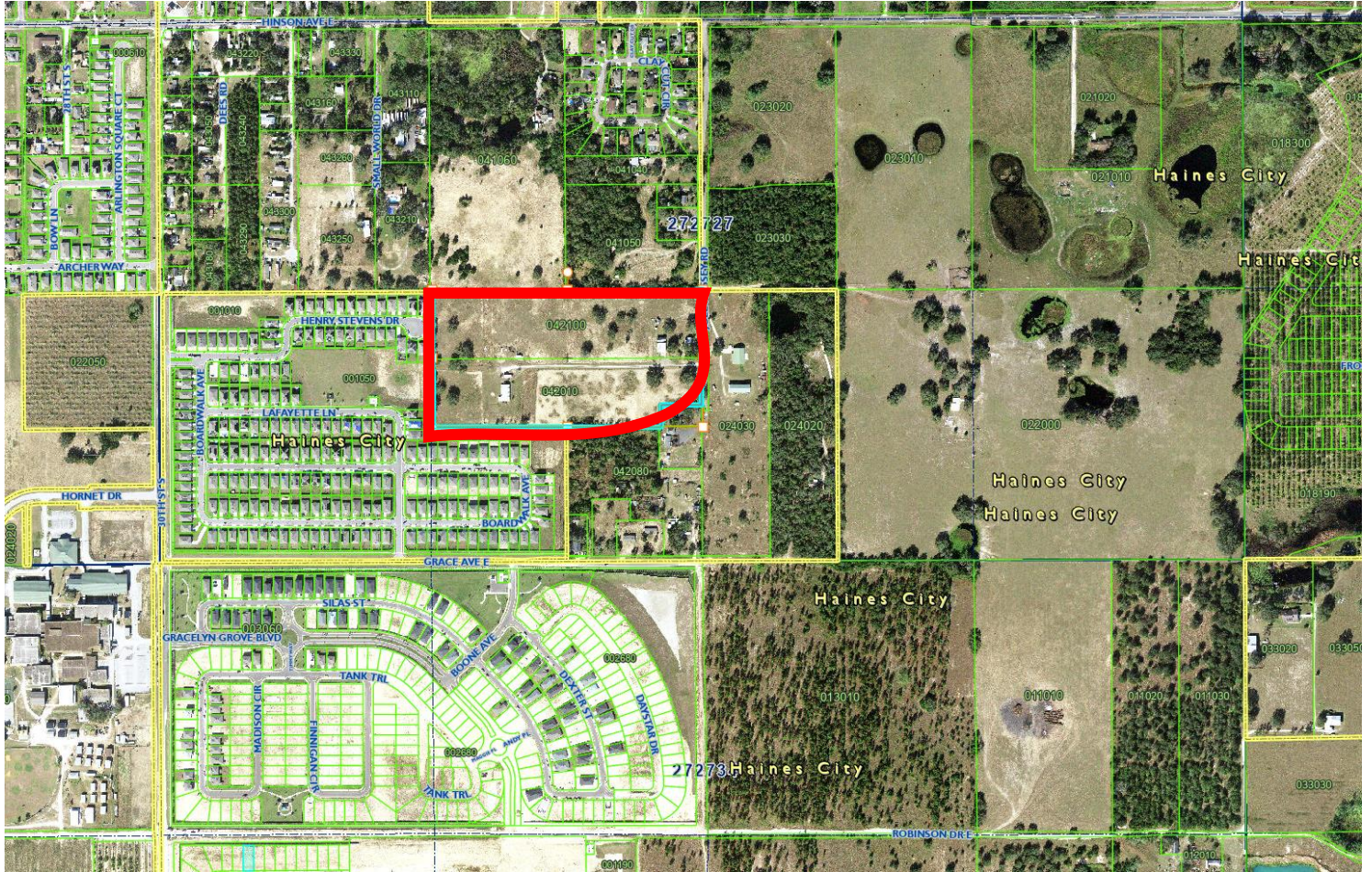
\_\_\_\_\_  
\_\_\_\_\_, Mayor-Commissioner

**APPROVED AS TO FORM AND CORRECTNESS:**

\_\_\_\_\_  
Fred Reilly, City Attorney



# Exhibit "A"







# HAINES CITY

WWW.HAINESCITY.COM

## **CITY MANAGER MEMORANDUM**

**To:** The Honorable Mayor and City Commissioners

**Through:** James R. Elensky, City Manager

**From:** Omar DeJesus, CPA, Finance Director

**Date:** May 1, 2025

**Subject:** Ordinance No. 25-2110 Fiscal Year 2024-2025 Budget Amendment No 2 – First Reading

### **Executive Summary**

Approve Ordinance No. 25-2110 on first reading which will amend the budget for fiscal year ending September 30, 2025 to assign excess funds for carryover projects pursuant to Florida Statute requirements.

### **Introduction**

The intent of this item is to adopt an Ordinance for the reallocating and re-appropriating of monies for the fiscal year 2024-2025 budget. This has been approved by the CRA Board

### **Background**

Florida Law requires the City allocate and appropriate any new funds received and/or funds transferred that were not previously appropriated in the budget. The attached Exhibit A of the Ordinance details the revenues, funding sources and how the funds will be expended.

### **Organizational Goal(s)**

Financial: Develop and maintain fiscal policies based on program and performance measures while engaging community involvement.

### **Budget Impact**

There is overall budget impact is \$367,000 specifically to the CRA Fund.

### **Recommendation**

Staff recommends adoption of the Ordinance on first reading for the purposes of reallocating and re-appropriating monies for the Fiscal Year 2024-25 budget.



**City of Haines City**  
Fiscal Year 2024-2025 Budget Amendment #2

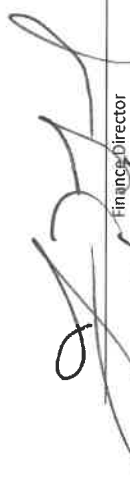
| <b>CRA</b> |             |                     |  |                                   |    |              |    |                   |                   |
|------------|-------------|---------------------|--|-----------------------------------|----|--------------|----|-------------------|-------------------|
| Revenue    |             | 102-00-38-9-0-90-00 |  | UNDESIGNATED FUND BALANCE         | \$ | 3,769,860.00 | \$ | -                 | \$                |
| Expense    | Parks       | 102-10-57-2-6-63-10 |  |                                   |    |              |    |                   |                   |
|            | Parks       | 102-10-57-2-6-63-10 |  | JJ Smith Aquatic Heater & Chiller |    | 3,044,475.00 |    | 108,500.00        | 3,152,975.00      |
|            | District 47 | 102-47-55-9-6-63-10 |  |                                   |    | -            |    | 108,500.00        | 108,500.00        |
|            | District 47 | 102-47-55-9-6-63-10 |  | Multimodal Facility Planning      |    |              |    | 258,500.00        | 258,500.00        |
|            | District 47 | 102-47-55-9-6-63-10 |  | Marquee - Hinson                  |    |              |    | 203,500.00        | 203,500.00        |
|            |             |                     |  | <b>CRA FUND TOTALS</b>            |    |              |    | <b>55,000.00</b>  | <b>55,000.00</b>  |
|            |             |                     |  |                                   |    |              |    | <b>367,000.00</b> | <b>367,000.00</b> |

Justification:

To assign CRA Excess funds per Florida Statute 163.387(7)

Approved BY:

  
 City Manager  
 4/23/25  
 Date

  
 Finance Director  
 4/23/25  
 Date





## ORDINANCE NO. 25-2110

**AN ORDINANCE OF THE CITY OF HAINES CITY, FLORIDA; PERTAINING TO THE BUDGET; REALLOCATING AND REAPPROPRIATING MONIES FOR EXPENDITURES FOR THE FISCAL YEAR 2024-2025; PROVIDING FOR ALL OTHER ITEMS IN THE BUDGET OF EXPENSES TO REMAIN UNCHANGED; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, on September 19, 2024, the City of Haines City adopted Ordinance No. 24-2086 appropriating and allocating monies for the payment of municipal expenditures as designated in the Budget of Expenses adopted by the City for the fiscal year 2024-2025; and

**WHEREAS**, due to unanticipated municipal activities and additional revenues, it has become necessary to reallocate and reappropriate certain budgeted expenditures.

**NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF HAINES CITY, FLORIDA:**

**Section 1. Reappropriated Revenue.** The revenue received by the City of Haines City, Florida, from the sources of revenue identified in Exhibit “A” and not otherwise allocated or pledged are hereby reappropriated and redesignated for the payment of expenditures incident to the operation of the said City in all governmental functions and capacities, as the same are designated, adjusted and set forth in the reallocation of funds for the fiscal year 2024-2025, attached hereto as Exhibit “A” and made part hereof by reference.

**Section 2. All Other Budget Expenses to Remain Unchanged.** All other provisions of Ordinance No. 24-2086, and the 2024-2025 budget of expenses which are not in conflict with this or any part of this Ordinance shall remain unchanged and in full force and effect.

**Section 3. Repeal of Ordinances in Conflict.** All other ordinances of Haines City or portions thereof which conflict with this or any part of this Ordinance are hereby repealed.

**Section 4. Severability.** If any provision of this Ordinance or the application thereof is held invalid, such invalidity shall not affect the other provisions or applications of this Ordinance which can be given effect without the invalid provisions or application, and to this end the provisions of this Ordinance are hereby declared severable.

**Section 5. Effective Date.** This Ordinance shall become effective immediately upon its passage as a non-emergency ordinance at two scheduled meetings of the City Commission of the City of Haines City, upon its approval and adoption by said Commission, and when certified as to passage.

**PASSED AND ENACTED** by the City Commission of the City of Haines City, this 1st day of May 2025.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Sharon Lauther, City Clerk

\_\_\_\_\_, Mayor

\_\_\_\_\_  
Fred Reilly, City Attorney



PASSED AND ENACTED by the City Commission of the City of Haines City, this 15th day of May 2024.

ATTEST:

APPROVED:

\_\_\_\_\_  
Sharon Lauther, City Clerk

\_\_\_\_\_  
\_\_\_\_\_, Mayor

\_\_\_\_\_  
Fred Reilly, City Attorney