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

Prepared for:
Haines City, Florida

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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, it's 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 (11th 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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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.(1) 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(2). 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

(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.

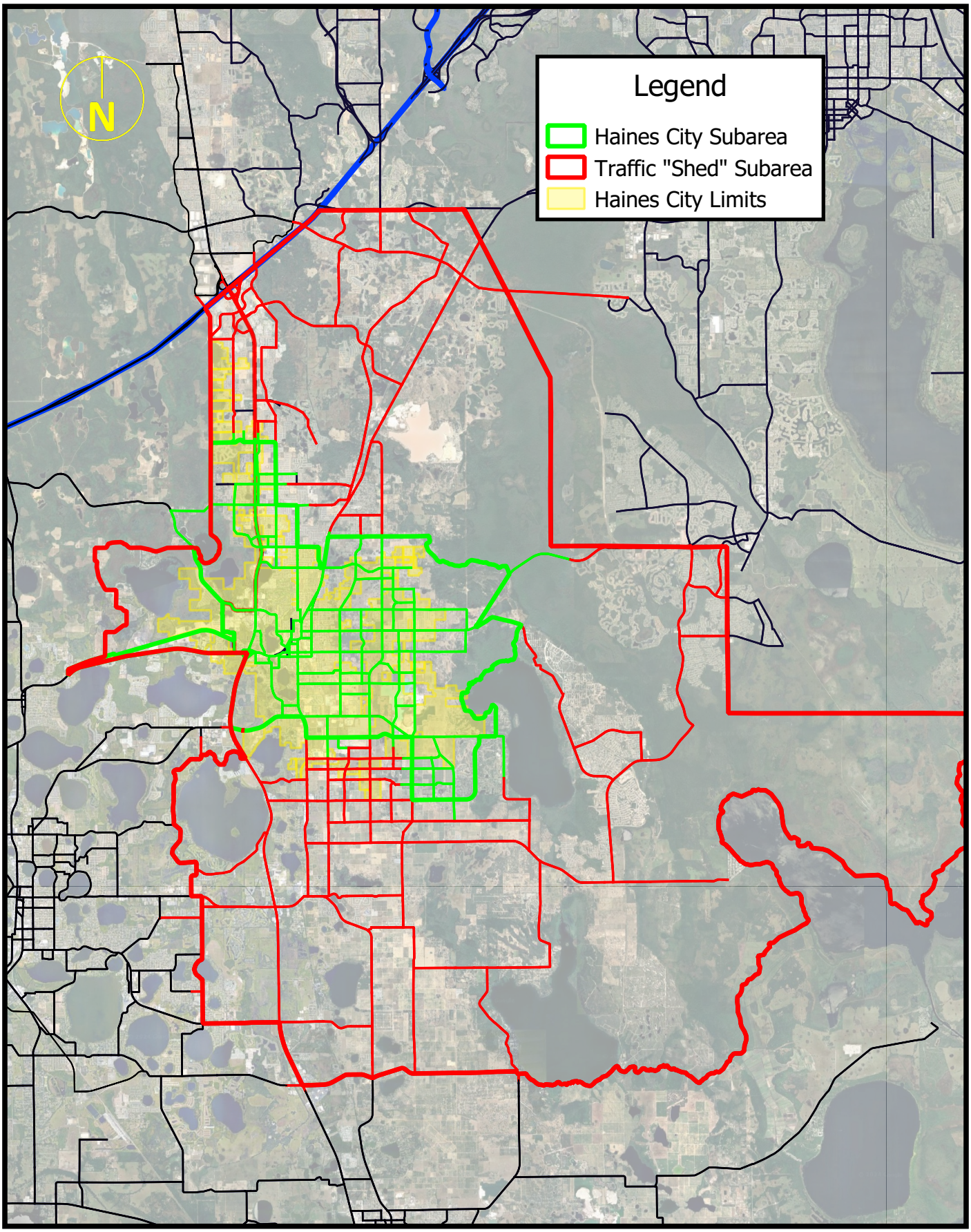

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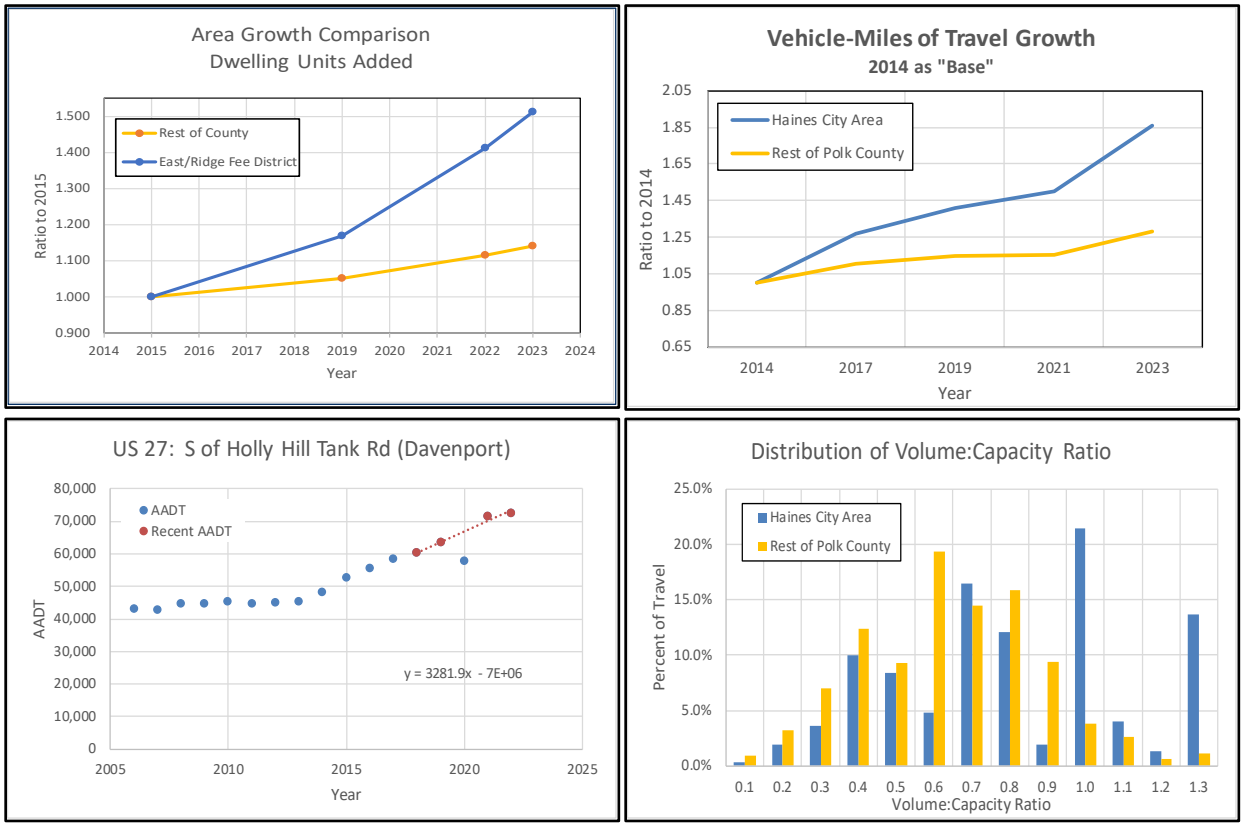
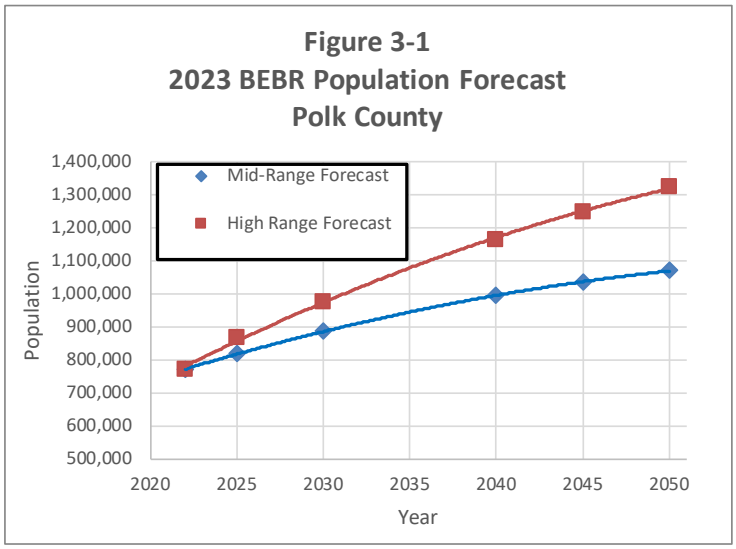
Figure 2-1
Haines City and Planning Subareas

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 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.

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%**

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:

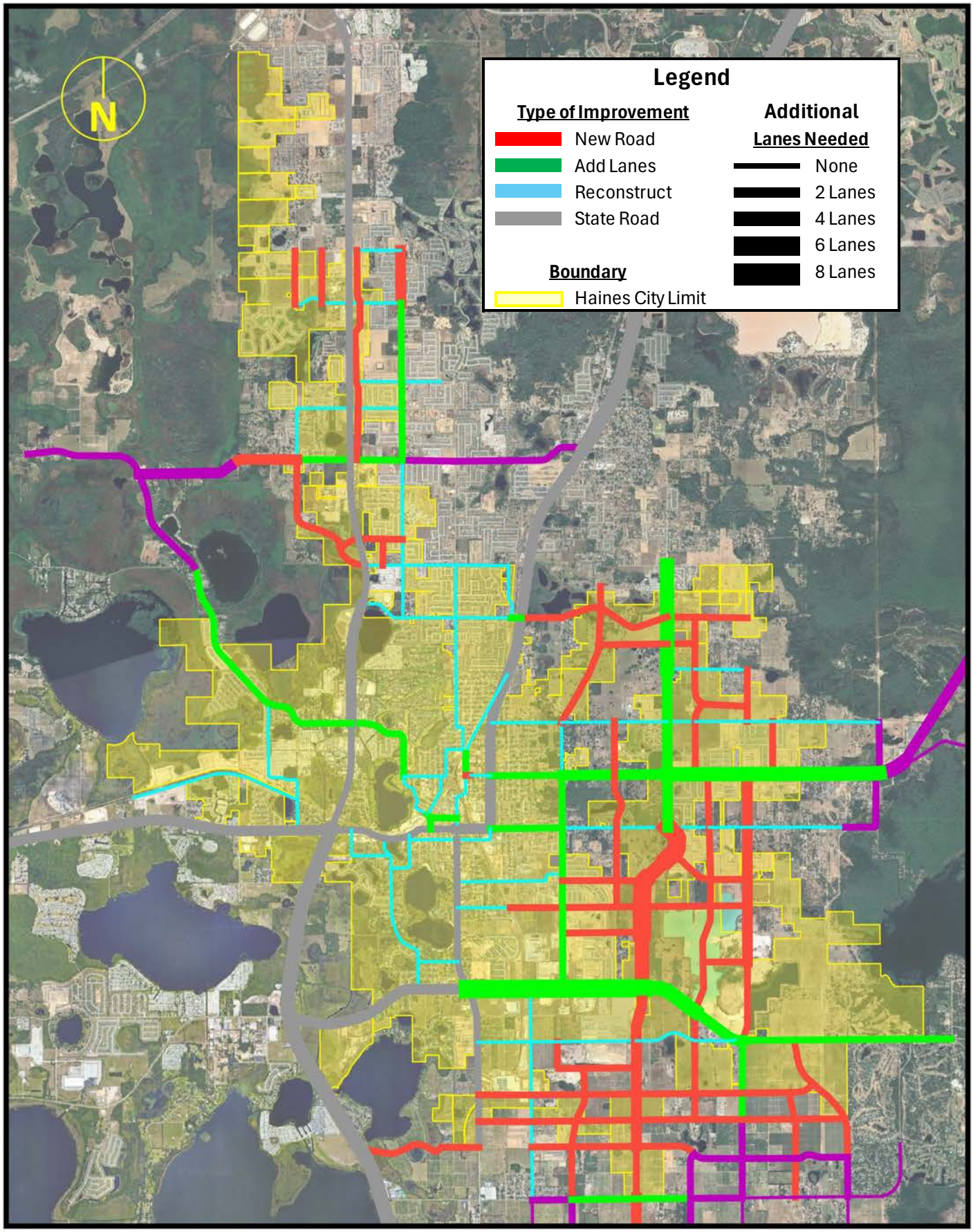


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Figure 4-1
Updated SAP/CityView Transportation Plan

- 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 (11th 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:

Fee = Capacity Needed x Cost of Capacity - 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 11th 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.

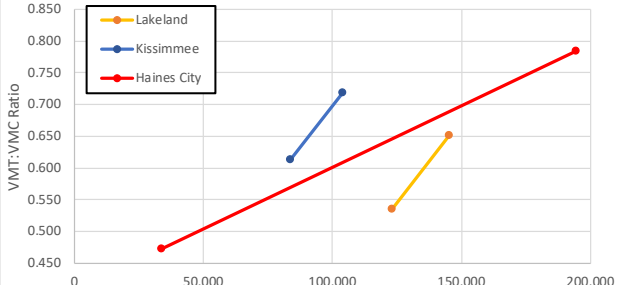
A policy issue is for a community to select a desired future quality of service goal, or vmt:vmc ratio, for their transportation system. Comparing local conditions with those of other communities is helpful in that regard. This is effectively setting a level of service standard as is commonly done in 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.

Figure 6-1
VMT:VMC Ratios on non-State Roads



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.

Fee = (Capacity Needed x Cost of Capacity – Credits) x 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:

Trip rate x Trip length x Percent new trips x (1-State, Interstate, and toll proportion) / 2
=9.43 x 6.62 x 100% x (1-0.483) / 2 = 16.14 vehicle-miles of travel (16.15 in un-rounded calculation)

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:

(% travel in Haines subarea x Haines unit cost x Haines CAR + % travel in Shed subarea x Shed unit cost x Shed CAR + % travel in other Polk County subarea x other Polk County unit cost x other Polk County CAR) x weighted CAR factor
=(0.590 x $613.08 x 1.587 + 0.249 x $458.00 x 0.246 + 0.161 x $458.00 x 0.246) x (16.15/16.75)
=$598.00

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:

Assessable vehicle-miles of travel x weighted unit cost
16.75 x $598.00 = $10,016.50 ($10,015 in un-rounded calculation)

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.

=[(9.43 x 7.12 x 100% x 326.9 x 0.0941/ (24.53 x 2)] x 16.8451
= $709.16

Thus, the resulting gross potential fee is:

$10,016.50 – $709.16 = $9,307.34 ($9,306 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)

Scenario 1 -- Haines City Only

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:	**0.635**	**1.587**	**0.246**	**0.246**
Capacity Addition Goal (vmc):	476,139	345,141	69,642	61,356
Cost per VMC:	$511	$613.08	$458.00	$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:	**$243,494,980**	**$211,599,128**	**$31,895,852**	
Lane-Mi of Construction in 5 years:	52.81	44.15	8.66	0.00

Multi-Modal Transporation Impact Fees

Discount of Full Fee:	Haines City 0%	"Shed" 44%	OPC -33%
Single-Family (1,501 to 2,500 s.f.)/du:	**$9,306**	**$3,460**	**$3,460**
Multi-Family/du:	$7,142	$2,418	$2,425
Office (<=10ksf, per 1,000 sf):	$14,161	$4,795	$4,810
Retail (>150,000 sf)/ksf:	$24,947	$5,704	$8,314
Industrial (per 1,000 sf):	$4,430	$1,502	$1,590

Potential Revenue Sources

				Haines City Growth	Haines City Base	"Shed" Growth	"Shed" Base	Total	% of Need
County Gas Taxes:	# Pennies/Gal>>	9.405		$1,408,105	$10,929,764	$1,350,343	$22,016,414	$35,704,626	15%
Infrastructure Sales Tax/% to Capital:		0.0%	100.0%		$0		$0	$0	0%
Property Tax:	Millage to Capital:	0			$0		$0	$0	0%
County Share of MMTIF:				$41,424,152		$43,711,701		$85,135,852	35%
Haines City Share of MMTIF:				$69,992,656				$69,992,656	29%
Totals:				$112,824,913	$10,929,764	$45,062,043	$22,016,414	$190,833,134	78%
Share of Revenues:				91.2%	8.8%	67.2%	32.8%		
Goal Surplus/Shortfall:				($87,844,451)		$35,182,605	($52,661,846)		

Network Performance

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.

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 (vmc):	855,856	345,141	449,359	61,356
Cost per VMC:	$569	$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

Potential Revenue Sources

				Haines City Growth	Haines City Base	"Shed" Growth	"Shed" Base	Total	% of Need
County Gas Taxes:	# Pennies/Gal>>	9.405		$1,408,105	$10,929,764	$1,350,343	$22,016,414	$35,704,626	7%
Infrastructure Sales Tax/% to Capital:		0.0%	100.0%		$0		$0	$0	0%
Property Tax:	Millage to Capital:	0			$0		$0	$0	0%
	County Share of MMTIF:			$39,607,071		$169,872,613		$209,479,684	43%
	Haines City Share of MMTIF:			$106,598,652				$106,598,652	22%
	Totals:			$147,613,828	$10,929,764	$171,222,956	$22,016,414	$351,782,962	72%
	Share of Revenues:			93.1%	6.9%	88.6%	11.4%		
	Goal Surplus/Shortfall:			($53,055,536)		($82,253,410)	($135,308,946)		

Network Performance

Multi-Modal Transportation Impact Fees

Discount of Full Fee:	Haines City 0%	"Shed" 0%	OPC 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 (<=10ksf, per 1,000 sf):	$17,726	$18,472	$4,391
Retail (>150,000 sf)/ksf:	$28,146	$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.

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[(2)] Fee	Proposed City Fee	Proposed City + County[(2)] 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[4]	Haines City[4]	Polk County	Lakeland[4]*	Orange County*			Osceola County*					Hillsborough County*	
	Year Effective:	Proposed	12/7/2023	6/30/2026		6/27/2021			2022					Effective 10/1/2022	
	District	All	All	"District A" - Northeast		Rural	Non-Urban/ Suburban	Urban	Standard	Mixed-Use	TOD	Rural		Urban/ Suburb	Rural Fee District
	Single-Family (1,501 to 2,500 s.f.)/du:	$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[(1)]	$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[(2)]	$1,706[(2)]	$1,137[(2)]	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

Memorandum

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

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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[1].

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 118,1132. 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	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 Rate:	**6.41%**	**3.06%**	**4.04%**	**1.05%**	**1.72%**

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

[1] At a persons per household average of 2.24.
[2] The "traffic-shed" population estimate includes the Haines City sub-area population estimate.

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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.

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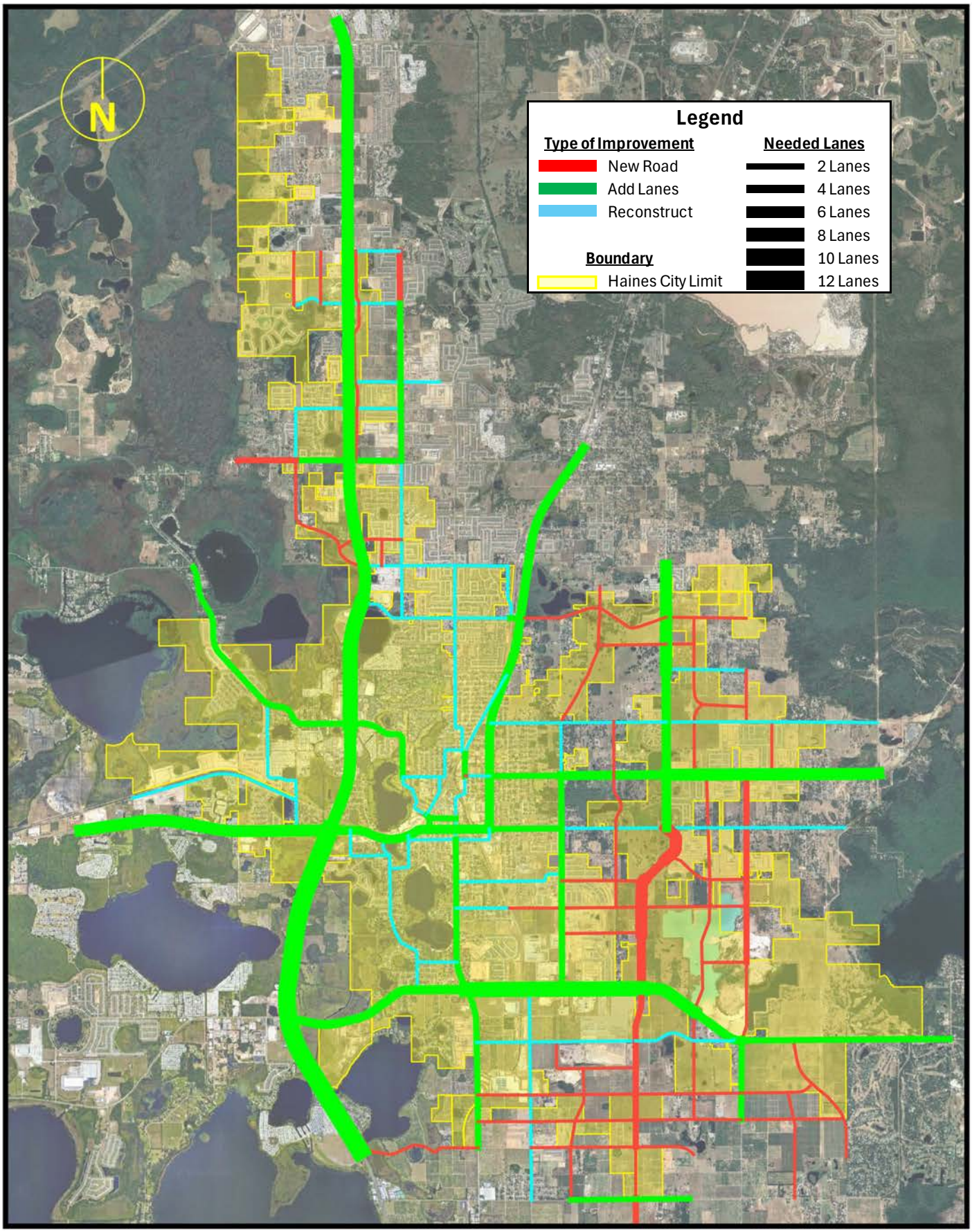

W.E. Oliver, P.E., LLC
Traffic Engineering
Transportation Planning

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Figure 1
Updated SAP/CityView Transportation Plan

Memorandum

Table 2: Centerline Miles Summary

2024 Centerline Miles

	Haines City	Polk County	City/County 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
Totals:	**17.5**	**42.4**	**59.9**	**25.8**	**85.8**

2045 Centerline Miles

	Haines City	Polk County	City/County 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
Totals:	**48.9**	**56.4**	**105.3**	**25.8**	**131.1**

Changes in Centerline-Miles

	Haines City	Polk County	City/County 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
Totals:	**31.4**	**13.9**	**45.3**	**0.0**	**45.3**

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Table 3: Lane-Mile Summary

2024 Lane-Miles

	Haines City	Polk County	City/County 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
Totals:	**35.1**	**84.8**	**119.9**	**109.2**	**229.1**

Proposed 2045 Lane-Miles

	Haines City	Polk County	City/County 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
Totals:	**104.6**	**213.3**	**318.0**	**192.7**	**510.7**

Changes in Lane-Miles

	Haines City	Polk County	City/County 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
Totals:	**69.6**	**128.5**	**198.1**	**83.6**	**281.7**

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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
Totals:	**$566,984,696**	**$556,600,955**	**$1,123,585,650**	**$262,670,580**	**$1,386,256,230**

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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.

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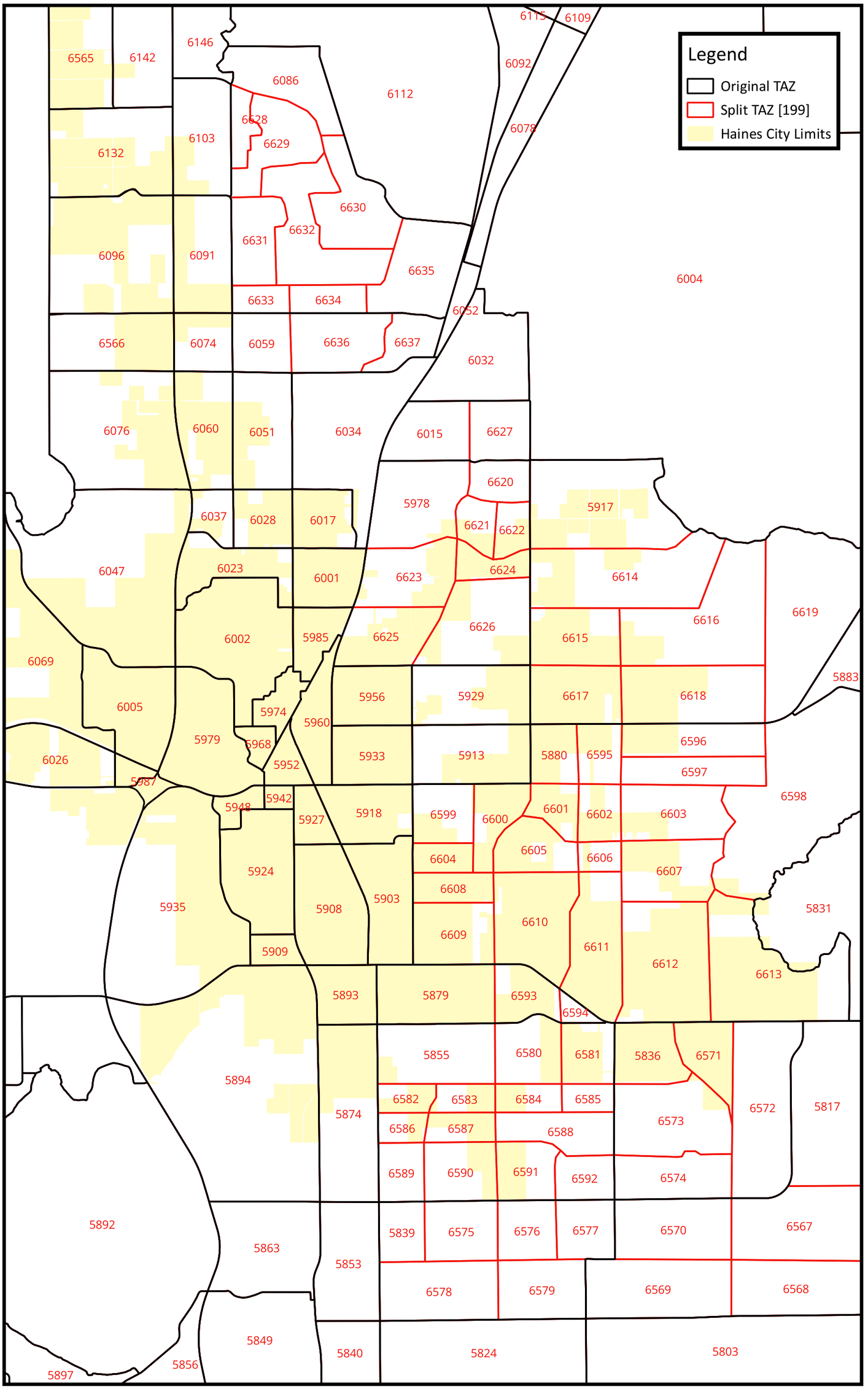
Attachment A

2045 TAZ Structure

and Socio-Economic Data



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CFRPM7 TAZ Splits with New TAZ Number

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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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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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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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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

On: From/To	Juris	Length (mi)	Exist Rd Typ	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
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	-10%	4,000	0.20	C	2	URBAN AVENUE TWO-LANE (SECTION 4/5)	$9,211,500	$4,605,750	Reconstruct
10TH ST: Grace/Oak Dr	State	0.653	2D	C3R	4	D	33,570	-10%	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	-10%	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	-10%	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	-10%	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	-10%	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	-10%	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	-10%	12,100	0.60	C	2	URBAN AVENUE TWO-LANE (SECTION 4/5)	$9,211,500	$1,593,590	Reconstruct
1st St N/Pennsylvania Av: Peninsular Dr/Oak Av	Haines City	0.436	2U	C3R	2	D	20,160	-10%	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	-10%	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	-10%	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	-10%	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	-10%	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	-10%	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 E/CR 580 (JOHNSON AVENUE E)	Polk County	0.501	2U	C3R	4	D	33,570	-10%	23,700	0.71	C	4	URBAN AVENUE FOUR-LANE (SECTION 7/8)	$9,522,000	$4,770,522	Add Lanes
30TH ST: Robinson Rd/Grace	Polk County	0.760	2U	C3R	4	D	33,570	-10%	22,300	0.66	C	4	URBAN AVENUE FOUR-LANE (SECTION 7/8)	$9,522,000	$7,236,720	Add Lanes
30TH ST: Roe Rd/Robinson Dr	Polk County	0.243	2U	C3R	4	D	33,570	-10%	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/10th St S	Haines City	0.379	2U	C3R	2	D	20,160	-10%	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	-10%	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	-10%	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	-10%	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 (Eas	Polk County	0.250	2U	C2	2	D	12,600	-10%	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	-10%	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	-10%	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	-10%	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	-10%	800	0.06	C	2	URBAN AVENUE TWO-LANE (SECTION 4/5)	$14,283,000	$10,697,967	Reconstruct
BANNON ISLAND RD: Detour Rd/BANNON LOOP RD	Polk County	0.254	2U	C2	2	D	12,600	-10%	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 L/CR 544 (LAKE MARION ROAD	Polk County	0.387	2U	C2	2	D	12,600	-10%	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 L	Polk County	0.590	2U	C2	2	D	12,600	-10%	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	-10%	2,700	0.13	C	2	URBAN AVENUE TWO-LANE (SECTION 4/5)	$9,211,500	$4,670,231	Reconstruct
BANNON LOOP RD□BANNON ISLAND RD/POWERLINE RD	Haines City	1.000	0	C2	2	D	12,600	-10%	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	-10%	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	-10%	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 POSSUM TROUT AVE	Haines City	0.496	0	C2	2	D	12,600	-10%	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	-10%	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	-10%	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	-10%	6,100	0.48	C	2	URBAN AVENUE TWO-LANE (SECTION 4/5)	$14,283,000	$11,026,476	New
BATES RD: US 27/10th St	Polk County	0.939	2U	C3R	4	D	33,570	-10%	10,300	0.31	C	2	URBAN AVENUE FOUR-LANE (SECTION 7/8)	$9,522,000	$8,941,158	Reconstruct

On: From/To	Juris	Length (mi)	Exist Rd Typ	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
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: BRADBURY 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/Carl Boozer 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/Bradbury 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 PIT 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
BRADBURY 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 27/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 (POLK CITY ROAD): LAKE LOWERY RD/YARIAN DR	Polk County	1.542	2U	C2	4	D	50,130	-10%	22,200	0.44	C	4	RURAL STREET (SECTION 14)	$4,243,500	$6,543,477	Add Lanes
CR 17 (POLK CITY ROAD): PRADO GRANDE DR/US 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 (POLK 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 R	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)/CAMELOT 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): Detour 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 S)/Detour 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): POWER LINE 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 27/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/POWER LINE 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/CYPRESS PKWY): 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/CYPRESS PKWY): 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/CYPRESS PKWY): N-S ROAD J/N-S R	Polk County	0.760	2U	C3R	6	D	49,590	-10%	55,600	1.12	F	8	URBAN AVENUE FOUR-LANE (SECTION 7/8)	$9,522,000	$7,236,720	Add Lanes
CR 580 (JOHNSON AVE/CYPRESS PKWY): 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/CYPRESS PKWY): POWER LINE 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

On: From/To	Juris	Length (mi)	Exist Rd Typ	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
DETOUR RD: Hughes Rd/White Clay Pit 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/Bannon 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 Pit 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/BICE 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 Ext/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
FDC 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
FDC 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
FDC 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/Peninsular 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/30TH 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
HINSON AVE: 30TH ST S/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
HINSON AVE: BICE GROVE RD/KALOGRIDIS RD	Polk County	0.935	2U	C2	2	D	12,600	-10%	5,000	0.40	C	2	RURAL STREET (SECTION 14)	$4,243,500	$3,967,673	Reconstruct
HINSON 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 FOUR-LANE (SECTION 7/8)	$9,522,000	$4,684,824	Reconstruct
HINSON AVE: N-S ROAD L/BICE 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
HINSON 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
HINSON 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: FDC 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/DAVENPORT 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 Bl)/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 FRUIT RD/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 RD□DETOUR 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 RD□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 RD□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 (RIDGE SCENIC HWY)□	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 RD□BICE 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 RD□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 RD□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 RD□N-S ROAD L/BICE 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

On: From/To	Juris	Length (mi)	Exist Rd Typ	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/DETOUR 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
MARTIE RD□FDC 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
MASSEE ROAD: FDC 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 PARI	$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 PARI	$8,487,000	$4,201,065	New
N-S ROAD C: CR 547 (DAVENPORT 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 PARI	$8,487,000	$4,209,552	New
N-S ROAD C: FOREST LAKE DR/HOLLY 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 PARI	$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 PARI	$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 PARI	$8,487,000	$2,181,159	New
N-S ROAD D: Patterson Rd/Martie 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 RD□	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/BANNON LOOP RD□	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: KOKOMO 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 BOOZER RD/E-W ROAD P□	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/N-S ROAD K□	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 J/BICE 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 J/CARL BOOZER 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 L□BANNON ISLAND RD/CR 544 (LAKE MARION 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□BRADBURY RD/HINSON AVE□	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□CR 544 (LAKE MARION RD)/E-W ROAD N□	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□E-W ROAD N/ROBINSON DR□	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□HINSON AVE/JOHNSON AVENUE□	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□KENNEDY RD/BANNON ISLAND RD□	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□ROBINSON DR/BRADBURY RD□	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□WATER CLAY PIT ROAD/KENNEDY 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 M□Kokomo Rd/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

On: From/To	Juris	Length (mi)	Exist Rd Typ	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
OAK AVE: 1st St/17TH 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 N/WALL 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
PENINSULAR 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
PENINSULAR 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 BOOZER 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: Bannon 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: BANNON LOOP RD/Bannon 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/Snell 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 BOOZER 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/BANNON 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 I/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 RR/30TH 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: MDPT/FDC GROVE RD	Polk County	0.557	0	C3R	4	D	33,570	-10%	23,100	0.69	C	4	RURAL STREET (SECTION 14)	$4,243,500	$2,363,630	New
SR 17 (RIDGE SCENIC HWY): Bannon Island Rd/SR 544	State	0.522	2D	C2	4	D	55,700		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/Bannon Island Rd	State	1.004	2U	C2	4	D	55,700		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): PENINSULAR DR/SR 17 (RIDGE SCENIC	State	0.472	2U	C3C	6	D	54,100		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/PENINSULAR DR	State	1.320	2U	C3C	6	D	54,100		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

On: From/To	Juris	Length (mi)	Exist Rd Typ	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
US 17/92 (Hinson Av): 10th St/17th 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 580 (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 580 (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: PENINSULAR 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/PENINSULAR 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 (POLK 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 Bros 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 (POLK 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 RD□DETOUR 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 RD□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 RD□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 RD□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 RD□SR 17/DETOUR 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

Appendix B

Travel Demand Variables

Appendix B: Trip Characteristics Review

		Trip Rate			Trip Length							% New Trips						
ITE LUC	Mobility Fee Land Use	Unit	Rate	Source	Orange(1)	Osceola (2)	Polk (3)	Lake-land(1)	Hillsbor-ough(1)	Recom-mended for Haines City	Source/ Method	Orange(1)	Osceola (2)	Polk (3)	Lake-land(1)	Hillsbor-ough(1)	Recom-mended for Haines City	Source/ Method
110/140/156	Manufacturing/Light Industrial/Parcel I	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		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	Resaturant-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	n/a	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.

(1) Tindale-Oliver and Associates, Inc., 2020, 2019, 2020, respectively.

(2) Keith & Schnars/NUE 2015

(3) Duncan and Associates, Inc., 2023, references Tindale-Oliver as source.

Sources:

1. ITE Trip Generation, 11th Edition
2. Value from nearby agency fee studies
3. Analysis of Pass-by Capture data in ITE Trip Generation
4. 2017 National Household Travel Survey data
5. TOA "Florida Trip-Characteristics Studies Database"
6. Professional judgement

Appendix C

Lakeland and Kissimmee Subarea Analysis

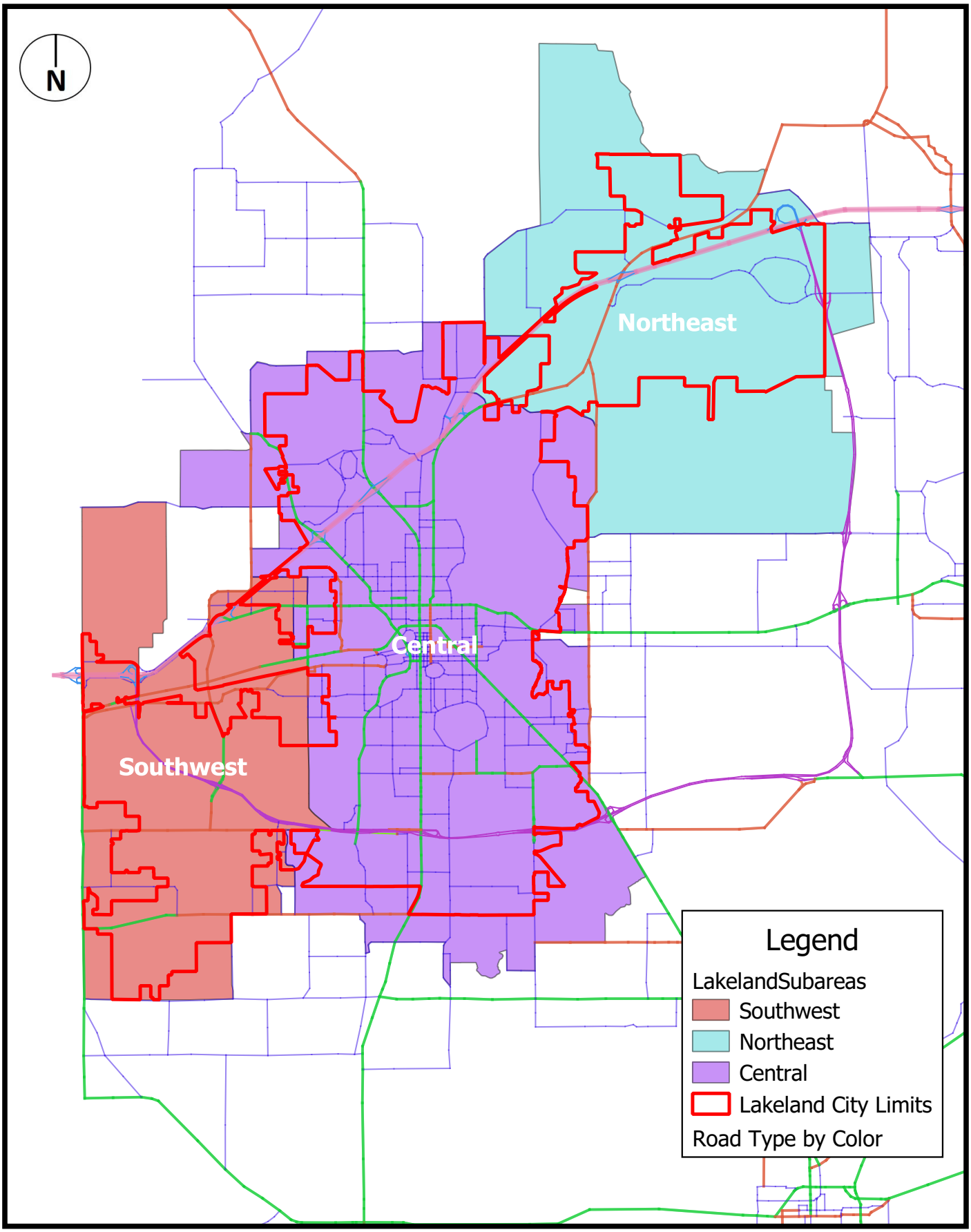

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Figure ?
Lakeland Subareas

Central Lakeland Subarea

Conditions from 2015 D1RPM Model

Area	Facility Type	VMT	VMC	CL-MI	Ln-Mi	VMT/ 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	**0.536**
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/ 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	**0.651**
Central Lakeland	Toll Fac, Ramps	679,307	904,034	18	61	0.751
(Population 145,183)						

Source: D1RPM
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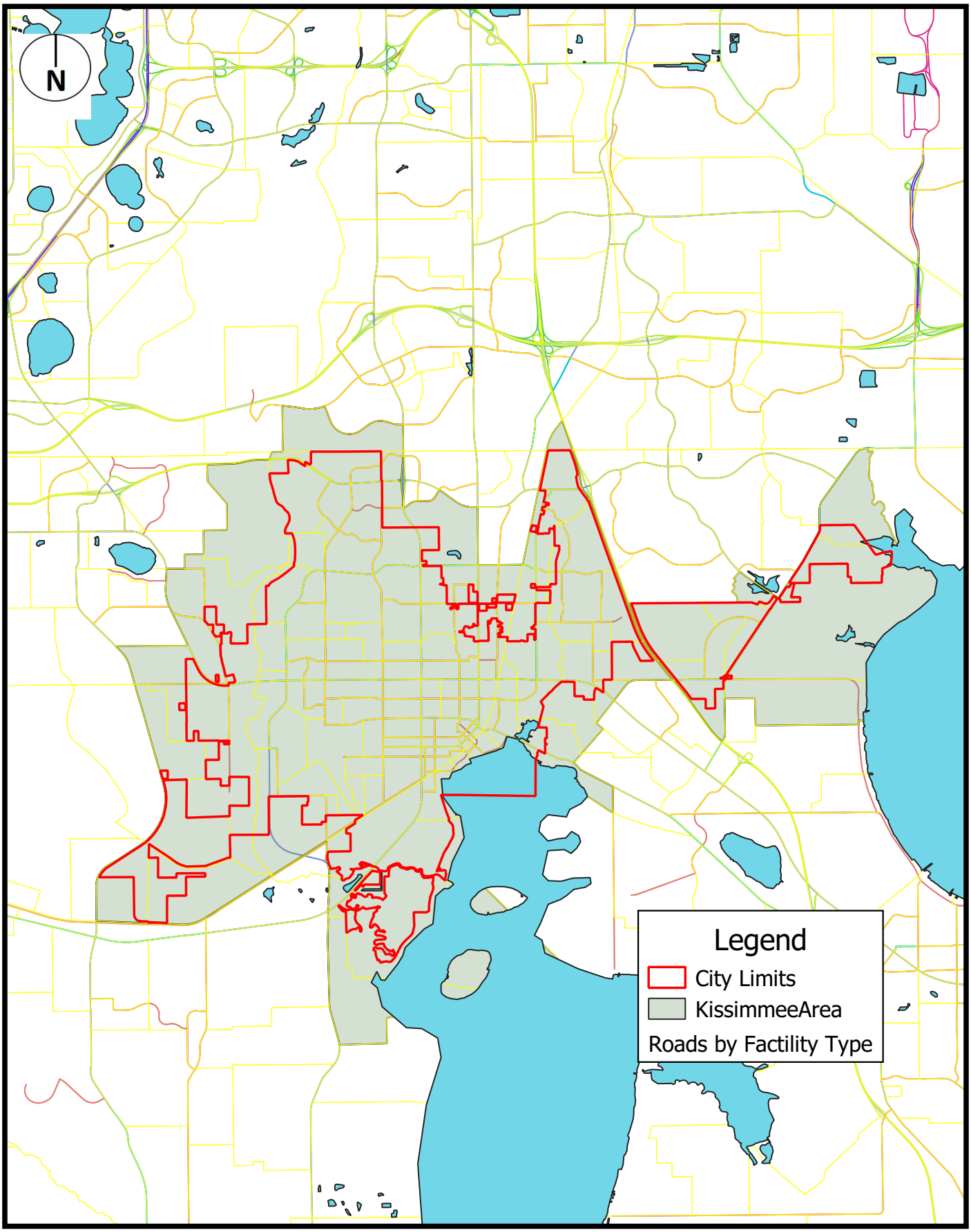

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Figure ?
Kissimmee Subarea

Kissimmee Subarea

Conditions from 2015 CFRPM Model -- Population 83,688

Area	Facility Type	VMT	VMC	CL-MI	Ln-Mi	VMT/ 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	**0.612**
Kissimmee	Toll Fac, Ramps	324,911	520,837	7	28	0.624

Conditions from 2045 CFRPM Model -- Population 104,187

Area	Facility Type	VMT	VMC	CL-MI	Ln-Mi	VMT/ 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	**0.719**
Kissimmee	Toll Fac, Ramps	874,201	882,786	7	47	0.990

Source: D1RPM
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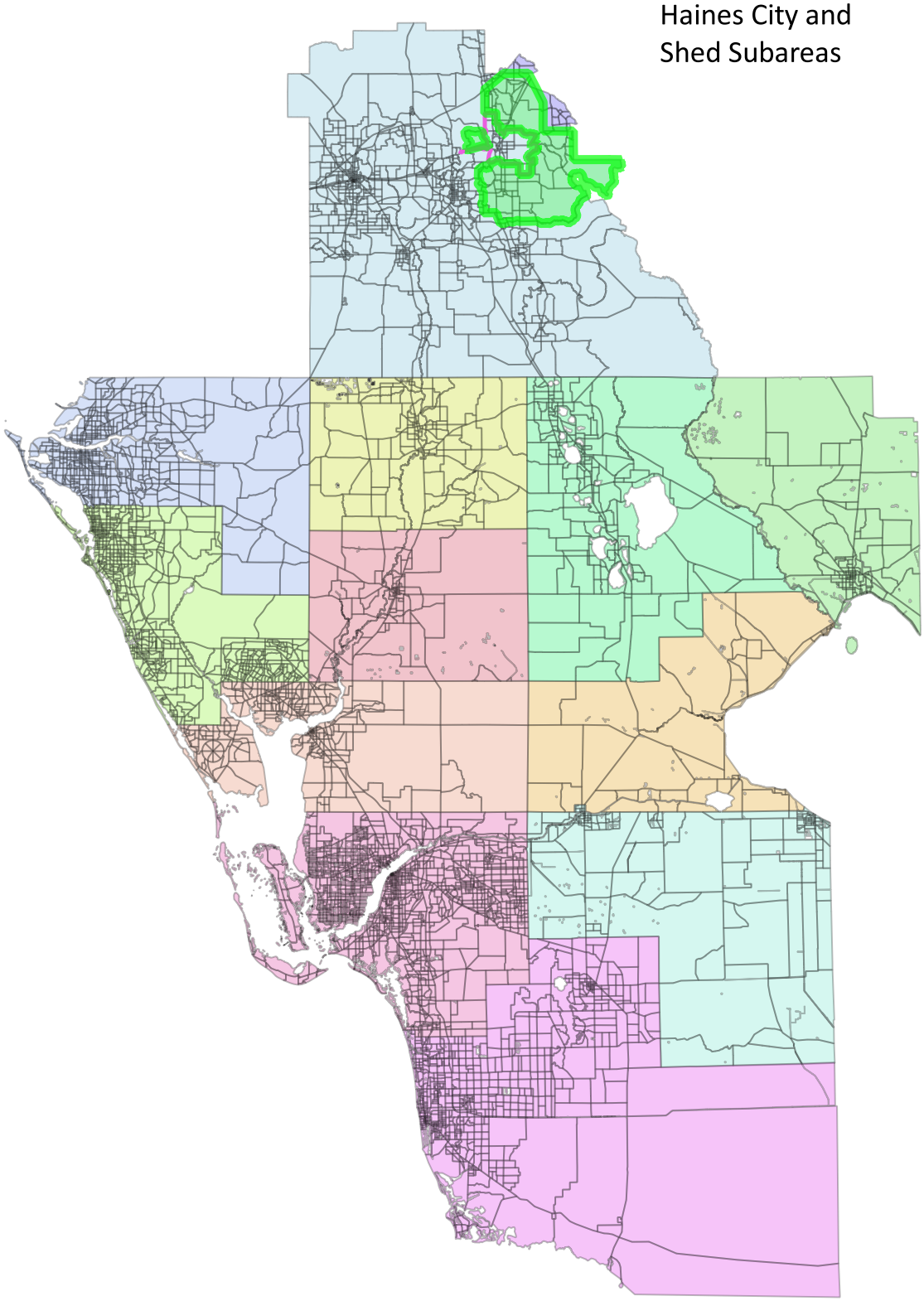
Appendix D

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



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Study Area in D1RPM Context
02/01/2024

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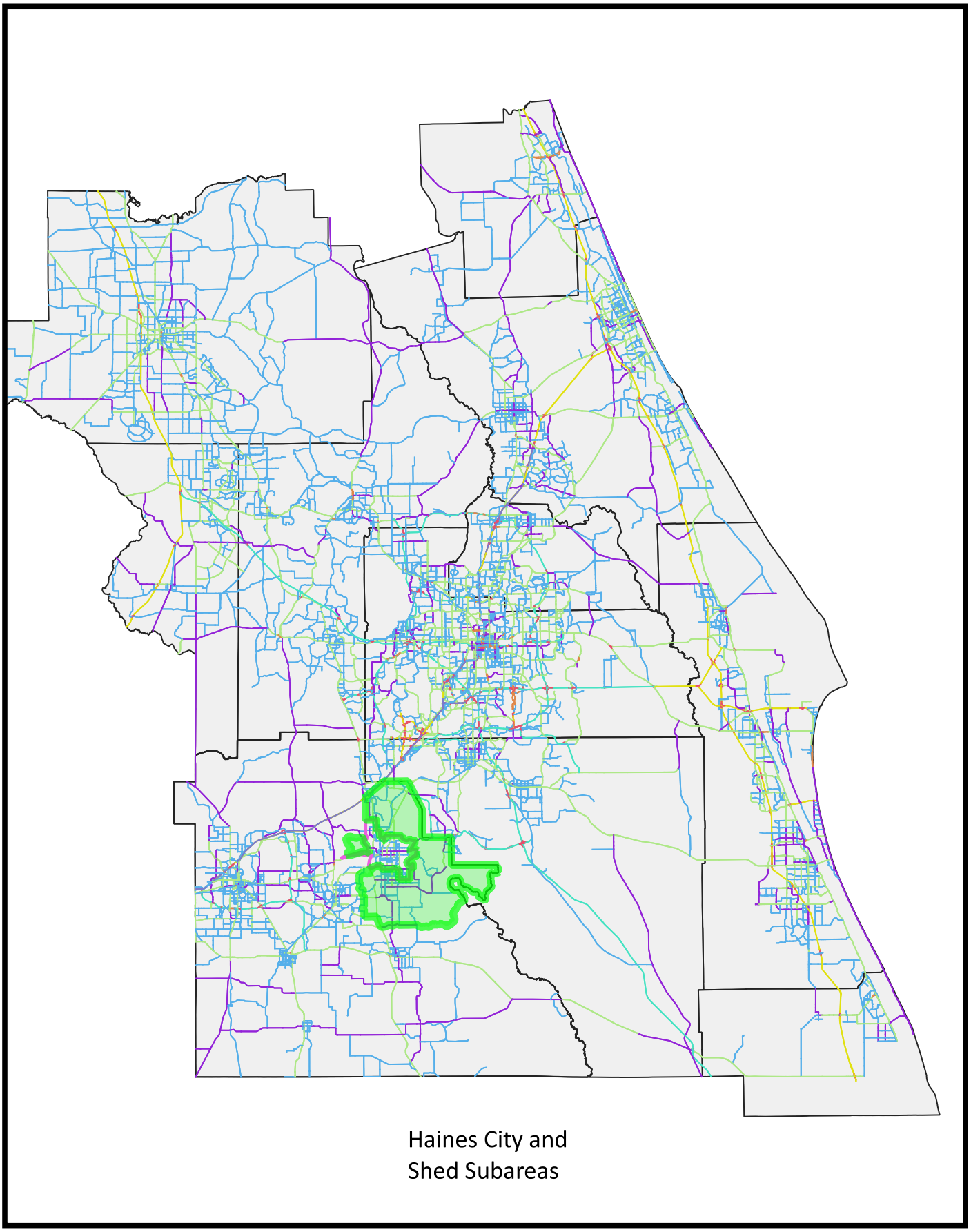

Haines City and
Shed Subareas

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Study Area in CFRPM 7 Context
02/01/2024

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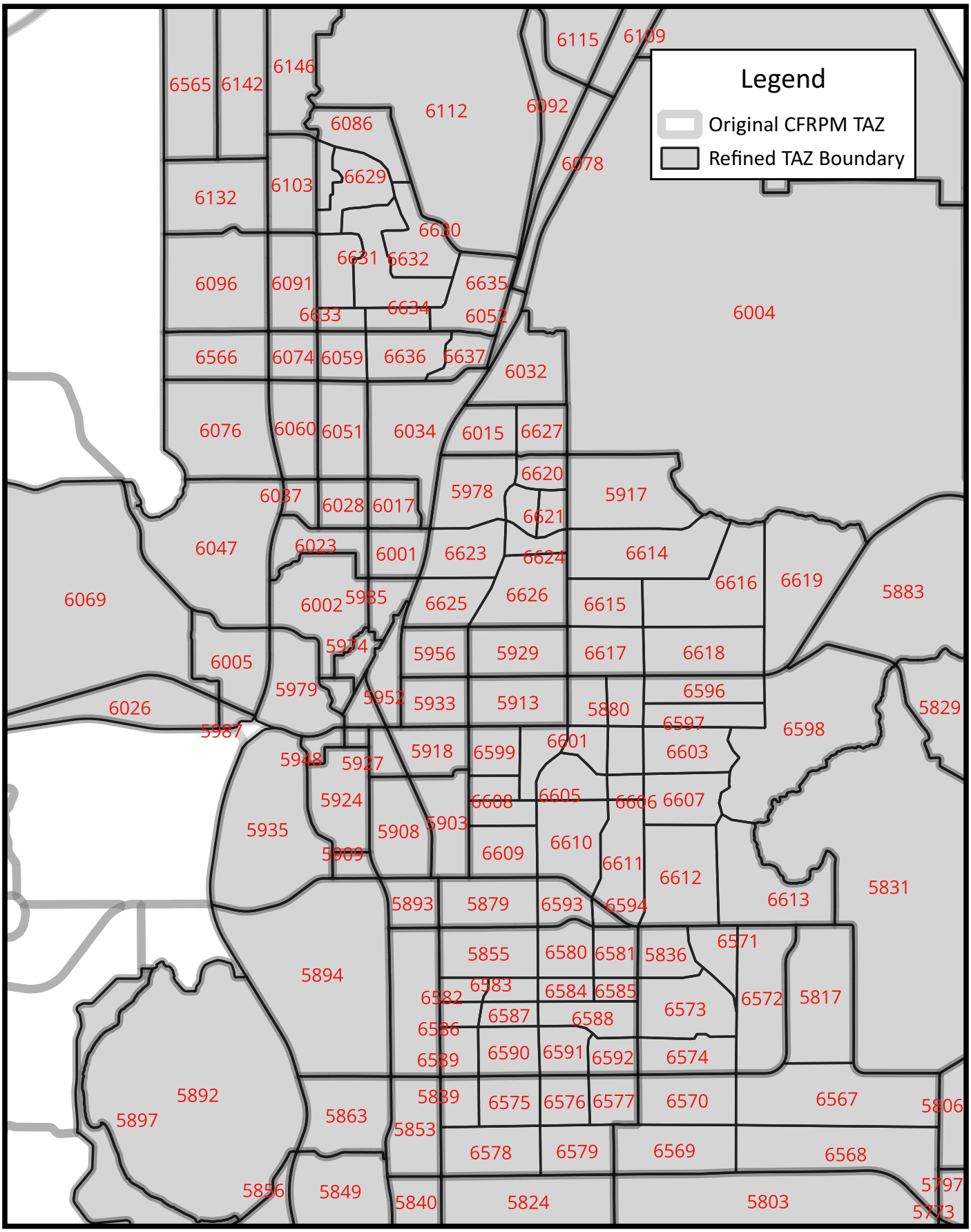

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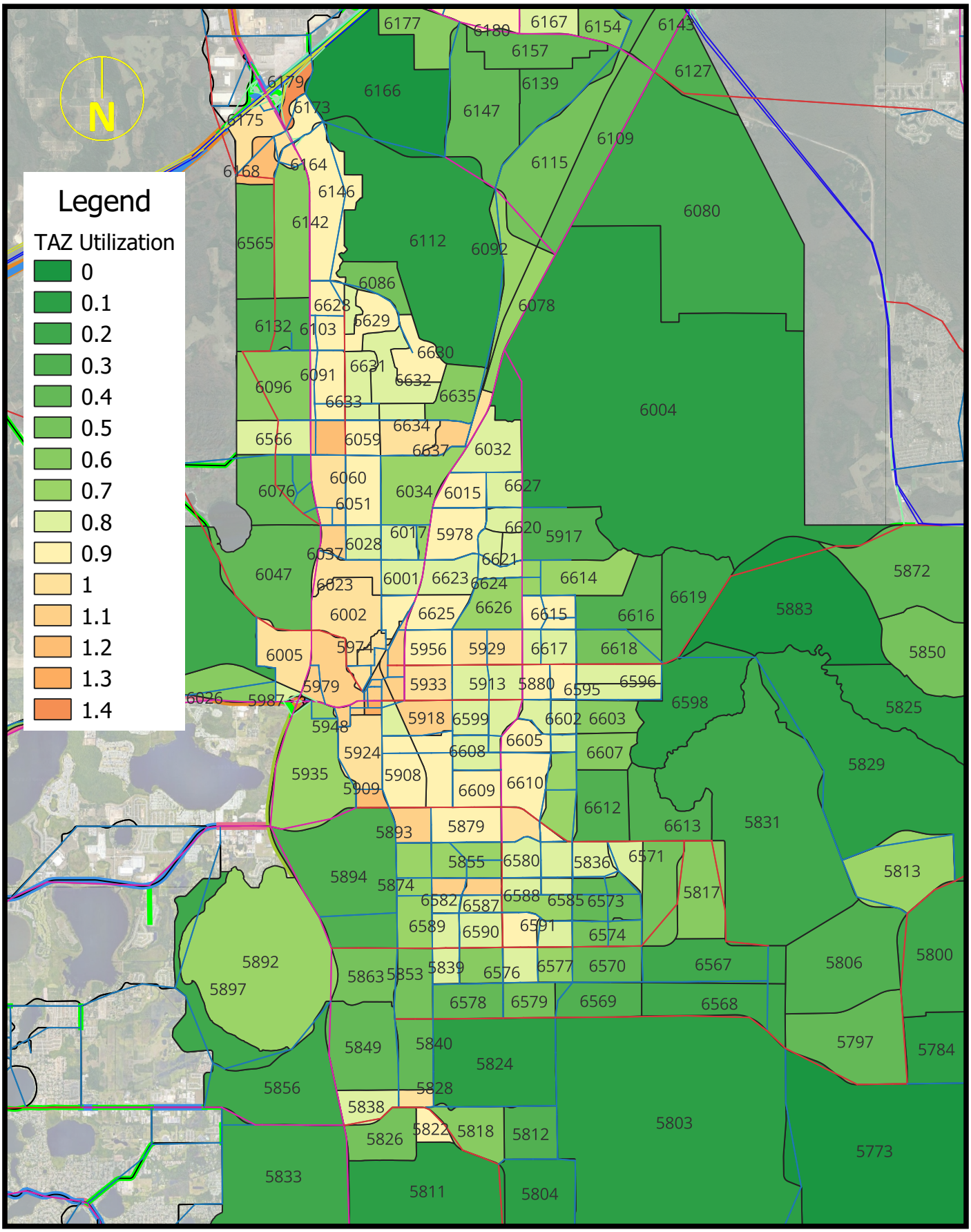
CFRPM 7 TAZ Splits with New TAZ Number
02/01/2024



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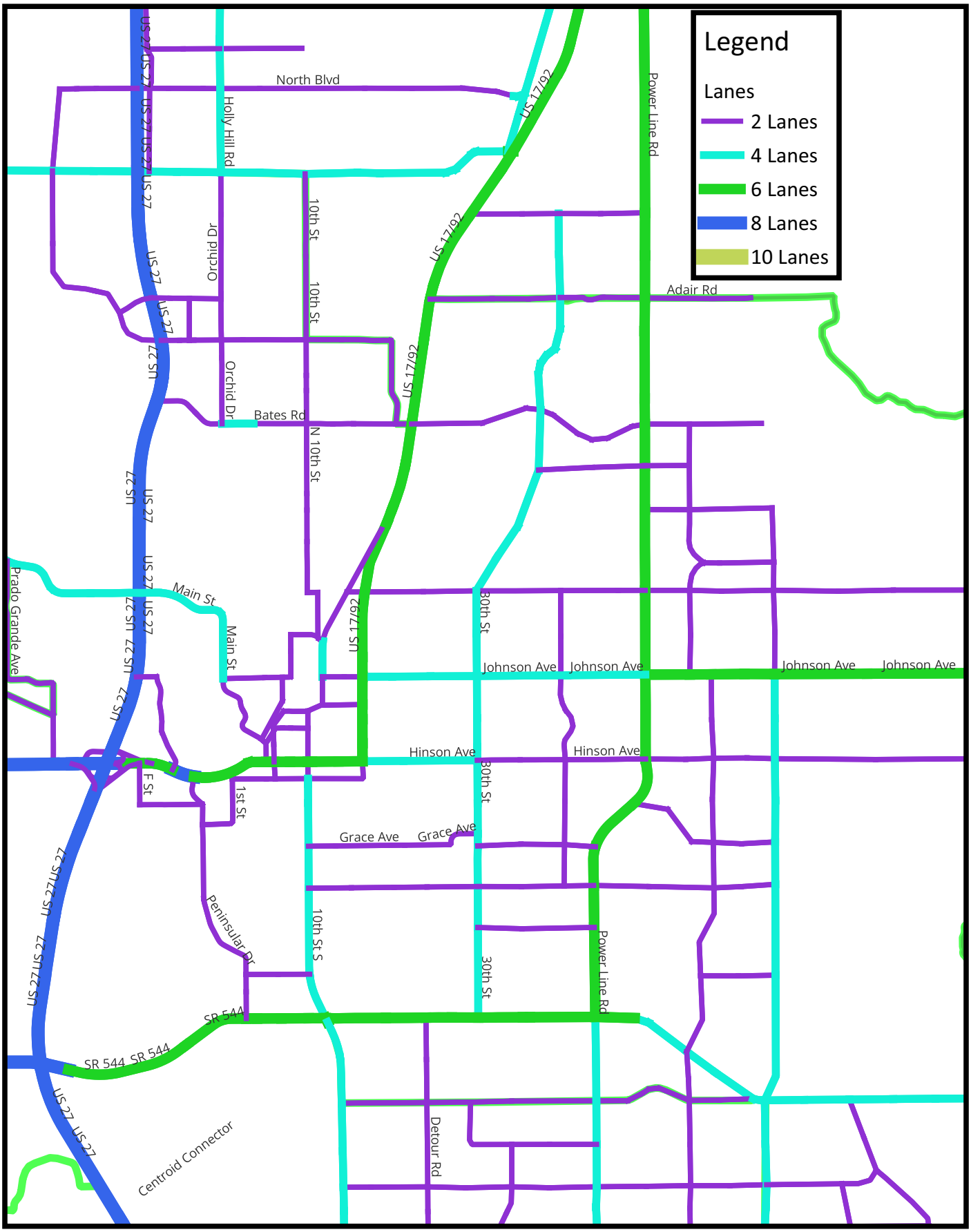
TAZ Usage
02/01/2024



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Modelled Network
02/02/2024

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Haines City Select-District Assignment Summary

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

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

Summary:

	VMT	% VMT
Total HC Tı	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					
Min FT	Max FT	VMT Total County	VMT Shed Subarea	VMT Haines City	VMT OPC OPC	VMT Total State	VMT Total LOCAL	VMT Shed State	VMT Shed LOCAL	VMT Haines State	VMT Haines LOCAL
0	19	841,514	53,236	0	788,278	841,514	0	53,236	0	0	0
20	39	3,030,257	1,207,361	813,651	1,009,246	1,691,380	1,338,877	591,217	616,144	311,979	501,671
40	49	880,907	472,920	204,777	203,210	101,671	779,236	64,471	408,449	33,714	171,063
50	59	561,373	365,601	87,107	108,665	7,421	553,952	0	365,601	0	87,107
60	69	40,811	17,398	0	23,413	16,107	24,704	0	17,398	0	0
70	99	346,687	77,290	7,708	261,690	346,687	0	77,290	0	7,708	0
	Total	5,701,550	2,193,805	1,113,242	2,394,503	3,004,780	2,696,769	786,213	1,407,592	353,401	759,842
	Total - Centroid Conn	5,140,177	1,828,204	1,026,135	2,285,837	2,997,359	2,142,817	786,213	1,041,991	353,401	672,735
	Total - Toll/Int-Centroid Conn	3,951,975	1,697,679	1,018,428	1,235,869	1,809,158	2,142,817	655,687	1,041,991	345,693	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%	CAR	
Co/Cy in Haines:	672,735	34.4%	1.55	1,042,739
Co/Cy in Shed:	1,041,991	53.3%	0.246	256,330
Co/Cy in OPC:	428,091	21.9%	0.246	105,310
	2,142,817			1,404,379
Vehicle Trip-Ends Assigned:	912,851			0.655
Avg Trip Length:	5.63			

Appendix E

Percent Travel by System and Geographic Area

Percent of Trip Length by Subarea

Travel originating in:

		City				% on State/ 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	Improved Capacity	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	38,400	63,722	$13,581,205	1.179	$16,012,202	$251.28
Lakelnad Highlands Rd	2012	3.01	2U	17,300	4D	38,400	63,511	$33,074,177	1.179	$38,994,359	$613.98
Bartow Northern Connector (US 98-US 17)	2013	2	0	0	4D	38,400	76,800	$16,416,796	1.158	$19,009,724	$247.52
Kathleen Rd (Galloway-Duff)	2014	3	2U	17,300	4D	38,400	63,300	$36,398,104	1.126	$40,997,489	$647.67
CR 559A (SR 599-Pace)	2016	2.6	2U	17,300	4D	38,400	54,860	$20,661,903	1.126	$23,272,810	$424.22
Ernie Caldwell Blvd (Pine Tree-CR 547)	2018	4	0	0	4D	38,400	153,600	$44,843,876	1.053	$47,206,072	$307.33
North Ridge Trail, Ph 3	2018	0.3	0	0	2D	17,300	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	38,400	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	17,300	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	38,400	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	38,400	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	38,400	46,420	$39,849,186	1.000	$39,849,186	$858.45
Cypress Pkwy (Poinciana - Solvita Blvd)	2026+	1.65	2U	17,300	4D	38,400	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	38,400	118,160	$155,600,000	1.000	$155,600,000	$1,316.86
						Totals:	**985,898**			**$621,121,613**	**$630.01**
						Past Five Years:	**504,915**			**$433,505,440**	**$858.57**
						Past Five Years - Two "High-Cost" Improvements:	**365,655**			**$224,174,199**	**$613.08**

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	$0	
Effective Pennies:	6.127	3.278	**9.41**	199692561	
Yield per Penny to BoCC to Capital:	$4,276,164	$9,791,751	$14,067,914	**$199,692,561**	**Five year total, 2023-2027, from Polk Mobility Fee, Table 22, p. 28, used to set equivalent pennies per gallon.**
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	<<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	$12,540,274	$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	$13,425,240	$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

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Source: W.E. Oliver, P.E., LLC

Appendix H

Other Fee Parameters

Equivalent Weekdays per Year for Revenue-Generating VMT

Source: Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation
FHWA, September, 2005., Figure 2.2

	Relative Daily Traffic Volume			
Sun	1.35			
Mon	2.12			
Tues	2.23			
Wed	2.30			
Thurs	2.32			
Fri	2.30			
Sat	1.52			
7-day Total	14.14	7		
5 weekday Total:	11.27	5	2.254	weekday avg
			6.27	= 7-day total / weekday avg
			365	calendar days/year
	365 x 6.27 / 7 =		327	effective weekdays/yr

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: (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	197,092,816	9,795,491	939,123	60,530,744	10,713,550	3,142,854	257,623,560	13,856,404	282,214,578
2020	registered 2/	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	10,573	2,005	17,830	11,318	12,287	62,169	10,748	23,601	11,099
2020	per vehicle	9,933	2,150	14,883	10,838	11,892	60,120	10,143	23,075	10,523
2021	Person-miles of travel	3,471,196	23,659	354,983	1,168,120	131,637	195,389	4,639,316	327,026	5,344,984
2020	(millions) 4/	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	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	(thousand gallons)	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	433	46	2,422	636	1,603	9,685	481	3,436	617
2020	per vehicle (gallons)	404	49	2,018	606	1,532	9,080	451	3,282	577
2021	Average miles traveled per	24.4	44.0	7.4	17.8	7.7	6.4	22.4	6.9	18.0
2020	gallon of fuel consumed	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-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 8th, 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.

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
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[(1)]	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
110/140/156	Manufacturing/Light Industry/Parcel Hub	1,000 sf	4.75	92%	6.06	6.56	13.2	7.34	7.89	$600	$4,732	$303	$4,430	$539	$592	649%
150/154/155/157	Passive Warehousing/Storage	1,000 sf	1.76	92%	6.06	6.56	4.9	2.72	2.92	$600	$1,753	$112	$1,641	$539	$768	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	Resaturant-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.

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Source: W.E. Oliver, P.E., LLC

Appendix I

2024 Multi-Modal Transportation Impact Fee Study

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

ITE Land Use Code[(1)]	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
110/140/156	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%
150/154/ 155/157	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	Resaturant-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%

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Source: W.E. Oliver, P.E., LLC