



The Villages  
**DAILY SUN**

Published Daily  
Lady Lake, Florida  
State of Florida  
County Of Lake

Before the undersigned authority personally appeared **Sheryl Dufour** who on oath says that she is Legal Ad Coordinator of the DAILY SUN, a daily newspaper published at Lady Lake in Lake County, Florida with circulation in Lake, Sumter and Marion Counties; that the attached copy of advertisement, being a **Legal Ad #606689** in the matter of **NOTICE OF INTENT**, was published in said newspaper in the issues of

**JUNE 12, 2015**

Affiant further says that the said Daily Sun is a newspaper published at Lady Lake in said Lake County, Florida, and that the said newspaper has heretofore been continuously published in said Lake County, Florida each week and has been entered as second class mail matter at the post office in Lady Lake, in said Lake County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisements; and affiant further says that he has neither paid nor promised any person, firm, or Corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

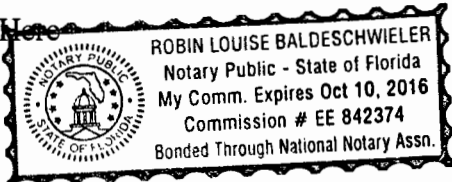
*Sheryl Dufour*  
(Signature Of Affiant)

Sworn to and subscribed before me this 12 day June 2015

*Robin Louise Baldeschwieler*  
Robin Louise Baldeschwieler, Notary

Personally Known X or  
Production Identification \_\_\_\_\_  
Type of Identification Produced \_\_\_\_\_

Attach Notice Here



**NOTICE OF INTENT TO CONSIDER COUNTY ORDINANCE**

NOTICE IS HEREBY GIVEN that the Board of County Commissioners of Sumter County will consider the enactment of a County Ordinance on the following subject:

AN ORDINANCE OF SUMTER COUNTY, FLORIDA, AMENDING SECTIONS 20-34 AND 20-36 OF THE SUMTER COUNTY CODE OF ORDINANCES; ADOPTING AN UPDATED FEE STUDY AS REQUIRED BY SECTION 20-48; SPECIFYING THE ROAD IMPACT FEE TO BE ASSESSED FOR ALL IDENTIFIED USES; PROVIDING FOR RESOLUTION OF CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The ordinance will be heard during the regularly scheduled meeting of the Board of County Commissioners of Sumter County on June 23, 2015, which begins at 5:00 p.m. and will be heard at that time or as soon thereafter as it may be heard.

The place of the meeting is the Parlor Room, Colony Cottage Regional Recreation Center, 510 Colony Boulevard, The Villages, FL 32162.

Entry to the Recreation Center is through the front door. Persons needing special assistance gaining access to the meeting and hearings or to be heard at the hearing should call 352-689-4400 to make any special arrangements.

Notice is given if any person desires to appeal any action taken by the Board at the above hearings, a verbatim record of the proceedings may be necessary and is not prepared or furnished by the Board.

Interested parties may appear at the meeting and be heard with respect to the proposed ordinance.

A copy of the proposed ordinance is available by contacting 352-689-4400 and is available at the Sumter County Service Center, 7375 Powell Road, Wildwood, FL 34785.

Dated this 9th day of June, 2015.

Gloria Hayward  
Clerk of Circuit Court  
/s/ Connie Webb  
By: Deputy Clerk

#606689

June 12, 2015



**SUMTER COUNTY ORDINANCE 2015 - 10**

**AN ORDINANCE OF SUMTER COUNTY, FLORIDA, AMENDING SECTIONS 20-34 AND 20-36 OF THE SUMTER COUNTY CODE OF ORDINANCES; ADOPTING AN UPDATED FEE STUDY AS REQUIRED BY SECTION 20-48; SPECIFYING THE ROAD IMPACT FEE TO BE ASSESSED FOR ALL IDENTIFIED USES; PROVIDING FOR RESOLUTION OF CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, the Board of Sumter County Commissioners desires to ensure the equitable and effective financing of public roads, bridges and other transportation infrastructure; and,

WHEREAS, the Sumter County Road Impact Fee Ordinance was established to provide a method to calculate, collect and administer adequate funds to offset the impact of new development on existing public roads and to finance, in whole or in part, new transportation infrastructure that may be necessitated by the impacts of development of private property; and,

WHEREAS, Section 20-48 of the Sumter County Code of Ordinances mandates periodic review of the analysis and calculations underlying the impact fee imposed as presented in the adopted road impact fee study; and,

WHEREAS, the Board of Sumter County Commissioners now finds it reasonable, prudent and necessary to amend provisions of the Impact Fee Ordinance to adopt the findings of an updated study prepared by Tindale-Oliver & Associates, Inc. and dated May11, 2015, and to establish a revised table of road impact fees by land use classification consistent with said study; and

WHEREAS, the Board of Sumter County Commissioners finds this Ordinance to be consistent with, and in the best interest of, the health, safety and welfare of the citizens of Sumter County, Florida;

NOW THEREFORE, be it ordained by the Board of Sumter County Commissioners as follows:

**SECTION 1. PURPOSE.**

The purpose of this Ordinance is to Amend the Sumter County Code of Ordinances: Chapter 20 (Roads and Bridges), specifically Amending the identified sections for the reasons set forth in the above Whereas clauses, which are incorporated herein, in haec verba.

**SECTION 2. AUTHORITY.**

Pursuant to Article VIII, Section I of the Florida Constitution and Sections 125.01 and 125.66 of the Florida Statutes, the Sumter County Board of County Commissioners has all

powers of local self-government to perform county functions and render county services and facilities except when prohibited by law, including the authority to amend its Code of Ordinances.

SECTION 3. Section 20-34 of the Sumter County Code of Ordinances is hereby amended to read as follows:

The Sumter County Board of County Commissioners hereby adopts the revised study entitled "Sumter County Transportation Impact Fee Update Study," dated May 11, 2015, prepared by Tindale-Oliver & Associates, Inc., and the assumptions, conclusions and findings in such study. The impact fee study is attached to Ord. No. 2015-10 as Appendix A.

SECTION 4. Section 20-36 of the Sumter County Code of Ordinances is hereby amended to read as follows:

(1) The commission hereby adopts the schedule of road impact fees in Appendix B of Ordinance No. 2015-10, which are imposed upon all road impact construction occurring within the incorporated and unincorporated areas of the county at the rate established under the applicable impact fee land use category. This schedule shall not apply to areas governed by an impact fee agreement which predates the effective date of this article. The schedule of road impact fees is adopted at no more than fifty (50) percent of the road impact fee rate calculated within the road impact fee study adopted by section 20-34.

(2) The commission hereby establishes one (1) road construction district, effective on a county-wide basis, for purposes of collection and expenditure of the road impact fees.

SECTION 5. Appendix "A"

The revised study entitled "Sumter County Transportation Impact Fee Update Study," dated May 11, 2015 and prepared by Tindale-Oliver & Associates, Inc. is hereby incorporated within this ordinance and identified as Appendix A.

SECTION 6. Appendix "B"

The revised table of road impact fees by land use is hereby incorporated within this ordinance and identified as Appendix B.

SECTION 7. CODIFICATION.

It is the intention of the Sumter County Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance shall become and be made a part of the Code of Ordinances of the Sumter County, Florida, with the exception of Sections 2, 7, 8 and 9. The word "Ordinance," or similar words may be changed to "section," "article," or other appropriate word or phrase and the sections of this Ordinance may be renumbered or re-lettered to accomplish such intention. The Code codifier is granted liberal authority to rescind those sections of the Code declared null and void as set forth herein, within Chapter 20 of the Code of Ordinances.

SECTION 8. CONFLICTS AND REPEALER.

This Ordinance shall be cumulative of all provisions of the Ordinances of Sumter County, Florida, except where the provisions of this Ordinance are in direct conflict with the provisions of such Ordinances, in which event all Ordinances or parts thereof in conflict with this Ordinance are hereby repealed to the extent of such conflict.

SECTION 9. SEVERABILITY.

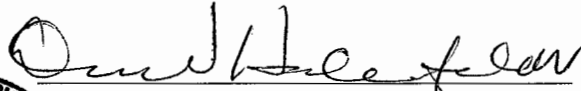
If any section, subsection, sentence, clause, phrase or portion of this Ordinance, or application hereof, is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion or application shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions thereof.

SECTION 10. EFFECTIVE DATE.

This Ordinance shall become effective immediately upon its adoption by the Sumter County Board of County Commissioners.

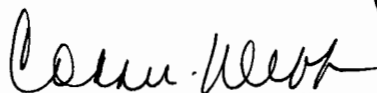
**PASSED AND ADOPTED BY THE SUMTER COUNTY BOARD OF COUNTY COMMISSIONERS, SUMTER COUNTY, FLORIDA, THIS 23rd DAY OF JUNE, 2015.**

**SUMTER COUNTY BOARD OF COUNTY COMMISSIONERS**

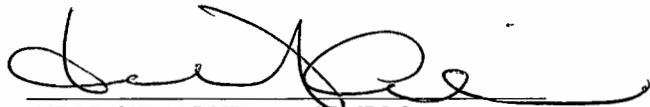
  
DON HAHNFELDT, CHAIRMAN



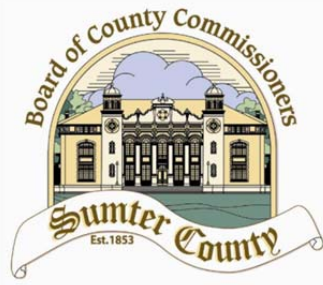
ATTEST:

  
GLORIA HAYWARD,  
SUMTER COUNTY CLERK OF COURT  
BY: CONNIE WEBB, Deputy Clerk

Approved as to form for the reliance of  
The Sumter County Board of County  
Commissioners, only:

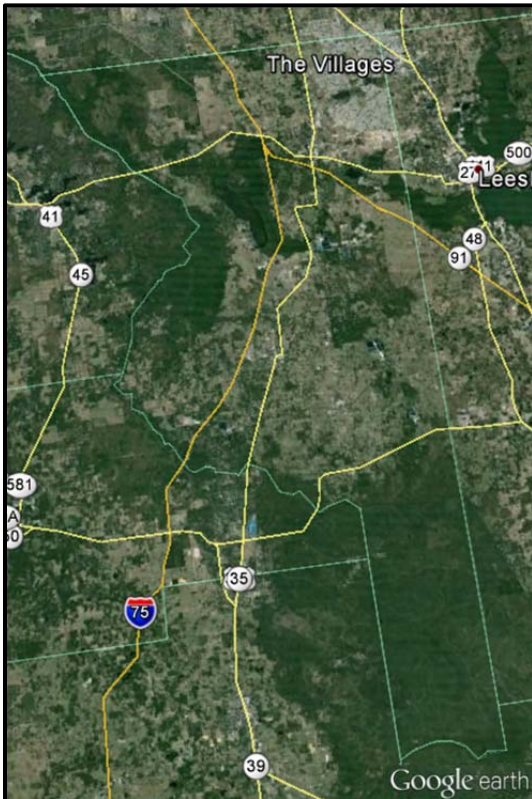
A handwritten signature in black ink, appearing to read 'George Angeliadis', written over a horizontal line.

GEORGE ANGELIADIS, ESQ.,  
THE HOGAN LAW FIRM, COUNTY ATTORNEY



# Sumter County Transportation Impact Fee Update Study

**FINAL REPORT**  
**May 11, 2015**



Prepared for:

**Sumter County**  
7375 Powell Road  
Wildwood, FL 34785  
ph (352) 689-4400  
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Prepared by:

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381008-00.14



May 11, 2015

Mr. Karl Holley, Director of Development Services  
Sumter County Board of Commissioners  
7375 Powell Road  
Wildwood, Florida 34785

**Re: Sumter County Transportation Impact Fee Update Study**

Dear Mr. Holley:

Enclosed is the Final Technical Report of the Sumter County Transportation Impact Fee Update Study. If you should have any questions or comments concerning this report, please do not hesitate to contact me or Nilgün Kamp.

It has been a pleasure to have worked with the County staff on this important project.

Sincerely,



Steven A. Tindale, P.E., AICP  
President

**SUMTER COUNTY  
TRANSPORTATION IMPACT FEE UPDATE STUDY**

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- Appendix A:** Demand Component Calculations
- Appendix B:** Cost Component Calculations
- Appendix C:** Credit Component Calculations
- Appendix D:** Calculated Transportation Impact Fee Schedule

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## Introduction

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Sumter County's Transportation Impact Fee was most recently updated in late 2008 to assist the County in providing adequate transportation facilities for expected growth. The County adopted 50 percent of the full calculated rate with an effective date of October 12, 2009. The fees have remained the same since the 2009 adoption. Sumter County retained Tindale Oliver to prepare an update study to reflect changes to the cost, credit, and demand components since the 2008 update study. It should be noted that figures calculated in this study represent the technically calculated level of impact fees that the County could charge; however, the Board of County Commissioners (BOCC) may choose to discount the fees as a policy decision.

Following this introduction, this report provides the results of the fee analysis and consists of the following sections:

- Demand Component
- Cost Component
- Credit Component
- Calculated Transportation Impact Fee Schedule
- Transportation Impact Fee Schedule Comparison

### ***Methodology***

The methodology used to update the Sumter County's impact fee program is a consumption-based impact fee methodology, which is used throughout Florida. This methodology was also used in preparing the County's 2008 technical report. A consumption-based impact fee charges new growth the proportionate share of the cost of providing additional infrastructure available for use by new growth, based upon the burden placed on services from each land use (demand), which, in the case of transportation impact fees, is measured in terms of vehicle-miles of travel (VMT). In addition, per legal requirements, a credit is subtracted from the total cost to account for the value of future tax contributions of the new development toward any capacity expansion projects through other revenue sources. In other words, case law requires that the new development should not be charged twice for the same service.

## ***Legal Standard Overview***

In Florida, legal requirements related to impact fees have primarily been established through case law since the 1980's. Generally speaking, impact fees must comply with the "dual rational nexus" test, which requires that they:

- Be supported by a study demonstrating that the fees are proportionate in amount to the need created by new development paying the fee; and
- Be spent in a manner that directs a proportionate benefit to new development, typically accomplished through establishment of benefit districts and a list of capacity-adding projects included in the County's Capital Improvement Plan, Capital Improvement Element, or another planning document/Master Plan.

In 2006, the Florida legislature passed the "Florida Impact Fee Act," which recognized impact fees as "an outgrowth of home rule power of a local government to provide certain services within its jurisdiction." § 163.31801(2), Fla. Stat. The statute – concerned with mostly procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common to the practice already.

More recent legislation further affected the impact fee framework in Florida, including the following:

- **HB 227 in 2009:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Economic Opportunity) and Florida Department of Transportation (FDOT) to conduct studies on "mobility fees," which were completed in 2010.

- **HB 7207 in 2011:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required. The payment must be reduced by the percentage share the project’s traffic represents of the added capacity of the selected improvement (up to a maximum of 20% or to an amount specified by ordinance, whichever results in a higher credit). The courts have not yet taken up the issue of whether a local government may still charge an impact/mobility fee in lieu of proportionate share if the impact/mobility fee is higher than the calculated proportionate share contribution.
- **HB 319 in 2013:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 3180(5)(f), Florida Statutes, including:
  1. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including intensity and density.
  2. Adoption of an area-wide level of service not dependent on any single road segment function.
  3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
  4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.
  5. Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
  6. Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Also, under HB 319, a mobility fee funding system expressly must comply with the dual rational nexus test applicable to traditional impact fees. Furthermore, any mobility fee revenues collected must be used to implement the local government’s plan, which served as the basis for the fee. Finally, under HB 319, an alternative mobility system, that is not

mobility fee-based, must not impose upon new development any responsibility for funding an existing transportation deficiency.

The following paragraphs provide further detail on the generally applicable legal standards applicable here.

#### Impact Fee Definition

- An impact fee is a one-time capital charge levied against new development.
- An impact fee is designed to cover the portion of the capital costs of infrastructure capacity consumed by new development.
- The principle purpose of an impact fee is to assist in funding the implementation of projects identified in the Capital Improvements Element (CIE) and other capital improvement programs for the respective facility/service categories.

#### Impact Fee vs. Tax

- An impact fee is generally regarded as a regulatory function established as a condition for improving property and is not established for the primary purpose of generating revenue, as are taxes.
- Impact fee expenditures must convey a proportional benefit to the fee payer. This is accomplished through the establishment of benefit districts, where fees collected in a benefit district are spent in the same benefit district.
- An impact fee must be tied to a proportional need for new infrastructure capacity created by new development.

Included in this document is the necessary support material used in the calculation of the transportation impact fee. The general equation used to compute the impact fee for a given land use is:

$$\mathbf{[Demand \times Cost] - Credit = Fee}$$

The demand for travel placed on the transportation system is expressed in units of VMT (daily vehicle-trip generation rate times the trip length times the percent new trips [of total trips]) for each residential and non-residential land use contained in the impact fee schedule. The trip generation is expressed in average daily rates since new development consumes trips on a daily basis. The demand component is based on trip characteristics

studies conducted at different land uses, measuring the impact of each land use on roadway capacity.

The cost of building new capacity typically is expressed in units of dollars per vehicle mile or lane mile of roadway capacity. The credit is an estimate of the current value of future non-impact fee revenues generated by new development that are allocated to transportation capacity expansion construction projects. Thus, the impact fee is an “up front” payment for a portion of the cost of building a lane mile of capacity directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule that is not paid for by future tax revenues generated by new development.

It should be noted that the information used to develop the impact fee schedule was based on the most recent, reliable, and localized data available. The following input variables were used in the fee equation:

*Demand Variables:*

- Trip generation rate
- Trip length
- Percent new trips
- Interstate & toll facility discount factor

*Cost Variables:*

- Cost per lane mile
- Capacity added per lane mile

*Credit Variables:*

- Equivalent gas tax credit (pennies)
- Present worth
- Fuel efficiency
- Effective days per year

A review of impact fee variables and corresponding recommendations are presented in the following subsections.

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## Demand Component

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### Travel Demand

The amount of transportation system consumed by a unit of new land development is calculated using the following variables and is measured in terms of the vehicle miles of new travel a unit of development consumes on the existing road system.

- Number of daily trips generated;
- Average length of those trips; and
- Proportion of travel that is new travel, rather than travel that is already traveling on the road system and is captured by new development.

As part of this update, the trip characteristics variables were obtained primarily from two sources: (1) trip characteristics studies previously conducted throughout Florida (Florida Studies Database), and (2) the Institute of Transportation Engineers' (ITE) *Trip Generation* report (9<sup>th</sup> edition).

The Florida Studies Database is included in Appendix A. This database was used to determine VMT, which is developed from trip length, percent new trips, and trip rate for most land uses in the fee schedule. The data in the trip characteristics database is based on actual land use studies and was collected throughout Florida using machine traffic counts and site specific land use origin-destination surveys. In addition, trip generation data from the *ITE 9<sup>th</sup> Edition Trip Generation* report was used. In instances where trip generation was available from the *ITE Trip Generation* report and the Florida Studies Database, a blended average calculation was used to increase the sample size.

### Interstate & Toll Facility Discount Factor

This variable is used to recognize that improvements to Interstate highways are funded by the State using earmarked and Federal funds, while toll facility improvements are funded with toll revenues. Typically, impact fees are not used to pay for these improvements, and the portion of new development's travel occurring on the interstate/toll facility system usually is eliminated from the total travel for each land use.

To calculate the interstate and toll (I/T) facility discount factor, the loaded highway network file was generated for the Central Florida Regional Planning Model v5.01 (CFRPMv51). A select link analysis was run for all traffic analysis zones located within Sumter County in



order to differentiate trips with an origin and/or destination within the county versus trips with no origin or destination within the county.

Currently, the interstate/toll facilities in Sumter County include Interstate 75 and the Florida Turnpike. The limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or destination within Sumter County was calculated for I-75 and the Turnpike. The total Sumter County VMT was calculated for all trips with an origin and/or destination within Sumter County for all roads, including limited access roads, located within Sumter County.

The I/T discount factor of 24.2 percent was determined by dividing the total Limited Access VMT by the total Sumter County VMT. By applying this factor, the total VMT for each land use is reduced. This adjusted VMT is representative of travel on the roadways that are eligible to be funded with impact fee revenues. Appendix A, Table A-1 provides further detail on this calculation.

#### Trip Length Adjustment Factor

This variable is used to adjust the average trip length obtained from the Florida Studies Database when the trip lengths in a jurisdiction appear significantly different than the average trip length observed in other jurisdiction. Using the Central Florida Regional Planning Model, the average trip lengths for Sumter County were compared to other jurisdictions throughout Florida and it was determined that Sumter County trip lengths are slightly above average. However, the majority of new growth in Sumter County is expected to develop in a more concentrated manner (specifically within the Villages) and in more efficient develop patterns and are unlikely to travel from one end of the county to the other. For this reason, the average trip length from the Florida database is used for impact fee calculations.

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## Cost Component

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Construction costs increased significantly in Florida between 2005 and 2007 due to additional construction demand caused by hurricanes, the housing market growth, and other factors. Appreciation in land values also resulted in higher right-of-way (ROW) costs during the same period. In early 2008, costs started to stabilize, and between 2008 and 2011, communities experienced a decrease in construction costs, returning to levels seen before 2005. In 2013/2014, roadway costs started to increase again. Cost information from Sumter County, other Florida Counties, and the Florida Department of Transportation (FDOT) was reviewed to develop a unit cost for all phases involved in the construction of one lane-mile of roadway capacity. The findings were also discussed with the County staff to obtain additional input. The following subsections summarize the methodology and findings of the total unit cost analysis for county and state roads. Appendix B provides the data and other support information utilized in these analyses.

### County Roadway Costs

This section examines the right-of-way (ROW), construction, and other cost components associated with county roads with respect to transportation capacity improvements in Sumter County. For this purpose, recent bid data for ongoing projects provided by the County and recent construction bid data from county roadway projects throughout Florida were used to identify and provide supporting cost data for county improvements. The cost for each roadway capacity project was separated into four phases: design, construction/engineering inspection (CEI), ROW and construction.

#### *Design and CEI*

Design costs for county roads were estimated at 10 percent of construction phase costs based on a review of recent local improvements and cost data collected throughout Florida. Additional detail is provided in Appendix B, Tables B-6 and B-7.

CEI costs for county roads were estimated at seven (7) percent of construction phase costs based on a review of recent local improvements and cost data collected throughout Florida. Additional detail is provided in Appendix B, Tables B-12 and B-13.

#### *Right-of-Way*

The ROW cost reflects the total cost of the acquisitions along a corridor that were necessary to have sufficient cross-section width to widen an existing road or, in the case of new

construction, to build a new road. A review of recent ROW cost data for Sumter County identified one recent improvement with acquisition data along C-466A from US 301 to Powell Road. Using the construction costs for this improvement, a ROW-to-construction factor was calculated at approximately 45 percent. This calculated local factor is similar to the county road ROW factors observed in recent impact fee studies throughout Florida. Using the 45 percent ROW factor, the calculated amount is equal to approximately \$0.95 million per lane mile for county roads, as shown in Table 1. Additional detail is provided in Appendix B, Tables B-8 and B-9.

### *Construction*

The construction cost for county roads was based on a review of local and statewide projects. A review of expansion projects in Sumter County identified one recent capacity expansion improvement along C-466A from US 301 to Powell Road with a construction cost per lane mile of approximately \$1.95 million per lane mile<sup>1</sup>. To increase the sample size of projects, recent bids from multiple communities throughout the state were also reviewed. This review included over 400 lane miles of urban design roadway improvements from 17 counties and calculated an average cost of \$2.11 million per lane mile. Appendix B, Table B-10 provides a detailed description of the projects reviewed.

Based on this review, a county roadway cost of \$2.10 million was used in the transportation impact fee calculation for county roads with urban design characteristics. Based on a review of the improvements in the County's Long Range Transportation Plan (Appendix B, Table B-14) and discussions with County staff, future county road improvements will have urban design characteristics.

As shown in Table 1, the cost (for all phases) calculated for county roadways within Sumter County is approximately \$3.40 million per lane mile.

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<sup>1</sup> Construction cost per lane mile is based on an adjustment to the lanes added as detailed in Appendix B

**Table 1**  
**Estimated Total Cost per Lane Mile for County Roads**

<b>Cost Phase</b>	<b>Cost per Lane Mile</b>
Design <sup>(1)</sup>	\$210,000
Right-of-Way <sup>(2)</sup>	\$945,000
Construction <sup>(3)</sup>	\$2,100,000
CEI <sup>(4)</sup>	\$147,000
<b>Total Cost</b>	<b>\$3,402,000</b>

(1) Design is calculated at 10% of the construction cost

(2) Right-of-way is calculated at 45% of the construction cost

(3) Source: Appendix B, Table B-10

(4) CEI is calculated at 7% of the construction cost

All figures rounded to nearest \$1,000

### State Roadway Costs

This section examines the ROW, construction, and other cost components associated with state roads with respect to transportation capacity improvements in Sumter County. For this purpose, recent bid data from state roadway projects throughout Florida and the FDOT’s Long Range Estimates (LRE) were used to identify and provide supporting cost data for state improvements. The cost for each roadway capacity project was separated into four phases: design, CEI, ROW and construction.

#### *Design and CEI*

Design costs for state roads were estimated at 11 percent construction phase costs based on a review of cost data collected for recent transportation impact fee studies throughout Florida. Additional detail is provided in Appendix B, Table B-7.

CEI costs for state roads were also estimated at 10 percent of construction phase costs based on a review of cost data collected for recent transportation impact fee studies throughout Florida. Additional detail is provided in Appendix B, Table B-13.

#### *Right-of-Way*

Given the lack of data for ROW costs for state roads in Sumter County and based on experience in other jurisdictions, the ROW cost ratio calculation for county roads was also applied to state roads. Using this ROW-to-construction ratio of 45 percent, the ROW cost for state roads with urban design characteristics is approximately \$1.08 million per lane mile.

### *Construction*

A review of recent state road capacity improvements in Sumter County identified one improvement along SR 35 from N. of CR 204 to the Marion County Line with a cost of approximately \$1.28 million per lane mile for construction. Through a review of recent bids from multiple communities throughout the state, it was determined that this cost was on the low end, even for a rural-design segment. The statewide review included approximately 320 lane miles of urban design roadway improvements from 30 counties and calculated an average cost of \$2.73 million per lane mile. Appendix B, Table B-11 provides a detailed description of the projects reviewed.

Based on this review, a state roadway cost of \$2.7 million was used in the transportation impact fee calculation for state roads with urban design characteristics. While higher than the single local Sumter rural-design improvement, this figure reflects a conservative estimate for an FDOT District 5 community, which averages more than \$3.69 million per lane mile for state road construction.

To determine the cost per lane mile for county roads with rural design characteristics, the relationship between urban and rural roadway costs from the FDOT District 7 Long Range Estimates (LRE)<sup>2</sup> was reviewed. District 7 was used due to this type of information not being readily available for FDOT District 5. Based on these cost estimates, the costs for roadways with rural design characteristics were estimated at approximately 81 percent of the costs for roadways with urban design characteristics. Additional detail is provided in Appendix B, Table B-1.

To determine the weighted average cost for state roadways, the costs for urban design and rural design roadways were weighted based on the distribution of urban design and rural design roadways included in the County's 2035 Long Range Transportation Plan's Cost Feasible Plan (Appendix B, Table B-14). As show in Table 2, the weighted average county roadway construction cost was calculated at approximately \$2.40 million per lane mile.

As shown in Table 2, the weighted average cost (for all phases) calculated for state roadways within Sumter County was approximately \$3.98 million per lane mile.

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<sup>2</sup> This data was not available for FDOT District 5; <http://www.dot.state.fl.us/planning/policy/costs/>

**Table 2**  
**Estimated Total Cost per Lane Mile for State Roads**

Cost Phase	Cost per Lane Mile		
	Urban Design	Rural Design	Weighted Average <sup>(6)</sup>
Design <sup>(1)</sup>	\$297,000	\$241,000	\$264,000
Right-of-Way <sup>(2)</sup>	\$1,215,000	\$984,000	\$1,079,000
Construction <sup>(3)</sup>	\$2,700,000	\$2,187,000	\$2,397,000
CEI <sup>(4)</sup>	\$270,000	\$219,000	\$240,000
<b>Total Cost</b>	<b>\$4,482,000</b>	<b>\$3,631,000</b>	<b>\$3,980,000</b>
Lane Mile Distribution <sup>(5)</sup>	41%	59%	100%

(1) Source: Appendix B, Table B-2

(2) Source: Appendix B, Table B-3

(3) Source: Appendix B, Table B-4

(4) Source: Appendix B, Table B-5

(5) Source: Appendix B, Table B-14, Items (c) and (d)

(6) Lane mile distribution (Item 5) multiplied by the design, ROW, construction, and CEI phase costs by section design to develop a weighted average cost per lane mile

All figures rounded to nearest \$1,000

Summary of Costs (Blended Cost Analysis)

The weighted average cost per lane mile for county and state roads is presented in Table 3. The resulting weighted average cost of approximately \$3.89 million per lane mile was utilized as the roadway cost input in the calculation of the transportation impact fee schedule. The weighted average cost per lane mile includes county and state roads and is based on weighting the lane miles of roadway improvements in the Long Range Transportation Plan’s Cost Feasible Plan.

**Table 3**  
**Estimated Cost per Lane Mile**  
**for County and State Roadway Projects in Sumter County**

Cost Type	County Roads <sup>(1)</sup>	State Roads <sup>(2)</sup>	County and State Roads <sup>(3)</sup>
Design	\$210,000	\$276,000	\$253,000
Right-of-Way	\$945,000	\$1,127,000	\$1,063,000
Construction	\$2,100,000	\$2,505,000	\$2,363,000
CEI	\$147,000	\$250,000	\$214,000
<b>Total</b>	<b>\$3,402,000</b>	<b>\$4,158,000</b>	<b>\$3,893,000</b>
Lane Mile Distribution <sup>(4)</sup>	35%	65%	100%

(1) Source: Table 1

(2) Source: Table 2

(3) Lane mile distribution (Item 4) multiplied by the design, ROW, construction, and CEI phase costs by jurisdiction to develop a weighted average cost per lane mile

(4) Source: Appendix B, Table B-14, Items (a) and (b)

All figures rounded to nearest \$1,000

Capacity Added per Lane Mile

An additional component of the transportation impact fee equation is the capacity added per lane mile (also known as the maximum service volume added per mile) of roadway constructed. To calculate the vehicle miles of capacity (VMC) per lane mile of constructed future roadway, an analysis of the 2035 LRTP cost feasible projects (see Appendix B, Table B-14) was conducted, as well as discussions with staff, to reflect the mix of county and state road improvement that will be built in the future. As shown in Table 4, the resulting average capacity per lane mile calculated based on these projects is 11,820.

**Table 4**  
**Weighted Average Vehicle-Miles of Capacity per Lane Mile**

Source	Lane Mile Added <sup>(1)</sup>	Vehicle Miles of Capacity Added <sup>(2)</sup>	VMC Added per Lane Mile <sup>(3)</sup>
County Roads	19.57	259,740	13,272
State Roads	36.92	407,966	11,050
<b>Total</b>	<b>56.49</b>	<b>667,706</b>	
<b>Weighted Average VMC Added per Lane Mile<sup>(4)</sup></b>			<b>11,820</b>

(1) Source: Appendix B, Table B-14

(2) Source: Appendix B, Table B-14

(3) Vehicle miles of capacity added (Item 2) divided by lane miles added (Item 1)

(4) Total vehicle miles of capacity added for county and state roads (Item 2) divided by the total lane miles added (Item 1)

Cost per Vehicle-Mile of Capacity Added

The impact fee cost per unit of development is assessed based on the cost per vehicle-mile of capacity. As shown in Tables 3 and 4, the cost and capacity for county roads have been calculated based on typical roadway improvements. As shown in Table 5, the cost per VMC for travel within Sumter County is approximately \$329. This average cost per VMC figure is used in the impact fee calculation to determine the total impact cost per unit of development based on the vehicle-miles of travel consumed. For each vehicle-mile of travel that is added to the road system, approximately \$329 of roadway capacity is consumed.

**Table 5**  
**Weighted Average Cost per Vehicle-Mile of Capacity Added**

Source	Cost per Lane Mile <sup>(1)</sup>	Average VMC Added per Lane Mile <sup>(2)</sup>	Cost per VMC <sup>(3)</sup>
County Roads	\$3,402,000	13,272	\$256.33
State Roads	\$4,158,000	11,050	\$376.29
<b>Weighted Average</b>	<b>\$3,893,000</b>	<b>11,820</b>	<b>\$329.36</b>

(1) Source: Table 3

(2) Source: Table 4

(3) Cost per lane mile (Item 1) divided by average capacity added per lane mile (Item 2)

**It is important to note that capacity projects eligible for impact fee funding include not only new construction and lane additions, but also associated intersection improvements, traffic signalization, and other amenities and technology improvements that allow for additional vehicle capacity.**



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## Credit Component

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### Gasoline Tax Equivalent Credit

The present value of the portion of future non-impact fee revenues (converted to equivalent gasoline taxes) generated by a new development over a 25-year period that is projected to be expended on capacity expansion projects is credited against the cost of the system consumed by travel associated with new development.

#### *County*

A review of the County's historical roadway financing program and the FY 2015-2019 Capital Improvement Plan (CIP) shows that roadway projects are primarily being funded by a combination of transportation impact fees and fuel tax revenues. As shown in Table 6, a total gas tax equivalent revenue credit of 0.9 pennies was calculated for gas tax equivalent expenditures on roadway capacity expansion projects.

#### *State*

State expenditures on state roads were reviewed, and a credit for the capacity expansion portion attributable to state projects was estimated. The equivalent number of pennies allocated to fund state projects was determined from projects spanning a 15-year period (FY 2006 to FY 2020). This period represents past expenditures (from FY 2006 to FY 2014) and projected expenditures (from FY 2015 to 2020) from the FDOT Work Programs. A list of capacity-adding roadway projects was developed, including lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, and other capacity-addition projects. This review (summarized in Appendix C, Table C-6) indicates that FDOT spending generates an equivalent gas tax credit of 6.3 equivalent pennies of gas tax revenue annually.

In summary, Sumter County contributes approximately 0.9 pennies toward roadway capacity expansion projects, while the State spends an average of 6.3 pennies for state roadway projects in Sumter County. Therefore, a total of 7.2 pennies of revenue credit are included in the impact fee calculation to recognize the future capital revenue that is expected to be generated by new development from all non-impact fee revenues, as shown in Table 6.

**Table 6**  
**Equivalent Pennies of Gas Tax Revenue**

Credit	Equivalent Pennies per Gallon
County Revenues <sup>(1)</sup>	\$0.009
State Revenues <sup>(2)</sup>	\$0.063
<b>Total</b>	<b>\$0.072</b>

(1) Source: Appendix C, Table C-2

(2) Source: Appendix C, Table C-3

Present Worth Variables

*Facility Life*

The roadway facility life used in the impact fee analysis is 25 years, which represents the reasonable life of a roadway.

*Interest Rate*

This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 3.75 percent was used in the transportation impact fee calculation based on recent bonding rates observed in Sumter County.

Fuel Efficiency

The fuel efficiency (i.e., the average miles traveled per gallon of fuel consumed) of the fleet of motor vehicles was estimated using the quantity of gasoline consumed by travel associated with a particular land use.

Appendix C, Table C-7 documents the calculation of fuel efficiency value based on the following equation, where “VMT” is vehicle miles of travel and “MPG” is fuel efficiency in terms of miles per gallon.

$$Fuel\ Efficiency = \sum VMT_{RoadwayType} \div \sum \left( \frac{VMT_{VehicleType}}{MPG_{VehicleType}} \right)_{RoadwayType}$$

The methodology uses non-interstate VMT and average fuel efficiency data for passenger vehicles (i.e., passenger cars and other 2-axle, 4-tire vehicles, such as vans, pickups, and

SUVs) and large trucks (i.e., single-unit, 2-axle, 6-tire or more trucks and combination trucks) to calculate the total gallons of fuel used by each of these vehicle types.

The combined total VMT for the vehicle types is then divided by the combined total gallons of fuel consumed to calculate, in effect, a “weighted” fuel efficiency value that reflects the existing fleet mix of traffic on non-interstate roadways. The VMT and average fuel efficiency data were obtained from the most recent Federal Highway Administration’s *Highway Statistics 2013*. Based on the calculation completed in Appendix C, Table C-7, the fuel efficiency rate to be used in the updated impact fee equation is 18.40 miles per gallon.

#### Effective Days per Year

An effective 365 days per year of operation was assumed for all land uses in the proposed fee. However, this will not be the case for all land uses since some uses operate only on weekdays (e.g., office buildings) and/or only seasonally (e.g., schools). The use of 365 days per year, therefore, provides a conservative estimate, ensuring that gasoline taxes are adequately credited against the fee.

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## Calculated Transportation Impact Fee Schedule

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The impact fee calculations for each land use are included in Appendix D, which includes the major land use categories and the impact fees for the individual land uses contained in each of the major categories. For each land use, Appendix D illustrates the following:

- Demand component variables (trip rate, trip length, and percent of new trips)
- Total impact fee cost
- Annual gas tax credit
- Present value of the gas tax credit
- Net transportation impact fee
- Current Sumter County impact fee
- Percent difference between the calculated impact fee and the current adopted impact fee

It should be noted that the net impact fee illustrated in Appendix D is not necessarily a recommended fee, but instead represents the technically calculated impact fee per unit of land use that could be charged in Sumter County.

For clarification purposes, the calculation of an impact fee for one land use category is presented. In the following example, the net impact fee is calculated for the single-family residential detached land use category (ITE LUC 210) using information from the impact fee schedule included in Appendix D, Table D-1. For each land use category, the following equations are utilized to calculate the net impact fee:

$$\text{Net Impact Fee} = \text{Total Impact Cost} - \text{Gas Tax Credit}$$

Where:

$$\text{Total Impact Cost} = ([\text{Trip Rate} \times \text{Assessable Trip Length} \times \% \text{ New Trips}] / 2) \times (1 - \text{Interstate \& Toll Facility Disc. Factor}) \times (\text{Cost per Vehicle-Mile of Capacity})$$

$$\text{Gas Tax Credit} = \text{Present Value (Annual Gas Tax)}, \text{ given } 3.75\% \text{ interest rate \& } 25\text{-year facility life}$$

Annual Gas/Sales Tax =  $([\text{Trip Rate} \times \text{Total Trip Length} \times \% \text{ New Trips}] / 2) \times (\text{Effective Days per Year} \times \$/\text{Gallon to Capital}) / \text{Fuel Efficiency}$

Each of the inputs has been discussed previously in this document; however, for purposes of this example, brief definitions for each input are provided in the following paragraphs, along with the actual inputs used in the calculation of the fee for the single-family detached residential land use category:

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.81)
- *Assessable Trip Length* = the actual average trip length for the category, in vehicle-miles (6.62)
- *Total Trip Length* = the assessable trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (6.62 + 0.50 = 7.12)
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate\*length\*% new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination
- *Interstate & Toll Facility Discount Factor* = discount factor to account for the travel demand occurring on interstate highways and/or toll facilities (24.2%)
- *Cost per Lane Mile* = unit cost to construct one lane mile of roadway, in \$/lane-mile (\$3,893,000)
- *Average Capacity Added per Lane Mile* = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway, in vehicles/lane-mile/day (11,820)
- *Cost per Vehicle-Mile of Capacity* = unit of vehicle-miles of capacity consumed per unit of development. Cost per lane mile divided by average capacity added per lane mile (\$3,893,000 / 11,820 = \$329.36)
- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 3.75% interest and a 25-year facility life, the uniform series present worth factor is 16.0432
- *Effective Days per Year* = 365 days
- *\$/Gallon to Capital* = the amount of gas tax revenue per gallon of fuel that is used for capital improvements, in \$/gallon (\$0.072)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (18.40)

### Transportation Impact Fee Calculation

Using these inputs, a net impact fee can be calculated for the single-family residential detached land use category as follows:

$$\text{Total Impact Cost} = ([7.81 * 6.62 * 1.0] / 2) * (1 - 0.242) * (\$3,893,000 / 11,820) = \$6,454$$

$$\text{Annual Credit for Gas Tax and Other Sources} = ([7.81 * 7.12 * 1.0] / 2) * 365 * (\$0.072 / 18.40) = \$40$$

$$\text{Gas Tax Credit} = \$40 * 16.0432 = \$642$$

$$\text{Net Impact Fee} = \$6,454 - \$642 = \$5,812$$

### Transportation Impact Fee Comparison

A comparison of calculated fee schedule to the current adopted fee by land use is presented in Table 7. The detailed fee schedule that includes the calculations shown above for all land uses is presented in Appendix D, Table D-1.

**Table 7  
Transportation Impact Fee Rate Comparison**

Land Use	Unit <sup>(2)</sup>	Sumter County		Citrus County <sup>(5)</sup>	Hernando County <sup>(6)</sup>	Pasco County <sup>(7)</sup>	Polk County <sup>(8)</sup>	Lake County <sup>(9)</sup>	Marion County <sup>(10)</sup>
		Calculated <sup>(3)</sup>	Existing <sup>(4)</sup>						
Date of Last Update		2015	2008	2010	2013	2014	2009	2013	2007
Assessed Portion of Calculated <sup>(1)</sup>		100%	50%	50%	44%	100%	100%	70%	58%
<b>Residential:</b>									
Single Family Detached (2,000 sq ft)	du	\$5,812	\$2,600	\$1,985	\$2,537	\$8,570	\$4,895	\$2,706	\$6,099
<b>Non-Residential:</b>									
Light Industrial	1,000 sf	\$3,705	\$1,584	\$628	\$1,611	\$0	\$675	\$1,505	\$2,121
Office (50,000 sq ft)	1,000 sf	\$8,236	\$3,591	\$1,803	\$3,031	\$0	\$5,310	\$2,623	\$1,664
Retail (125,000 sq ft)	1,000 sf	\$9,507	\$3,637	\$1,487	\$3,769	\$7,051	\$6,754	\$3,080	\$1,565
Bank w/Drive-In	1,000 sf	\$20,020	\$8,528	\$1,487	\$8,514	\$14,384	\$14,377	\$3,080	\$7,376
Fast Food w/Drive-Thru	1,000 sf	\$67,179	\$29,136	\$1,487	\$34,795	\$46,712	\$65,096	\$3,080	\$15,963

(1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered/increased through annual indexing or policy discounts. Does not account for moratoriums/suspensions

(2) du = dwelling unit

(3) Source: Appendix D, Table D-1

(4) Source: Sumter County Impact Fee Department

(5) Source: Citrus County Department of Planning and Development. **Impact fee suspension in effect through January 2017**

(6) Source: Hernando County Development Department. **Impact fee suspension in effect through June 2015**

(7) Source: Pasco County Planning & Development Department. Fees shown are for the Suburban Fee District

(8) Source: Polk County Building & Construction Department. **Impact fee suspension in effect through July 2015**

(9) Source: Lake County Growth Management Department

(10) Source: Marion County Planning Department. **Impact fee suspension in effect through October 2015**

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## Indexing

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In many cases, impact fees are reviewed periodically (every three to five years) as opposed to an annual review. If no adjustment to the impact fee schedule is made in between update periods a situation can be created where major adjustment to the impact fee schedule become necessary due to the time interval between adjustments. The need for significant adjustment also creates major concern in the development community. To address this issue, the calculated fees in Appendix D, Table D-1, could potentially be indexed annually for construction and land cost increases, as appropriate. The method for developing this index is provided in this appendix.

### Land Cost

As shown in Table 8, between 2010 and 2014 the total just property value for Sumter County increased by an annual average of 9.1 percent, countywide.

**Table 8**  
**Transportation Impact Fee Rate Comparison**

Year	Sumter County Just Values	Percent Change
2010	\$9,199,538,504	-
2011	\$9,714,582,206	5.6%
2012	\$10,068,641,564	3.6%
2013	\$11,084,229,206	10.1%
2014	\$13,013,646,652	17.4%
<b>Average (2010-2014)</b>		<b>9.1%</b>

Source: Florida Legislature's Office of Economic and Demographic Research

### Roadway Construction Cost

The Florida Department of Transportation (FDOT) provides projected inflation rates for transportation project costs, which are present in Table 9. It is recommended that these inflation rates be used for the design, construction, and CEI components of the transportation impact fee indexing. As shown in Table 9, the average index of 2.5 percent for the next five years will be used in the Sumter County transportation impact fee indexing calculation.



**Table 9**  
**FDOT Project Cost Inflation Index**

Fiscal Year	Inflation Rate
2016	2.7%
2017	2.5%
2018	2.5%
2019	2.5%
2020	2.5%
<b>Annual Avg.</b>	<b>2.5%</b>

Source: FDOT Office of Policy Planning

Index Calculation

Table 10 presents the indexing application for the transportation impact fee rates.

**Table 10**  
**FDOT Project Cost Inflation Index**

Phase	Cost per Lane Mile <sup>(1)</sup>	Percent of Total Cost <sup>(2)</sup>	Annual Increase <sup>(3)</sup>	Index <sup>(4)</sup>
Design	\$253,000	6.5%	2.5%	0.2%
Right-of-Way	\$1,063,000	27.3%	9.1%	2.5%
Construction	\$2,363,000	60.7%	2.5%	1.5%
CEI	\$214,000	5.6%	2.5%	0.1%
<b>Total Cost</b>	<b>\$3,893,000</b>		-	-
<b>Total Applicable Index<sup>(5)</sup></b>				<b>4.3%</b>

(1) Source: Table 3

(2) Cost phase (design, ROW, construction, CEI) divided by the total cost

(3) Source: Table 9 for design, construction, and CEI; Table 8 for right-of-way

(4) Percent of total cost (Item 2) for each phase, multiplied by the annual increase (Item 3)

(5) Sum of index components (Item 4) for all phases

Index Application

Using the total application index of 4.3 percent, the net impact fee for the single family detached land use would increase to **\$6,062** (\$5,812 x [1+4.3%]) at the end of the first year after the adoption and implementation of the updated fee schedule. This index would be applied to the fee for each land use listed in the fee schedule. Given the recent fluctuations in land and construction values, it is recommended that the indices be re-evaluated and re-calculated at the end of the first year of adoption. At the end of each subsequent year, the index would be re-calculated and applied to the current adopted fee schedule. This approach creates an opportunity to base the index on the most current data available.

### Indexing in Other Counties

Several jurisdictions in Florida index transportation impact fees on an annual basis. For example, Collier County, Charlotte County, St. Lucie County, Volusia County, and St. Johns County have applied annual indices that have both increased and reduced the impact fee rates as land and construction costs have fluctuated in recent years. While some of these indices are calculated using a similar methodology included in this section, others use a single index, such as the Consumer Price Index (CPI), or conduct a detailed analysis to create a more localized index.

**APPENDIX A**  
**Demand Component Calculations**

## Demand Component

This appendix presents the detailed calculations for the demand component of the transportation impact fee update.

### Interstate & Toll Facility Discount Factor

Table A-1 presents the interstate and toll facility discount factor used in the calculation of the transportation impact fee. This variable is based on data from the Central Florida Regional Planning Model, specifically the 2035 projected vehicle miles of travel, accounting for roadway improvements included in the 2035 Long Range Transportation Plan. It should be noted that discount factor excludes external-to-external trips, which represent traffic that goes through Sumter County, but does not necessarily stop in the county. This traffic is excluded from the calculations since it does not come from development within the county. The I/T discount factor is used to reduce the VMT that the impact fee charges for each land use.

This updated factor remains very close to the I/T adjustment factor used in the previous transportation impact fee study, which was approximately 26 percent.

**Table A-1**  
**Interstate/Toll Facility Discount Factor**

Roadway	VMT (2035)	% VMT
Interstate 75 & FL Turnpike	982,549	24.2%
Other Roads	3,079,164	75.8%
<b>Total (All Roads)</b>	<b>4,061,713</b>	<b>100.0%</b>
<b>Total (Interstate/Toll Roads)</b>	<b>982,549</b>	<b>24.2%</b>

Source: Central Florida Regional Planning Model v5.01

### Demand Variable Changes

Since the 2008 technical study, the trip generation rate, trip length, and percent new trips values have changed for several land uses. Land uses were updated based on additional data included in the Florida Studies Database since 2008 and the use of the ITE 9<sup>th</sup> Edition Trip Generation Reference Report. Table A-2 presents the percent changes in gross VMT (combination of trip generation, trip length, and percent new trips) for each land use in the transportation impact fee schedule as well as an explanation for the change.

**Table A-2  
Percent VMT Change for Transportation Impact Fee Land Uses**

ITE LUC	Land Use	Unit	Gross VMT 2008 Report	Gross VMT 2015 Report	% Change	Explanation
<b>RESIDENTIAL:</b>						
210	Single Family (Detached)	du	24.36	25.85	6.1%	TGR increased by 4% and TL increased by 2% due to new TCS data available since 2008
220	Multi-Family (Apartment); 1-2 Stories	du	16.78	16.83	0.3%	TGR increased by 2% due to an update to the ITE 9th Edition Handbook. TL increased by 2% due to the blending of LUC 220 and LUC 230 FL Studies trip length data
230	Residential Condominium/Townhouse	du	18.80	14.69	-21.9%	TGR decreased by 1% due to an update to the ITE 9th Edition Handbook. TL increased by 21% due to the blending of LUC 220 and LUC 230 FL Studies trip length data
240	Mobile Home Park	du	9.59	9.59	0.0%	No change
251	Retirement Community/Age-Restricted Single Family	du	8.48	8.46	-0.2%	TGR decreased slightly due to an update to the ITE 9th Edition Handbook
252	Assisted Living Facility	du	5.43	4.87	-10.3%	TGR decreased by 10% due to an update to the ITE 9th Edition Handbook and an update to the blended weighted average TGR calculation
<b>LODGING:</b>						
310	Hotel	room	17.15	13.14	-23.4%	TGR decreased by 23% due to new TCS data available since 2008
320	Motel	room	9.41	9.41	0.0%	No change
<b>RECREATION:</b>						
412	General Recreation/County Park	acre	5.24	5.24	0.0%	No change
416	RV Park	site	5.89	3.73	-36.7%	TGR decreased by 27% due to an update to the ITE 9th Edition Handbook. TL decreased by 13% due to the use of LUC 240 as a proxy
420	Marina	boat berth	8.39	8.82	5.1%	TL increased by 5% due to the use of LUC 210 as a proxy
430	Golf Course	hole	101.32	106.47	5.1%	TL increased by 5% due to the use of LUC 210 as a proxy
437	Bowling Alley	lane/ 1,000 sf	94.49	77.24	-18.3%	TL decreased by 18% due to the use of LUC 710 as a proxy
444	Movie Theater w/Matinee	screen	104.16	104.16	0.0%	No change
492	Health/Fitness Club	1,000 sf	100.14	79.71	-20.4%	TL decreased by 20% due to the use of LUC 710 as a proxy
n/a	Indoor Shooting Range (Range ONLY)	1,000 sf	n/a	0.00	n/a	This land use was added to the fee schedule
n/a	Place of Assembly/Union Hall	1,000 sf	n/a	64.38	n/a	This land use was added to the fee schedule
<b>INSTITUTIONS:</b>						
520	Elementary School (Private)	student	2.22	2.22	0.0%	No change
522	Middle School (Private)	student	3.13	3.13	0.0%	No change
530	High School (Private)	student	3.31	3.31	0.0%	No change
540	University/Junior College (7,500 or fewer students) (Private)	student	5.67	5.96	5.1%	TL increased by 5% due to the use of LUC 210 as a proxy
550	University/Junior College (more than 7,500 students) (Private)	student	4.25	4.47	5.2%	TL increased by 5% due to the use of LUC 210 as a proxy
560	Church	1,000 sf	15.99	15.99	0.0%	No change
565	Day Care Center	1,000 sf	55.62	53.26	-4.2%	TGR decreased by 4% due to an update to the ITE 9th Edition Handbook
610	Hospital	1,000 sf	42.62	33.69	-21.0%	TGR decreased by 25% due to an update to the ITE 9th Edition Handbook. TL increased by 5% due to the use of LUC 210 as a proxy
620	Nursing Home	bed	2.86	3.18	11.2%	TGR increased by 11% due to an update to the ITE 9th Edition Handbook
630	Clinic	1,000 sf	78.78	78.78	0.0%	No change
640	Veterinary Clinic	1,000 sf	24.11	21.81	-9.5%	TL decreased by 10% due to the use of FL Studies (Pinellas County) data

**Table A-2 (continued)**  
**Percent VMT Change for Transportation Impact Fee Land Uses**

ITE LUC	Land Use	Unit	Gross VMT 2008 Report	Gross VMT 2015 Report	% Change	Explanation
<b>OFFICE:</b>						
710	General Office 50,000 sf or less	1,000 sf	37.07	36.72	-0.9%	TGR decreased by 1% due to the use of the ITE 9th Edition equation
	General Office 50,001 - 100,000 sf	1,000 sf	33.76	31.10	-7.9%	TGR decreased by 8% due to the use of the ITE 9th Edition equation
	General Office 100,001 - 200,000 sf	1,000 sf	28.78	26.34	-8.5%	TGR decreased by 8% due to the use of the ITE 9th Edition equation
	General Office 200,001 - 400,000 sf	1,000 sf	24.54	22.29	-9.2%	TGR decreased by 9% due to the use of the ITE 9th Edition equation
	General Office greater than 400,000 sf	1,000 sf	20.92	20.23	-3.3%	TGR decreased by 3% due to the use of the ITE 9th Edition equation
720	Medical Office 10,000 sf or less	1,000 sf	88.79	58.85	-33.7%	The small medical office tier was not included in the previous study
720	Medical Office greater than 10,000 sf	1,000 sf	88.79	85.75	-3.4%	TGR decreased by 3% due to new TCS data available since 2008
<b>RETAIL:</b>						
812	Building Materials and Lumber Store	1,000 sf	104.77	104.77	0.0%	No change
813	Discount Superstore	1,000 sf	44.25	40.86	-7.7%	TGR increased by 2% due to an update to the ITE 9th Edition Handbook. TL decreased by 4% and PNT decreased by 6% due to updates to LUC 820 (50k-200k sf), which is used as a proxy
815	Discount Store, Free-Standing	1,000 sf	49.72	46.02	-7.4%	TGR increased by 2% due to an update to the ITE 9th Edition Handbook. TL decreased by 4% and PNT decreased by 6% due to updates to LUC 820 (50k-200k sf), which is used as a proxy
816	Hardware/Paint Store	1,000 sf	45.52	26.86	-41.0%	TL decreased by 25% and PNT decreased by 21% due to the use of LUC 820 (<50k sf) as a proxy
817	Nursery (Garden Center)	1,000 sf	32.02	35.66	11.4%	TGR increased by 89% due to an update to the ITE 9th Edition Handbook. TL decreased by 25% and PNT decreased by 21% due to the use of LUC 820 (<50k sf) as a proxy
820	Shopping Center 50,000 sfgla or less	1,000 sfgla	45.32	45.32	0.0%	No change
	Shopping Center 50,001 - 200,000 sfgla	1,000 sfgla	40.52	42.84	5.7%	TL increased by 6% due to an update to the TL regression analysis
	Shopping Center 200,001 - 400,000 sfgla	1,000 sfgla	38.14	40.28	5.6%	TL increased by 6% due to an update to the TL regression analysis
	Shopping Center greater than 400,000 sfgla	1,000 sfgla	37.90	39.56	4.4%	TL increased by 4% due to an update to the TL regression analysis
823	Factory Outlet Center	1,000 sf	23.60	21.38	-9.4%	TL decreased by 4% and PNT decreased by 6% due to the use of LUC 820 (50k-200k sf) as a proxy
826	Specialty Retail (Stand Alone)	1,000 sf	n/a	52.65	n/a	This land use was added to the fee schedule
841	New/Used Auto Sales	1,000 sf	59.83	51.33	-14.2%	TGR decreased by 14% due to an update to the ITE 9th Edition Handbook and new TCS data available since 2008
843	Automobile Part Sales	1,000 sf	112.49	112.49	0.0%	No change
848	Tire Store	1,000 sf	32.41	32.41	0.0%	No change
849	Wholesale Tire Store	1,000 sf	26.53	26.53	0.0%	No change
850	Supermarket	1,000 sf	60.21	60.21	0.0%	No change
851	Convenience Market (24 hour)	1,000 sf	224.10	224.10	0.0%	No change
853	Convenience Market w/Gasoline	1,000 sf	163.86	163.86	0.0%	No change
857	Discount Club	1,000 sf	37.10	33.61	-9.4%	TL decreased by 4% and PNT decreased by 6% due to the use of LUC 820 (50k-200k sf) as a proxy
860	Wholesale Market	1,000 sf	5.97	6.49	8.7%	TL increased by 6% and PNT increased by 3% due to updates to LUC 820 (200k-400k sf), which is used as a proxy
862	Home Improvement Superstore	1,000 sf	22.66	24.71	9.0%	TGR increased by 3% due to an update to the ITE 9th Edition Handbook. TL increased by 6% due to updates to LUC 820 (50k-200k sf), which is used as a proxy

**Table A-2 (continued)**  
**Percent VMT Change for Transportation Impact Fee Land Uses**

ITE LUC	Land Use	Unit	Gross VMT 2008 Report	Gross VMT 2015 Report	% Change	Explanation
<b>RETAIL:</b>						
863	Electronics Superstore	1,000 sf	39.97	23.58	-41.0%	TL decreased by 25% and PNT decreased by 21% due to the use of LUC 820 (<50k sf) as a proxy
876	Apparel Store	1,000 sf	58.93	34.77	-41.0%	TL decreased by 25% and PNT decreased by 21% due to the use of LUC 820 (<50k sf) as a proxy
880/ 881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	31.88	31.94	0.2%	TGR increased by 3% due to an update to the ITE 9th Edition Handbook and an update to the ITE and FL Studies blending analysis. PNT decreased slightly due to rounding
890	Furniture Store	1,000 sf	8.32	8.32	0.0%	No change
911	Bank/Savings Walk-In	1,000 sf	88.54	68.63	-22.5%	TGR decreased by 22% due to an update to the ITE 9th Edition Handbook
912	Bank/Savings Drive-In	1,000 sf	90.15	90.15	0.0%	No change
925	Bar/Nightclub	1,000 sf	n/a	59.38	n/a	This land use was added to the fee schedule
931	Quality Restaurant	1,000 sf	110.13	110.13	0.0%	No change
932	High-Turnover Restaurant	1,000 sf	142.36	131.22	-7.8%	TGR decreased by 8% due to new TCS data available since 2008
934	Fast Food Rest. w/Drive-Thru	1,000 sf	310.70	303.79	-2.2%	TGR decreased by 2% due to new TCS data available since 2009
941	Quick Lube	service bay	52.13	52.13	0.0%	No change
942	Automobile Care Center	1,000 sf	48.54	40.96	-15.6%	TGR decreased by 16% due to an update to the ITE 9th Edition Handbook
944	Gas/Service Station	fuel pos.	36.83	34.38	-6.7%	TGR increased by 7% due to a blending analysis with LUC 946. In the updated schedule, these are shown as a single land use
945	Gas/Service Station w/Convenience Market	fuel pos.	35.57	35.57	0.0%	No change
946	Gas/Service Station w/Conv'ce Mkt & Car Wash	fuel pos.	33.40	34.38	2.9%	TGR increased by 3% due to a blending analysis with LUC 944. In the updated schedule, these are shown as a single land use
947	Self-Service Car Wash	service bay	82.08	32.57	-60.3%	TGR decreased by 59% due to a blending analysis of the ITE 9th Edition Handbook and FL Studies data. TL increased by 9% and PNT decreased by 11% due to new TCS data available since 2008
948	Automated Car Wash	1,000 sf	n/a	0.00	n/a	This land use was added to the fee schedule
<b>INDUSTRIAL:</b>						
110	General Light Industrial	1,000 sf	16.35	16.51	1.0%	TL increased by 1% due to the use of LUC 710 as a proxy
120	General Heavy Industrial	1,000 sf	3.52	3.55	0.9%	TL increased by 1% due to the use of LUC 710 as a proxy
130	Industrial Park	1,000 sf	16.33	16.18	-0.9%	TGR decreased by 2% due to an update to the ITE 9th Edition Handbook. TL increased by 1% due to the use of LUC 710 as a proxy
140	Manufacturing	1,000 sf	8.96	9.05	1.0%	TL increased by 1% due to the use of LUC 710 as a proxy
150	Warehousing	1,000 sf	11.64	8.43	-27.6%	TGR decreased by 28% due to an update to the ITE 9th Edition Handbook. TL increased by 1% due to the use of LUC 710 as a proxy
151	Mini-Warehouse	1,000 sf	3.57	3.07	-14.0%	TGR decreased by 14% due to a blending analysis of the ITE 9th Edition Handbook and FL Studies data
152	High-Cube Warehouse/Distribution Center	1,000 sf	n/a	3.98	n/a	This land use was added to the fee schedule

TGR = Trip Generation Rate

TL = Trip Length

PNT = Percent New Trips

TCS = Trip Characteristics Studies (FL Studies)

### Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes over 200 studies on 40 different residential and non-residential land uses collected over the last 20 years. Data from these studies include trip generation, trip length, and percent new trips for each land use. This information has been used in the development of impact fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S.

Tindale Oliver estimates trip generation rates for all land uses in a transportation impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (9<sup>th</sup> edition). In instances, when both ITE *Trip Generation* reference report (9<sup>th</sup> edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended together to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation.

The trip generation rate for each respective land use is calculated using machine counts that record daily traffic into and out of the site studied. The traffic count hoses are set at entrances to residential subdivisions for the residential land uses and at all access points for non-residential land uses.

The trip length information is obtained through origin-destination surveys that ask respondents where they came from prior to arriving at the site and where they intended to go after leaving the site. The results of these surveys were used to estimate average trip length by land use.

The percent new trip variable is based on assigning each trip collected through the origin-destination survey process a trip type (primary, secondary, diverted, and captured). The percent new trip variable is then calculated as 1 minus the percentage of trips that are captured. Tindale Oliver has published an article entitled, *Measuring Travel Characteristics for Transportation Impact Fees*, *ITE Journal*, April 1991 on the data collecting methodology for trip characteristics studies.



**Mini-Warehouse (ITE LUC 151)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Orange Co, FL	107.0	-	-	-	1.45	-	-	-	-	Orange County
Orange Co, FL	89.6	-	-	-	1.23	-	-	-	-	Orange County
Orange Co, FL	84.7	-	-	-	1.39	-	-	-	-	Orange County
Orange Co, FL	93.0	-	-	-	1.51	-	-	-	-	Orange County
Orange Co, FL	77.0	-	-	-	2.18	-	-	-	-	Orange County
Total Size	451.3		5							
ITE	784.0		14							
Blended total	1,235.3									
<b>Average Trip Length: n/a</b>										
<b>Weighted Average Trip Length: n/a</b>										
Weighted Percent New Trip Average: -										
Weighted Average Trip Generation Rate: 1.53										
ITE Average Trip Generation Rate: 2.50										
<b>Blend of FL Studies and ITE Average Trip Generation Rate: 2.15</b>										

**Single-Family Detached Housing (ITE LUC 210)**

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Gwinnett Co, GA	-	12/13-18/92	-	-	5.80	-	5.40	N/A	31.32	Street Smarts
Gwinnett Co, GA	-	12/13-18/92	-	-	5.40	-	6.10	N/A	32.94	Street Smarts
Sarasota Co, FL	76	Jun-93	70	70	10.03	-	6.00	N/A	60.18	Sarasota County
Sarasota Co, FL	79	Jun-93	86	86	9.77	-	4.40	N/A	42.99	Sarasota County
Sarasota Co, FL	135	Jun-93	75	75	8.05	-	5.90	N/A	47.50	Sarasota County
Sarasota Co, FL	152	Jun-93	63	63	8.55	-	7.30	N/A	62.42	Sarasota County
Sarasota Co, FL	193	Jun-93	123	123	6.85	-	4.60	N/A	31.51	Sarasota County
Sarasota Co, FL	97	Jun-93	33	33	13.20	-	3.00	N/A	39.60	Sarasota County
Sarasota Co, FL	282	Jun-93	146	146	6.61	-	8.40	N/A	55.52	Sarasota County
Sarasota Co, FL	393	Jun-93	207	207	7.76	-	5.40	N/A	41.90	Sarasota County
Hernando Co, FL	76	May-96	148	148	10.01	9a-6p	4.85	N/A	48.55	Tindale-Oliver & Associates
Hernando Co, FL	128	May-96	205	205	8.17	9a-6p	6.03	N/A	49.27	Tindale-Oliver & Associates
Hernando Co, FL	232	May-96	182	182	7.24	9a-6p	5.04	N/A	36.49	Tindale-Oliver & Associates
Hernando Co, FL	301	May-96	264	264	8.93	9a-6p	3.28	N/A	29.29	Tindale-Oliver & Associates
Charlotte Co, FL	135	Oct-97	230	-	5.30	9a-5p	7.90	N/A	41.87	Tindale-Oliver & Associates
Charlotte Co, FL	142	Oct-97	245	-	5.20	9a-5p	4.10	N/A	21.32	Tindale-Oliver & Associates
Charlotte Co, FL	150	Oct-97	160	-	5.00	9a-5p	10.80	N/A	54.00	Tindale-Oliver & Associates
Charlotte Co, FL	215	Oct-97	158	-	7.60	9a-5p	4.60	N/A	34.96	Tindale-Oliver & Associates
Charlotte Co, FL	257	Oct-97	225	-	7.60	9a-5p	7.40	N/A	56.24	Tindale-Oliver & Associates
Charlotte Co, FL	345	Oct-97	161	-	7.00	9a-5p	6.60	N/A	46.20	Tindale-Oliver & Associates
Charlotte Co, FL	368	Oct-97	152	-	6.60	9a-5p	5.70	N/A	37.62	Tindale-Oliver & Associates
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	N/A	42.00	Tindale-Oliver & Associates
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	N/A	38.54	Tindale-Oliver & Associates
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	N/A	48.80	Tindale-Oliver & Associates
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	N/A	145.92	Tindale-Oliver & Associates
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	N/A	49.92	Tindale-Oliver & Associates
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	N/A	68.34	Tindale-Oliver & Associates
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	N/A	76.00	Tindale-Oliver & Associates
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	N/A	70.55	Tindale-Oliver & Associates
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	N/A	55.22	Tindale-Oliver & Associates
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	N/A	67.64	Tindale-Oliver & Associates
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	N/A	47.03	Tindale-Oliver & Associates
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	N/A	48.67	Tindale-Oliver & Associates
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	N/A	67.07	Tindale-Oliver & Associates
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	N/A	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	N/A	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.04	7a-6p	7.29	N/A	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	7a-6p	7.00	N/A	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	N/A	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	N/A	66.68	Tindale-Oliver & Associates
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	N/A	27.52	Tindale-Oliver & Associates
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	N/A	33.10	Tindale-Oliver & Associates
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	N/A	65.81	Tindale-Oliver & Associates
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	N/A	84.62	Tindale-Oliver & Associates
Lake Co, FL	42	Dec-06	122	-	11.26	-	5.56	N/A	62.61	Tindale-Oliver & Associates
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	N/A	172.36	Tindale-Oliver & Associates
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	N/A	130.24	Tindale-Oliver & Associates
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	N/A	52.71	Tindale-Oliver & Associates
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	N/A	67.69	Tindale-Oliver & Associates
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	N/A	65.44	Tindale-Oliver & Associates
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	N/A	47.51	Tindale-Oliver & Associates
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	N/A	41.78	Tindale-Oliver & Associates
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	N/A	51.68	Tindale-Oliver & Associates
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	N/A	39.07	Tindale-Oliver & Associates
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	N/A	99.13	Tindale-Oliver & Associates
Collier Co, FL	315	Mar-08	1,347	-	6.97	7a-6p	6.55	N/A	45.65	Tindale-Oliver & Associates
Collier Co, FL	42	Mar-08	314	-	9.55	7a-6p	10.98	N/A	104.86	Tindale-Oliver & Associates
Total Size	10,380		55	13,130						
<b>Average Trip Length: 6.79</b>										
<b>Weighted Average Trip Length: 6.62</b>										
<b>Weighted Average Trip Generation Rate: 7.81</b>										

Note: Georgia studies are not included in summary statistics.

**Multi-Family/Apartment and Residential Condo/Townhouse (ITE LUC 220/230)**

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	212	Jun-93	42	42	5.78	-	5.20	N/A	30.06	Sarasota County
Sarasota Co, FL	243	Jun-93	36	36	5.84	-	-	N/A	-	Sarasota County
Marion Co, FL	214	Apr-02	175	175	6.84	-	4.61	N/A	31.53	Kimley-Horn & Associates
Marion Co, FL	240	Apr-02	174	174	6.96	-	3.43	N/A	23.87	Kimley-Horn & Associates
Marion Co, FL	288	Apr-02	175	175	5.66	-	5.55	N/A	31.41	Kimley-Horn & Associates
Marion Co, FL	480	Apr-02	175	175	5.73	-	6.88	N/A	39.42	Kimley-Horn & Associates
Marion Co, FL	500	Apr-02	170	170	5.46	-	5.94	N/A	32.43	Kimley-Horn & Associates
Lake Co, FL	250	Dec-06	135	135	6.71	-	5.33	N/A	35.76	Tindale-Oliver & Associates
Lake Co, FL	157	Dec-06	265	265	13.97	-	2.62	N/A	36.60	Tindale-Oliver & Associates
Lake Co, FL	169	Dec-06	212	-	8.09	-	6.00	N/A	48.54	Tindale-Oliver & Associates
Lake Co, FL	226	Dec-06	301	-	6.74	-	2.17	N/A	14.63	Tindale-Oliver & Associates
Hernando Co, FL	312	Apr-07	456	-	4.09	-	5.95	N/A	24.34	Tindale-Oliver & Associates
Hernando Co, FL	176	Apr-07	332	-	5.38	-	5.24	N/A	28.19	Tindale-Oliver & Associates
Hernando Co, FL	31	May-96	31	31	6.12	9a-6p	4.98	N/A	30.48	Tindale-Oliver & Associates
Hernando Co, FL	128	May-96	128	128	6.47	9a-6p	5.18	N/A	33.51	Tindale-Oliver & Associates
Pasco Co, FL	229	Apr-02	198	198	4.77	9a-6p	-	N/A	-	Tindale-Oliver & Associates
Pasco Co, FL	248	Apr-02	353	353	4.24	9a-6p	3.53	N/A	14.97	Tindale-Oliver & Associates

Total Size	4,103	<b>Average Trip Length: 4.84</b>	
Total Size (TL)	3,631	<b>Weighted Average Trip Length: 5.10</b>	

Total Size	3,467	13	Weighted Average Trip Generation Rate:	6.31
ITE	18,480	88	ITE Average Trip Generation Rate:	6.65
Blended total	21,947		Blend of FL Studies and ITE Average Trip Generation Rate:	6.60

LUC 230 Studies are highlighted

Total Size	636	4	Weighted Average Trip Generation Rate:	4.97
ITE	10,024	56	ITE Average Trip Generation Rate:	5.81
Blended total	10,660		Blend of FL Studies and ITE Average Trip Generation Rate:	5.76

**Mobile Home Park (ITE LUC 240)**

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Marion Co, FL	67	Jul-91	22	22	5.40	48hrs.	2.29	N/A	12.37	Tindale-Oliver & Associates
Marion Co, FL	82	Jul-91	58	58	10.80	24hr.	3.72	N/A	40.18	Tindale-Oliver & Associates
Marion Co, FL	137	Jul-91	22	22	3.10	24hr.	4.88	N/A	15.13	Tindale-Oliver & Associates
Marion Co, FL	188	Apr-02	147	-	3.51	24hr.	5.48	N/A	19.23	Kimley-Horn & Associates
Marion Co, FL	227	Apr-02	173	-	2.76	24hr.	8.80	N/A	24.29	Kimley-Horn & Associates
Sarasota Co, FL	235	Jun-93	100	100	3.51	-	5.10	N/A	17.90	Sarasota County
Marion Co, FL	297	Apr-02	175	-	4.78	24hr.	4.76	N/A	22.75	Kimley-Horn & Associates
Sarasota Co, FL	996	Jun-93	181	181	4.19	-	4.40	N/A	18.44	Sarasota County
Hernando Co, FL	1,892	May-96	425	425	4.13	9a-6p	4.13	N/A	17.06	Tindale-Oliver & Associates

Total Size	4,121	9	1,303	<b>Average Trip Length: 4.84</b>	
				<b>Weighted Average Trip Length: 4.60</b>	

Weighted Average Trip Generation Rate: 4.17

**Retirement Community/Age-Restricted Single Family (ITE LUC 251)**

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	67	3/28-4/2/90	26	24	3.50	9am-4pm	2.44	N/A	8.54	Tindale-Oliver & Associates
Marion Co, FL	778	Apr-02	175	-	2.96	24hr.	3.49	N/A	10.33	Kimley-Horn & Associates
Marion Co, FL	877	Apr-02	209	-	2.91	24hr.	5.90	N/A	17.17	Kimley-Horn & Associates
Marion Co, FL	1,054	Apr-02	173	-	3.65	24hr.	6.00	N/A	21.90	Kimley-Horn & Associates
Marion Co, FL	3,076	Apr-02	198	-	2.63	24hr.	5.16	N/A	13.57	Kimley-Horn & Associates
Marion Co, FL	3,625	Apr-02	164	-	2.50	24hr.	5.83	N/A	14.58	Kimley-Horn & Associates

Total Size	9,477	6	945	<b>Average Trip Length: 4.80</b>	
ITE	6,240	8		<b>Weighted Average Trip Length: 5.42</b>	

Weighted Average Trip Generation Rate: 2.75  
 ITE Average Trip Generation Rate: 3.68  
 Blend of FL Studies and ITE Average Trip Generation Rate: 3.12

**Assisted Living Facility/Senior Adult Housing - Attached (ITE LUC 252)**

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sun City Center, FL	208	Oct-91	726	726	2.46	24hr.	3.28	-	8.07	Tindale-Oliver & Associates

Total Size	208	1		<b>Average Trip Length: 3.28</b>	
ITE	230	5		<b>Weighted Average Trip Length: 3.28</b>	

Weighted Average Trip Generation Rate: 2.46  
 ITE Average Trip Generation Rate: 3.44  
 Blend of FL Studies and ITE Average Trip Generation Rate: 2.97

**Hotel (ITE LUC 310)**

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale-Oliver & Associates
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale-Oliver & Associates
Orange Co, FL	70	-	-	-	1.85	-	-	-	-	Orange County
Orange Co, FL	211	-	-	-	2.23	-	-	-	-	Orange County
Orange Co, FL	112	-	-	-	2.78	-	-	-	-	Orange County
Orange Co, FL	1,495	-	-	-	3.50	-	-	-	-	Orange County
Orange Co, FL	123	-	-	-	3.70	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	4.29	-	-	-	-	Orange County
Orange Co, FL	1,499	-	-	-	4.69	-	-	-	-	Orange County
Orange Co, FL	190	-	-	-	4.71	-	-	-	-	Orange County
Orange Co, FL	123	-	-	-	4.81	-	-	-	-	Orange County
Orange Co, FL	105	-	-	-	5.25	-	-	-	-	Orange County
Orange Co, FL	120	-	-	-	5.27	-	-	-	-	Orange County
Orange Co, FL	1,584	-	-	-	5.88	-	-	-	-	Orange County
Orange Co, FL	128	-	-	-	6.10	-	-	-	-	Orange County
Orange Co, FL	174	-	-	-	7.03	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	98	-	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	106	-	-	-	7.34	-	-	-	-	Orange County
Orange Co, FL	100	-	-	-	7.37	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.66	-	-	-	-	Orange County

Total Size	6,944	21	164	<b>Average Trip Length:</b>	<b>6.25</b>
ITE	4,760	10		<b>Weighted Average Trip Length:</b>	<b>6.26</b>
Blended total	11,704				

Weighted Percent New Trip Average: 66.3  
 Weighted Average Trip Generation Rate: 5.12  
 ITE Average Trip Generation Rate: 8.17  
**Blend of FL Studies and ITE Average Trip Generation Rate: 6.36**

**Motel (ITE LUC 320)**

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	48	Oct-89	46	24	-	10a-2p	2.80	65.0	-	Tindale-Oliver & Associates
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale-Oliver & Associates
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale-Oliver & Associates

Total Size	222	3	104	<b>Average Trip Length:</b>	<b>3.93</b>
ITE	2,160	10		<b>Weighted Average Trip Length:</b>	<b>4.34</b>

Weighted Percent New Trip Average: 76.6  
 Weighted Average Trip Generation Rate: -  
**ITE Average Trip Generation Rate: 5.63**

**Movie Theater (ITE LUC 444)**

Location	Size (Screens)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	8	Oct-89	151	116	113.10	2p-8p	2.70	77.0	235.13	Tindale-Oliver & Associates
Pinellas Co, FL	12	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale-Oliver & Associates

Total Size	20		273	<b>Average Trip Length:</b>	<b>2.30</b>
ITE	10 estimated			<b>Weighted Average Trip Length:</b>	<b>2.22</b>
	30				

Weighted Percent New Trip Average: 87.8  
 Weighted Average Trip Generation Rate: 83.28  
 ITE Average Trip Generation Rate (6th): 153.33  
**Blend of FL Studies and ITE Average Trip Generation Rate: 106.63**

**Health/Fitness Club (ITE LUC 492)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	31	-	-	7.90	94.0	-	Kimley-Horn & Associates

Total Size			33	<b>Average Trip Length:</b>	<b>n/a</b>
ITE	15	1			

Percent New Trip Average: 94.0  
**ITE Average Trip Generation Rate: 32.93**

**Day Care Center (ITE LUC 565)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	5.6	Aug-89	94	66	66.99	7a-6p	1.90	70.0	89.10	Tindale-Oliver & Associates
Pinellas Co, FL	10.0	Sep-89	179	134	66.99	7a-6p	2.10	75.0	105.51	Tindale-Oliver & Associates
Tampa, FL	-	Mar-86	28	25	-	-	2.60	89.0	-	Kimley-Horn & Associates

Total Size	15.6	2	301	<b>Average Trip Length:</b>	<b>2.20</b>
ITE	35.0	7		<b>Weighted Average Trip Length:</b>	<b>2.03</b>
Blended total	50.6				

Weighted Percent New Trip Average: 73.2  
 Weighted Average Trip Generation Rate: 66.99  
 ITE Average Trip Generation Rate: 74.06  
**Blend of FL Studies and ITE Average Trip Generation Rate: 71.88**

### Nursing Home (ITE LUC 620)

Location	Size (Beds)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	120	Mar-90	74	66	2.86	11a-4p	2.59	89.0	6.59	Tindale-Oliver & Associates
Total Size	120	1	74	<b>Average Trip Length: 2.59</b>						
ITE	714	6		<b>Weighted Average Trip Length: 2.59</b>						
Blended total	834			Weighted Percent New Trip Average: 89.0						
				Average Trip Generation Rate: 2.86						
				ITE Average Trip Generation Rate: 2.74						
				<b>Blend of FL Studies and ITE Average Trip Generation Rate: 2.76</b>						

### Clinic (ITE LUC 630)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	103.9	Aug-89	614	572	37.03	7a-430p	5.10	93.0	175.63	Tindale-Oliver & Associates
St. Petersburg, FL	-	Oct-89	280	252	-	9a-5p	4.10	90.0	-	Tindale-Oliver & Associates
Total Size	103.9	1	894	<b>Average Trip Length: 4.60</b>						
ITE	224.0	2		<b>Weighted Average Trip Length: 5.10</b>						
	327.9			Weighted Percent New Trip Average: 93.0						
				Average Trip Generation Rate: 37.03						
				ITE Average Trip Generation Rate: 31.45						
				<b>Blend of FL Studies and ITE Average Trip Generation Rate: 33.22</b>						

### General Office Building (ITE LUC 710)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	14.3	Jun-93	14	14	46.85	-	11.30	-	529.41	Sarasota County
Gwinnett Co, GA	98.0	Dec-92	-	-	4.30	-	5.40	-	-	Street Smarts
Gwinnett Co, GA	180.0	Dec-92	-	-	3.60	-	5.90	-	-	Street Smarts
Pinellas Co, FL	187.0	Oct-89	431	388	18.49	7a-5p	6.30	90.0	104.84	Tindale-Oliver & Associates
St. Petersburg, FL	262.8	Sep-89	291	274	-	7a-5p	3.40	94.0	-	Tindale-Oliver & Associates
Total Size	742.1	5	736	<b>Average Trip Length: 6.46</b>						
ITE	15,522.0	78		<b>Weighted Average Trip Length: 5.15</b>						
				Weighted Percent New Trip Average: 92.3						

### Medical-Dental Office Building (ITE LUC 720): 10,000 sf or Less

Site	Size (1,000 sf)	Tues., Jan 11		Wedn., Jan 12		Thur., Jan 13		TOTAL		AVERAGE		AVERAGE (per 1,000 sf)		
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
Collier Co, FL - Site 1	2.100	35	35	22	22	13	13	70	70	23.33	23.33	11.11	11.11	22.22
Collier Co, FL - Site 2	3.000	40	40	52	52	53	53	145	145	48.33	48.33	16.11	16.11	32.22
Collier Co, FL - Site 3	2.000	28	28	19	21	24	26	71	75	23.67	25.00	11.84	12.50	24.34
Collier Co, FL - Site 4	1.000	30	30	52	52	57	57	139	139	46.33	46.33	46.33	46.33	92.66
Collier Co, FL - Site 5	3.024	31	32	43	43	24	24	98	99	32.67	33.00	10.80	10.91	21.71
Collier Co, FL - Site 6	1.860	22	24	19	17	11	11	52	52	17.33	17.33	9.32	9.32	18.64
<b>Average</b>												17.59	17.71	35.30
<b>Average (excluding Site 4)</b>												11.84	11.99	23.83

### Medical-Dental Office Building (ITE LUC 720)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	26	-	-	6.00	79.0	-	Kimley-Horn & Associates
Palm Harbor, FL	14.6	Oct-89	104	76	33.98	9a-5p	6.30	73.0	156.27	Tindale-Oliver & Associates
St. Petersburg, FL	-	Nov-89	34	30	57.20	9a-4p	1.20	88.0	-	Tindale-Oliver & Associates
Hernando Co, FL	58.4	May-96	390	349	28.52	9a-6p	6.47	89.5	165.09	Tindale-Oliver & Associates
Hernando Co, FL	28.0	May-96	202	189	49.75	9a-6p	6.06	93.8	282.64	Tindale-Oliver & Associates
Charlotte Co, FL	11.0	Oct-97	-	186	49.50	9a-5p	4.60	92.1	209.67	Tindale-Oliver & Associates
Charlotte Co, FL	28.0	Oct-97	-	186	31.00	9a-5p	3.60	81.6	91.04	Tindale-Oliver & Associates
Charlotte Co, FL	30.4	Oct-97	-	324	39.80	9a-5p	3.30	83.5	109.68	Tindale-Oliver & Associates
Citrus Co, FL	38.9	Oct-03	-	168	32.26	8-6p	6.80	97.1	213.03	Tindale-Oliver & Associates
Citrus Co, FL	10.0	Nov-03	-	340	40.56	8-630p	6.20	92.4	232.33	Tindale-Oliver & Associates
Citrus Co, FL	5.3	Dec-03	-	20	29.36	8-5p	5.25	95.2	146.78	Tindale-Oliver & Associates
Orange Co, FL	50.6	-	-	-	26.72	-	-	-	-	Orange County
Orange Co, FL	23.5	-	-	-	16.58	-	-	-	-	Orange County
Total Size	298.6	11	763	<b>Average Trip Length: 5.07</b>						
ITE	450.0	10		<b>Weighted Average Trip Length: 5.55</b>						
Blended total	748.6			Weighted Percent New Trip Average: 88.9						
				Average Trip Generation Rate: 32.59						
				ITE Average Trip Generation Rate: 36.13						
				<b>Blend of FL Studies and ITE Average Trip Generation Rate: 34.72</b>						

**Building Materials and Lumber Store (ITE LUC 812)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	86.9	Jun-93	40	-	-	7a-430p	6.58	73.0	-	Tindale-Oliver & Associates
Tampa, FL	98.5	Jun-93	40	-	-	7a-430p	6.00	-	-	Tindale-Oliver & Associates
Tampa, FL	-	Jun-93	40	-	-	7a-430p	5.87	75.7	-	Tindale-Oliver & Associates
Total Size	185.4		2	120						
ITE	36.0		4							
							<b>Average Trip Length:</b>	<b>6.15</b>		
							<b>Weighted Average Trip Length:</b>	<b>6.27</b>		
							Weighted Percent New Trip Average:	74.4		
							Average Trip Generation Rate:	-		
							ITE Average Trip Generation Rate:	<b>45.16</b>		

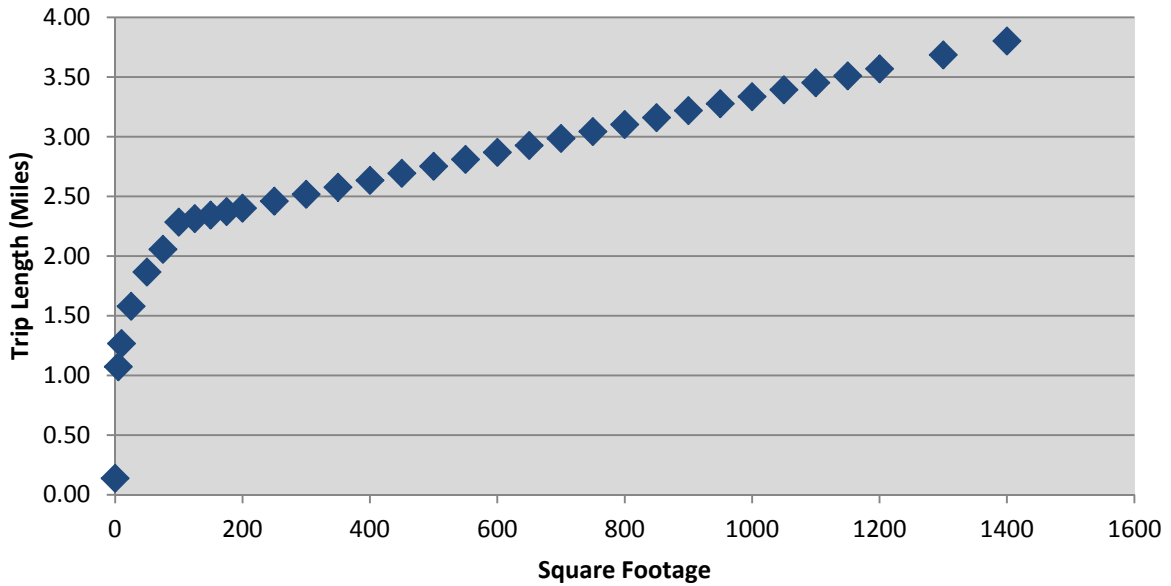
**Discount Superstore (ITE LUC 813)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Citrus Co, FL	203.6	Nov-03	-	236	55.01	8a-6p	5.91	91.8	298.5	Tindale-Oliver & Associates
Total Size	203.6		1							
ITE	12,740.0		65							
Blended total	12,943.6									
							<b>Average Trip Length:</b>	<b>n/a</b>		
							<b>Weighted Average Trip Length:</b>	<b>n/a</b>		
							Weighted Percent New Trip Average:	n/a		
							Average Trip Generation Rate:	55.01		
							ITE Average Trip Generation Rate:	50.75		
							Blend of FL Studies and ITE Average Trip Generation Rate:	<b>50.82</b>		

**Shopping Center (ITE LUC 820)**

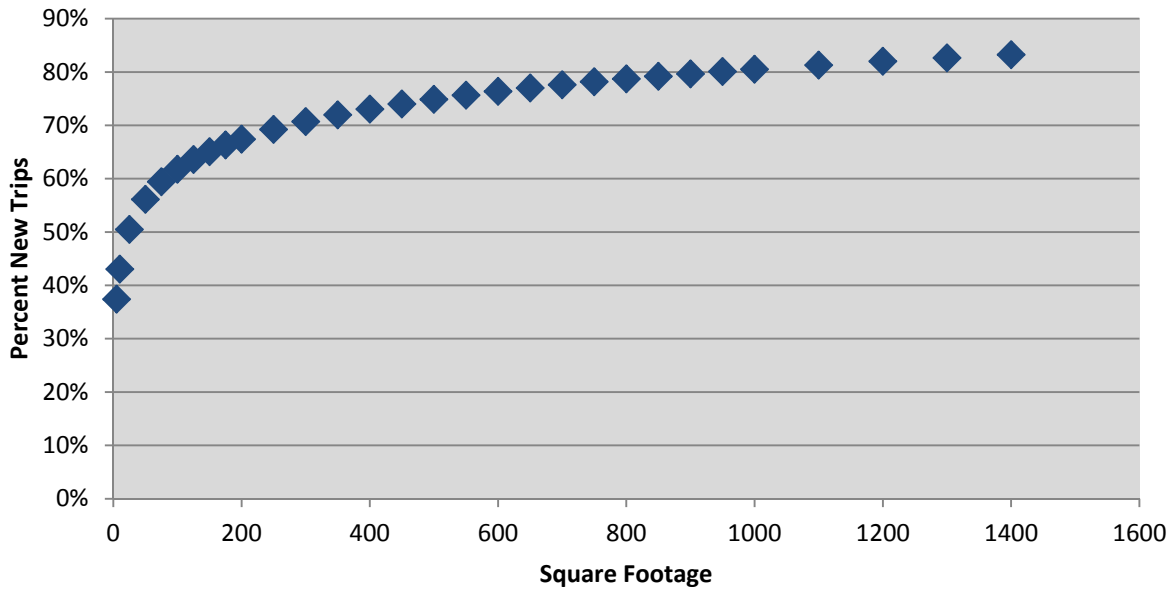
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	76.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	144	-	-	-	2.50	-	-	Kimley-Horn & Associates
St. Petersburg, FL	1,192.0	Aug-89	384	298	-	11a-7p	3.60	78.0	-	Tindale-Oliver & Associates
St. Petersburg, FL	132.3	Sep-89	400	368	77.00	10a-7p	1.80	92.0	127.51	Tindale-Oliver & Associates
Largo, FL	425.0	Aug-89	160	120	26.73	10a-6p	2.30	75.0	46.11	Tindale-Oliver & Associates
Dunedin, FL	80.5	Sep-89	276	210	81.48	9a-5p	1.40	76.0	86.69	Tindale-Oliver & Associates
Pinellas Park, FL	696.0	Sep-89	485	388	-	9a-6p	3.20	80.0	-	Tindale-Oliver & Associates
Seminole, FL	425.0	Oct-89	674	586	-	-	-	87.0	-	Tindale-Oliver & Associates
Hillsborough Co, FL	134.0	Jul-91	-	-	-	-	1.30	74.0	-	Tindale-Oliver & Associates
Hillsborough Co, FL	151.0	Jul-91	-	-	-	-	1.30	73.0	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	68	64	-	-	3.33	94.1	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	208	154	-	-	2.64	74.0	-	Tindale-Oliver & Associates
Sarasota/Bradenton, FL	109.0	Sep-92	300	185	-	12a-6p	-	61.6	-	King Engineering Associates, Inc.
Ocala, FL	133.4	Sep-92	300	192	-	12a-6p	-	64.0	-	King Engineering Associates, Inc.
Gwinnett Co, GA	99.1	Dec-92	-	-	46.00	-	3.20	70.0	103.04	Street Smarts
Gwinnett Co, GA	314.7	Dec-92	-	-	27.00	-	8.50	84.0	192.78	Street Smarts
Sarasota Co, FL	110.0	Jun-93	58	58	122.14	-	3.20	-	-	Sarasota County
Sarasota Co, FL	146.1	Jun-93	65	65	51.53	-	2.80	-	-	Sarasota County
Sarasota Co, FL	157.5	Jun-93	57	57	79.79	-	3.40	-	-	Sarasota County
Sarasota Co, FL	191.0	Jun-93	62	62	66.79	-	5.90	-	-	Sarasota County
Hernando Co, FL	107.8	May-96	608	331	77.60	9a-6p	4.68	54.5	197.85	Tindale-Oliver & Associates
Charlotte Co, FL	88.0	Oct-97	-	-	73.50	9a-5p	1.80	57.1	75.56	Tindale-Oliver & Associates
Charlotte Co, FL	191.9	Oct-97	-	-	72.00	9a-5p	2.40	50.9	87.97	Tindale-Oliver & Associates
Charlotte Co, FL	51.3	Oct-97	-	-	43.00	9a-5p	2.70	51.8	60.08	Tindale-Oliver & Associates
Lake Co, FL	67.8	Apr-01	246	177	102.60	-	3.40	71.2	248.37	Tindale-Oliver & Associates
Lake Co, FL	72.3	Apr-01	444	376	65.30	-	4.50	59.0	173.37	Tindale-Oliver & Associates
Pasco Co, FL	65.6	Apr-02	222	-	145.64	9a-5p	1.46	46.9	99.62	Tindale-Oliver & Associates
Pasco Co, FL	75.8	Apr-02	134	-	38.23	9a-5p	2.36	58.2	52.52	Tindale-Oliver & Associates
Citrus Co, FL	185.0	Oct-03	-	784	55.84	8a-6p	2.40	88.1	118.05	Tindale-Oliver & Associates
Citrus Co, FL	91.3	Nov-03	-	390	54.50	8a-6p	1.60	88.0	76.77	Tindale-Oliver & Associates
Bozeman, MT	104.3	Dec-06	359	359	46.96	-	3.35	49.0	77.08	Tindale-Oliver & Associates
Bozeman, MT	159.9	Dec-06	502	502	56.49	-	1.56	54.0	47.59	Tindale-Oliver & Associates
Bozeman, MT	35.9	Dec-06	329	329	69.30	-	1.39	74.0	71.28	Tindale-Oliver & Associates
Total Size	5,757.5		7,536							
							<b>Average Trip Length:</b>	<b>n/a</b>		
							<b>Weighted Average Trip Length:</b>	<b>n/a</b>		

**Figure A-1**  
**Shopping Center (LUC 820) – Florida Curve Trip Length Regression**



Source: Regression analysis based on FL Studies data for LUC 820

**Figure A-2**  
**Shopping Center (LUC 820) – Florida Curve Percent New Trips Regression**



Source: Regression analysis based on FL Studies data for LUC 820

**Specialty Retail Center (ITE LUC 826)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Collier Co, FL	12.0	May-99	-	13	-	8a-6p	3.70	75.0	0.00	Tindale-Oliver & Associates
Collier Co, FL	12.0	May-99	-	146	-	8a-6p	2.24	84.3	0.00	Tindale-Oliver & Associates
Total Size	24.0		3	Average Trip Length: 2.97						
ITE	100.0		4	Weighted Average Trip Length: 2.97						
Blended total	124.0			Weighted Percent New Trip Average: 79.7						
Weighted Average Trip Generation Rate: -										
ITE Average Trip Generation Rate (9th): 44.32										

**New/Used Auto Sales (ITE LUC 841)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
St.Petersburg, FL	43.0	Oct-89	152	120	-	9a-5p	4.70	79.0	-	Tindale-Oliver & Associates
Clearwater, FL	43.0	Oct-89	136	106	29.40	9a-5p	4.50	78.0	103.19	Tindale-Oliver & Associates
Orange Co, FL	116.7	-	-	-	22.18	-	-	-	-	Orange County
Orange Co, FL	99.8	-	-	-	13.45	-	-	-	-	Orange County
Orange Co, FL	39.1	-	-	-	10.48	-	-	-	-	Orange County
Orange Co, FL	66.3	-	-	-	28.50	-	-	-	-	Orange County
Orange Co, FL	46.7	-	-	-	40.34	-	-	-	-	Orange County
Orange Co, FL	34.4	-	-	-	23.45	-	-	-	-	Orange County
Orange Co, FL	13.8	-	-	-	35.75	-	-	-	-	Orange County
Total Size	459.7		9	288	Average Trip Length: 4.60					
ITE	570.0		15	Weighted Average Trip Length: 4.60						
Blended total	1,029.7			Weighted Percent New Trip Average: 78.5						
Weighted Average Trip Generation Rate: 23.22										
ITE Average Trip Generation Rate: 32.30										
Blend of FL Studies and ITE Average Trip Generation Rate: 28.25										

**Supermarket (ITE LUC 850)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Palm Harbor, FL	62.0	Aug-89	163	62	106.26	9a-4p	2.08	56.0	123.77	Tindale-Oliver & Associates
Total Size	62.0		1	163	Average Trip Length: 2.08					
ITE	156.0		4	Weighted Average Trip Length: 2.08						
Blended total	218.0			Weighted Percent New Trip Average: 56.0						
Weighted Average Trip Generation Rate: 106.26										
ITE Average Trip Generation Rate: 102.24										
Blend of FL Studies and ITE Average Trip Generation Rate: 103.38										

**Convenience Market - 24hrs. (ITE LUC 851)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	80	-	-	-	1.10	-	-	Kimley-Horn & Associates
Largo, FL	2.5	8/15,25/89	171	116	634.80	-	1.20	68.0	518.00	Tindale-Oliver & Associates
Clearwater, FL	2.5	Aug-89	237	64	690.80	-	1.60	27.0	298.43	Tindale-Oliver & Associates
Clearwater, FL	2.1	Nov-89	143	50	635.24	24hr.	1.60	35.0	355.73	Tindale-Oliver & Associates
Marion Co, FL	2.5	Jun-91	94	43	787.20	48hrs.	1.52	46.2	552.80	Tindale-Oliver & Associates
Marion Co, FL	2.5	Jun-91	74	20	714.00	48hrs.	0.75	27.0	144.59	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	146	36	-	-	2.53	24.7	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	148	38	-	-	1.08	25.7	-	Tindale-Oliver & Associates
Gwinnett Co, GA	2.9	12/13-18/92	-	-	-	-	2.30	48.0	-	Street Smarts
Gwinnett Co, GA	3.2	12/13-18/92	-	-	-	-	-	37.0	-	Street Smarts
Total Size	18.2		7	1,093	Average Trip Length: 1.52					
ITE	16.0		8	Weighted Average Trip Length: 1.52						
Blended total	34.2			Weighted Percent New Trip Average: 41.3						
Weighted Average Trip Generation Rate: 694.30										
ITE Average Trip Generation Rate: 737.99										
Blend of FL Studies and ITE Average Trip Generation Rate: 719.18										

**Convenience Market w/Gasoline (ITE LUC 853)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	72	-	-	-	2.00	-	-	Kimley-Horn & Associates
Marion Co, FL	1.1	Jun-91	77	20	544.80	24hr.	0.89	26.0	126.07	Tindale-Oliver & Associates
Marion Co, FL	2.1	Jun-91	66	24	997.60	24hr.	1.67	36.4	606.42	Tindale-Oliver & Associates
Marion Co, FL	4.4	Jun-91	85	25	486.70	48hrs.	1.06	29.4	151.68	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	96	38	-	-	1.19	39.6	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	78	16	-	-	1.06	20.5	-	Tindale-Oliver & Associates
Tampa, FL	2.3	10/13-15/92	239	74	-	24hr.	1.06	31.1	-	Tindale-Oliver & Associates
Ellenton, FL	3.3	10/20-22/92	124	44	-	24hr.	0.96	35.3	-	Tindale-Oliver & Associates
Tampa, FL	3.8	11/10-12/92	142	23	-	24hr.	3.13	16.4	-	Tindale-Oliver & Associates
Marion Co, FL	2.5	Apr-02	87	-	719.79	24hr.	1.62	32.8	322.19	Kimley-Horn & Associates
Marion Co, FL	2.5	Apr-02	23	-	610.46	24hr.	1.77	11.7	126.61	Kimley-Horn & Associates
Marion Co, FL	3.0	Apr-02	59	-	606.02	24hr.	0.83	32.6	195.00	Kimley-Horn & Associates
Total Size	25.1		9	1,148	Average Trip Length: 1.44					
ITE	30.0		10	Weighted Average Trip Length: 1.51						
Blended Total	55.1			Weighted Percent New Trip Average: 27.7						
Average Trip Generation Rate: 639.68										
ITE Average Trip Generation Rate: 845.60										
Blend of FL Studies and ITE Average Trip Generation Rate: 775.14										

**Pharmacy/Drugstore w/Drive-Thru (ITE LUC 880 & 881)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pasco Co, FL	11.1	Apr-02	138	38	88.97	-	2.05	27.5	50.23	Tindale-Oliver & Associates
Pasco Co, FL	12.0	Apr-02	212	90	122.16	-	2.04	42.5	105.79	Tindale-Oliver & Associates
Pasco Co, FL	15.1	Apr-02	1192	54	97.96	-	2.13	28.1	58.69	Tindale-Oliver & Associates

Total Size	38.2	3	1,542	<b>Average Trip Length: 2.07</b>	
ITE	196.0	16		<b>Weighted Average Trip Length: 2.08</b>	
Blended total	234.2			Weighted Percent New Trip Average:	32.5
				Average Trip Generation Rate:	103.03
				ITE Average Trip Generation Rate (LUC 880 / 881):	90.06 / 96.91
				<b>Blend of FL Studies and ITE Average Trip Generation Rate:</b>	<b>95.96</b>

**Furniture Store (ITE LUC 890)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	15.0	7/28-30/92	64	34	-	-	4.63	52.5	-	Tindale-Oliver & Associates
Tampa, FL	16.9	Jul-92	68	39	-	-	7.38	55.7	-	Tindale-Oliver & Associates

Total Size	31.9	2	132	<b>Average Trip Length: 6.01</b>	
ITE	897.0	13		<b>Weighted Average Trip Length: 6.09</b>	
				Weighted Percent New Trip Average:	54.2
				ITE Average Trip Generation Rate:	5.06

**Drive-In Bank (ITE LUC 912)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	77	-	-	-	2.40	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	211	-	-	-	-	54.0	-	Kimley-Horn & Associates
Clearwater, FL	0.4	Aug-89	113	52	-	9a-6p	5.20	46.0	-	Tindale-Oliver & Associates
Largo, FL	2.0	Sep-89	129	94	-	-	1.60	73.0	-	Tindale-Oliver & Associates
Seminole, FL	4.5	Oct-89	-	-	-	-	-	-	-	Tindale-Oliver & Associates
Marion Co, FL	2.3	Jun-91	69	29	-	24hr.	1.33	42.0	-	Tindale-Oliver & Associates
Marion Co, FL	3.1	Jun-91	47	32	-	24hr.	1.75	68.1	-	Tindale-Oliver & Associates
Marion Co, FL	2.5	Jul-91	57	26	-	48hrs.	2.70	45.6	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	162	96	-	24hr.	0.88	59.3	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	116	54	-	-	1.58	46.6	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	142	68	-	-	2.08	47.9	-	Tindale-Oliver & Associates
Hernando Co, FL	5.4	May-96	164	41	-	9a-6p	2.77	24.7	-	Tindale-Oliver & Associates
Marion Co, FL	2.4	Apr-02	70	-	-	24hr.	3.55	54.6	-	Kimley-Horn & Associates
Marion Co, FL	2.7	May-02	50	-	246.66	24hr.	2.66	40.5	265.44	Kimley-Horn & Associates

Total Size	25.2	9	1,407	<b>Average Trip Length: 2.38</b>	
ITE	21.0	7		<b>Weighted Average Trip Length: 2.46</b>	
Blended total	46.2			Weighted Percent New Trip Average:	46.2
	23.7			Weighted Average Trip Generation Rate:	246.66
				ITE Average Trip Generation Rate:	148.15
				<b>Blend of FL Studies and ITE Average Trip Generation Rate:</b>	<b>159.34</b>

**Quality Restaurant (ITE LUC 931)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	76	62	-	-	2.10	82.0	-	Kimley-Horn & Associates
St. Petersburg, FL	7.5	Oct-89	177	154	-	11a-2p/4-8p	3.50	87.0	-	Tindale-Oliver & Associates
Clearwater, FL	8.0	Oct-89	60	40	110.63	10a-2p/5-9p	2.80	67.0	207.54	Tindale-Oliver & Associates

Total Size	15.5	2	313	<b>Average Trip Length: 2.80</b>	
ITE	135.0	15		<b>Weighted Average Trip Length: 3.14</b>	
Blended total	150.5			Weighted Percent New Trip Average:	76.7
	143.0			Weighted Average Trip Generation Rate:	110.63
				ITE Average Trip Generation Rate:	89.95
				<b>Blend of FL Studies and ITE Average Trip Generation Rate:</b>	<b>91.10</b>



### High-Turnover Restaurant (ITE LUC 932)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Hernando Co, FL	6.2	May-96	242	175	187.51	9a-6p	2.76	72.5	375.00	Tindale-Oliver & Associates
Hernando Co, FL	8.2	May-96	154	93	102.71	9a-6p	4.15	60.2	256.43	Tindale-Oliver & Associates
St. Petersburg, FL	5.0	Oct-89	74	68	132.60	1130-7p	2.00	92.0	243.98	Tindale-Oliver & Associates
Kenneth City, FL	5.2	Oct-89	236	176	127.88	4p-730p	2.30	75.0	220.59	Tindale-Oliver & Associates
Pasco Co, FL	5.2	Apr-02	114	88	82.47	9a-6p	3.72	77.2	236.81	Tindale-Oliver & Associates
Pasco Co, FL	5.8	Apr-02	182	102	116.97	9a-6p	3.49	56.0	228.77	Tindale-Oliver & Associates
Orange Co, FL	8.9	-	-	-	52.69	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	62.12	-	-	-	-	Orange County
Orange Co, FL	6.7	-	-	-	82.58	-	-	-	-	Orange County
Orange Co, FL	11.4	-	-	-	91.67	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	95.33	-	-	-	-	Orange County
Orange Co, FL	7.2	-	-	-	98.06	-	-	-	-	Orange County
Orange Co, FL	5.5	-	-	-	100.18	-	-	-	-	Orange County
Orange Co, FL	9.7	-	-	-	105.84	-	-	-	-	Orange County
Orange Co, FL	4.6	-	-	-	129.23	-	-	-	-	Orange County
Orange Co, FL	7.0	-	-	-	126.40	-	-	-	-	Orange County
Orange Co, FL	9.7	-	-	-	132.32	-	-	-	-	Orange County
Orange Co, FL	5.0	-	-	-	135.68	-	-	-	-	Orange County
Orange Co, FL	5.6	-	-	-	145.59	-	-	-	-	Orange County
Orange Co, FL	7.4	-	-	-	147.44	-	-	-	-	Orange County
Orange Co, FL	5.9	-	-	-	147.74	-	-	-	-	Orange County

Total Size	152.8	21	1,102	<b>Average Trip Length: 3.07</b>	
ITE	98.0	14		<b>Weighted Average Trip Length: 3.17</b>	
Blended total	250.8			Weighted Percent New Trip Average: 70.8	
				Weighted Average Trip Generation Rate: 109.84	
				ITE Average Trip Generation Rate: 127.15	
				<b>Blend of FL Studies and ITE Average Trip Generation Rate: 116.60</b>	

### Fast Food Restaurant w/Drive Thru (ITE LUC 934)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	61	-	-	-	2.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	306	-	-	-	-	65.0	-	Kimley-Horn & Associates
Pinellas Co, FL	2.20	Aug-89	81	48	502.80	11a-2p	1.70	59.0	504.31	Tindale-Oliver & Associates
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale-Oliver & Associates
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale-Oliver & Associates
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs.	0.91	53.3	466.84	Tindale-Oliver & Associates
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs.	1.54	61.3	590.01	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale-Oliver & Associates
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale-Oliver & Associates
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale-Oliver & Associates
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale-Oliver & Associates
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	4.10	47.8	-	Tindale-Oliver & Associates
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale-Oliver & Associates
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	5.10	46.0	-	Tindale-Oliver & Associates
Pasco Co, FL	2.96	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale-Oliver & Associates
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale-Oliver & Associates
Orange Co, FL	8.93	-	-	-	377.00	-	-	-	-	Orange County

Total Size	48.8	13	4,463	<b>Average Trip Length: 2.42</b>	
ITE	63.0	21		<b>Weighted Average Trip Length: 2.05</b>	
Blended total	111.8			Weighted Percent New Trip Average: 57.9	
	34.0			Weighted Average Trip Generation Rate: 530.19	
				ITE Average Trip Generation Rate: 496.12	
				<b>Blend of FL Studies and ITE Average Trip Generation Rate: 511.00</b>	

### Automobile Care Center (ITE LUC 942)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Jacksonville, FL	2.3	2/3-4/90	124	94	-	9a-5p	3.07	76.0	-	Tindale-Oliver & Associates
Jacksonville, FL	2.3	2/3-4/90	110	74	-	9a-5p	2.96	67.0	-	Tindale-Oliver & Associates
Jacksonville, FL	2.4	2/3-4/90	132	87	-	9a-5p	2.32	66.0	-	Tindale-Oliver & Associates
Lakeland, FL	5.2	Mar-90	24	14	-	9a-4p	1.36	59.0	-	Tindale-Oliver & Associates
Largo, FL	5.5	Sep-89	34	30	37.64	9a-5p	2.40	88.0	79.50	Tindale-Oliver & Associates
Orange Co, FL	25.0	Nov-92	41	39	-	2-6p	4.60	-	-	LCE, Inc.
Lakeland, FL	-	Mar-90	54	42	-	9a-4p	2.44	78.0	-	Tindale-Oliver & Associates

Total Size	42.6	6	519	<b>Average Trip Length: 2.74</b>	
ITE	102.0	6		<b>Weighted Average Trip Length: 3.62</b>	
Blended total	144.6			Weighted Percent New Trip Average: 72.2	
	107.5			Weighted Average Trip Generation Rate: 37.64	
				ITE Average Trip Generation Rate: 31.10	
				<b>Blend of FL Studies and ITE Average Trip Generation Rate: 31.43</b>	

**Service Station with and w/o Car Wash (ITE LUC 944 & 946)**

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	0.6	Nov-89	70	14	-	8am-5pm	1.90	23.0	-	Tindale-Oliver & Associates
Collier County, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale-Oliver & Associates
Total Size	0.6		1	238	<b>Average Trip Length:</b>		<b>1.46</b>			
ITE LUC 944 (vfp)	48.0		6		<b>Weighted Average Trip Length:</b>		<b>1.90</b>			
ITE LUC 946 (vfp)	120.0		10		Weighted Percent New Trip Average:		23.0			
					ITE Average Trip Generation Rate - per fuel position (LUC 944):		168.56			
					ITE Average Trip Generation Rate - per fuel position (LUC 946):		152.84			
					<b>Blended ITE Average Trip Generation Rate - per fuel position:</b>		<b>157.33</b>			

**Self-Service Car Wash (ITE LUC 947)**

Location	Size (Bays)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	10	Nov-89	111	84	-	8am-5pm	2.00	76.0	-	Tindale-Oliver & Associates
Clearwater, FL	-	Nov-89	177	108	-	10am-5pm	1.30	61.0	-	Tindale-Oliver & Associates
Collier, FL	11	Dec-09	304	-	30.24	-	2.50	57.0	-	Tindale-Oliver & Associates
Collier, FL	8	Jan-09	186	-	22.75	-	1.96	72.0	-	Tindale-Oliver & Associates
Total Size	29		3	778	<b>Average Trip Length:</b>		<b>1.94</b>			
Total Size (TGR)	19		2		<b>Weighted Average Trip Length:</b>		<b>2.18</b>			
ITE	5		1		Weighted Percent New Trip Average:		67.7			
Blended total	24				Weighted Average Trip Generation Rate:		27.09			
					ITE Average Trip Generation Rate:		108.00			
					<b>Blend of FL Studies and ITE Average Trip Generation Rate:</b>		<b>43.94</b>			

**APPENDIX B**  
**Cost Component Calculations**

## Cost Component

This appendix presents the detailed calculations for the cost component of the transportation impact fee update. Backup data and assumptions are provided for all cost variables (for county and state roads), including:

- Design
- Right-of-Way
- Construction
- Construction Engineering/Inspection
- Roadway Capacity

### *Urban Design vs. Rural Design*

Due to a lack of roadway construction data for rural-design roadways, the cost per lane mile for these types of roads was calculated using an adjustment factor. This factor was based on the rural-to-urban design cost ratio from the most recent District 7 Long Range Estimates (LRE)<sup>3</sup> provided by FDOT. Based on the LRE, the cost for rural-design roadway capacity expansion (new road construction or lane addition) is approximately 81 percent of the cost of urban-design roadway improvements. For all subsequent tables (for county and state roadways), costs are presented for urban-design roadways, with the rural-design roadway costs being calculated using the cost ratio from Table B-1, where applicable.

**Table B-1**  
**Urban / Rural Design Cost Factor**

Improvement	Cost per Lane Mile		
	Rural Design	Urban Design	Ratio
0-2 Lanes	\$2,534,872	\$3,660,722	69%
0-4 Lanes	\$2,060,744	\$2,583,635	80%
0-6 Lanes	\$1,750,755	\$2,105,746	83%
2-4 Lanes	\$2,946,063	\$3,386,132	87%
4-6 Lanes	\$3,300,893	\$3,782,969	87%
<b>Average</b>	<b>\$2,518,665</b>	<b>\$3,103,841</b>	<b>81%</b>

Source: FDOT District 7 Long Range Estimates, 2014

<sup>3</sup> This data was not available for FDOT District 5; <http://www.dot.state.fl.us/planning/policy/costs/>

## ***Design***

### County Roadways

The design cost factor for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the design-to-construction cost ratios from recently completed and bid improvements in Sumter County and from previously completed impact fee studies throughout Florida. For county roadways, the local improvement had a design factor of 10 percent, while the design factors from recent studies completed in other jurisdictions ranged from six (6) percent to 14 percent, with a weighted average of 10 percent. For purposes of this update study, the design cost for county roads was calculated at 10 percent of the construction cost per lane mile based on a review of the available data (see Tables B-6 and B-7 for additional information).

Using this design factor and the estimated construction cost per lane mile of \$2.10 million for county roadways, a design cost of **\$210,000** was used in the impact fee calculation. Based on improvements included in the LRTP and discussions with staff all future county roadway improvements will have urban design characteristics.

### State Roadways

The design cost factor for state roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the design-to-construction cost ratios for state road unit costs in previously completed impact fee studies throughout Florida. For state roadways, the design factors ranged from 10 percent to 12 percent, with a weighted average of 11 percent. For purposes of this update study, the design cost for state roads was calculated at 11 percent of the construction cost per lane mile. See Table B-7 for additional information.

**Table B-2  
Design Cost Adjustment – State Roads**

Road Type	Design Cost per Lane Mile <sup>(1)</sup>	Section Design Distribution <sup>(2)</sup>	Weighted Design Cost per Lane Mile <sup>(3)</sup>
Urban Design	\$297,000	62%	\$184,000
Rural Design	\$241,000	38%	\$92,000
<b>Weighted Average Design Cost per Lane Mile</b>			<b>\$276,000</b>

(1) Design cost is estimated at 11% of construction cost (\$2.7 million, as shown in Table B-11) based on recent TIF studies in Table B-7 (Item b)

(2) Source: Appendix B, Table B-14 (Items c and d)

(3) Design cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each design type and added together

All figures rounded to nearest \$1,000

### ***Right-of-Way***

The ROW cost reflects the total cost of the acquisitions along a corridor that was necessary to have sufficient cross-section width to widen an existing road or, in the case of new construction, build a new road.

### County Roadways

To determine a ROW acquisition cost per lane mile for county roads, Tindale Oliver conducted a review of recently completed ROW acquisitions and current ROW estimates along capacity expansion projects in Sumter County and also reviewed ROW estimates from recent transportation impact fee studies from other counties in Florida. For impact fee purposes, the ROW cost for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the ROW-to-construction cost ratios for the local projects and in previously completed impact fee studies throughout Florida. The single local improvement along C-466A (from US 301 to Powell Road) has a ROW factor of approximately 45 percent, as shown in Table B-8. The ROW factor for recent transportation impact fee studies completed in other Florida communities in Florida ranged from 26 to 94 percent with a weighted average of 44 percent, as shown in Table B-9. For purposes of this update study, the ROW cost for county roads was calculated at 45 percent of the construction cost per lane mile, which is similar to the average ROW-to-construction cost ratio of 44 percent observed in other Florida jurisdictions.

Using this ROW factor and the estimated construction cost per lane mile of \$2.10 million for county roadways, a ROW cost of **\$945,000** was used in the impact fee calculation. Based on improvements included in the LRTP and discussions with staff all future county roadway improvements will have urban design characteristics.

State Roadways

Similar to county roads, the ROW cost for state roads was estimated as a percentage of the construction cost per lane mile. Given the limited data on ROW costs for state roads in Sumter County and based on experience in other jurisdictions, the ROW cost ratio calculated for county roads was also applied to state roads. The use of 45 percent is in line with the statewide average from other jurisdictions throughout Florida, as shown in Table B-9. Using this ROW-to-construction ratio of 45 percent, the weighted average ROW cost for state roadways is approximately \$1.13 million per lane mile.

**Table B-3  
Right-of-Way Cost Adjustment – State Roads**

Road Type	ROW Cost per Lane Mile <sup>(1)</sup>	Section Design Distribution <sup>(2)</sup>	Weighted ROW Cost per Lane Mile <sup>(3)</sup>
Urban Design	\$1,215,000	62%	\$753,000
Rural Design	\$984,000	38%	\$374,000
<b>Weighted Average ROW Cost per Lane Mile</b>			<b>\$1,127,000</b>

- (1) ROW cost is estimated at 45% of construction cost (\$2.7 million, as shown in Table B-11) based on recent local county roadway improvements in Table B-8
  - (2) Source: Appendix B, Table B-14 (Items c and d)
  - (3) ROW cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each design type and added together.
- All figures rounded to nearest \$1,000

**Construction**

County Roadways

A review of construction cost data for recent local county roadway capacity expansion projects identified one recent capacity expansion improvement in Sumter County:

- C-466A, Ph. III from US 301 N. to Powell Road

This project involves adding lanes to 1.10 mile section of C-466A with curb and gutter, drainage, and street lighting enhancements. Portions of this improvement will add two

lanes while the remaining portion only adds a single lane. To calculate the construction cost per lane mile for this unique improvement, all sections were treated as if they were adding two lanes. This reflects the fact that the actual construction work associated with adding only one lane for a segment will be the same as adding two lanes to the entire segment. With this adjustment to the lane miles added, the resulting construction cost is approximately \$1.95 million per lane mile, as shown in Table B-10.

In addition to local improvement, a review of recently bid county roadway projects throughout the state of Florida was conducted. As shown in Table B-10, a total of 84 additional projects from 17 different counties provided a weighted average cost per lane mile of \$2.11 million per lane mile. When combined with the single local improvement, the weighted average cost per lane mile is approximately \$2.11 million per lane mile. Based on this data, a construction cost of **\$2.10 million** per lane mile for county roadways with urban design characteristics urban (curb & gutter) was used to calculate the transportation impact fee for Sumter County. Based on improvements included in the LRTP and discussions with staff all future county roadway improvements will have urban design characteristics.

#### State Roadways

A review of construction cost data for recent local state roadway capacity expansion projects identified one recent capacity expansion improvement in Sumter County:

- SR 35 (US 301) from N. of CR 204 to Marion County Line

This project involved adding lanes to 1.51 mile section of SR 35 with rural (open drainage) design characteristics. This project was bid back in 2009 and had a relatively low construction cost of \$1.28 million per lane mile, even for a rural roadway improvement.

In addition to local data, a review of recently bid projects located throughout the state of Florida was conducted. As shown in Table B-11, a total of 57 projects from 30 different counties estimated a weighted average cost per lane mile of \$2.73 million per lane mile for improvements with urban roadway design characteristics.

Due to the lack of local data for state improvements, the construction cost of \$2.70 million per lane mile for state roads with urban design characteristics was used in the transportation impact fee calculation. This cost reflects a conservative estimate in comparison to the cost of recent improvements in District 5, but does not underestimate



the cost by weighing too heavily on the very low SR 35 rural-design improvement cost from 2009.

**Table B-4  
Construction Cost Adjustment – State Roads**

Road Type	Construction Cost per Lane Mile <sup>(1)</sup>	Section Design Distribution <sup>(2)</sup>	Weighted Constr. Cost per Lane Mile <sup>(3)</sup>
Urban Design	\$2,700,000	62%	\$1,674,000
Rural Design	\$2,187,000	38%	\$831,000
<b>Weighted Average Construction Cost per Lane Mile</b>			<b>\$2,505,000</b>

(1) Source: Table B-11. Rural design is estimated at 81% of urban design costs (see Table B-1)

(2) Source: Appendix B, Table B-14 (Items c and d)

(3) Construction cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each design type and added together.

All figures rounded to nearest \$1,000

### ***Construction Engineering/Inspection***

#### County Roadways

The CEI cost factor for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the CEI-to-construction cost ratios from recently completed and bid improvements in Sumter County and from previously completed impact fee studies throughout Florida. For county roadways, the local improvement had a CEI factor of seven (7) percent, while the CEI factors from recent studies ranged from six (6) percent to 14 percent, with a weighted average of 10 percent. For purposes of this update study, the CEI cost for county roads was calculated at seven (7) percent of the construction cost per lane mile based on a review of the available data.

Using this CEI factor and the estimated construction cost per lane mile of \$2.10 million for county roadways, a CEI cost of **\$147,000** was used in the impact fee calculation. Based on improvements included in the LRTP and discussions with staff all future county roadway improvements will have urban design characteristics.

#### State Roadways

The CEI cost factor for state roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the CEI-to-construction cost ratios for state road unit costs in previously completed impact fee studies throughout

Florida. For state roadways, the CEI factors ranged from 8 percent to 11 percent, with a weighted average of 10 percent. For purposes of this update study, the CEI cost for state roads was calculated at 10 percent of the construction cost per lane mile (see Table B-13 for additional information).

**Table B-5  
CEI Cost Adjustment – State Roads**

<b>Road Type</b>	<b>CEI Cost per Lane Mile<sup>(1)</sup></b>	<b>Section Design Distribution<sup>(2)</sup></b>	<b>Weighted CEI Cost per Lane Mile<sup>(3)</sup></b>
Urban Design	\$270,000	41%	\$111,000
Rural Design	\$219,000	59%	\$129,000
<b>Weighted Average CEI Cost per Lane Mile</b>			<b>\$240,000</b>

(1) CEI cost is estimated at 10% of construction cost (\$2.7 million, as shown in Table B-11) based on recent TIF studies in Table B-13 (Item b)

(2) Source: Appendix B, Table B-14 (Items c and d)

(3) CEI cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each design type and added together.

All figures rounded to nearest \$1,000

**Table B-6  
Design Cost Factor (County Roads) – Sumter County Improvements**

Description	From	To	Bid Year	Feature	Section Design	Design Cost	Construction Cost	Design / Construction
C-466A, Ph. III	US 301 N.	Powell Rd	2013	2 to 3/4	Urban	\$408,785	\$4,274,366	<b>10%</b>

Source: Sumter County Public Works Department

**Table B-7  
Design Cost Factor for County & State Roads – Recent Impact Fee Studies**

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		Design	Constr.	Design Ratio	Design	Constr.	Design Ratio
2008	Leon	\$212,800	\$2,660,000	8%	\$372,130	\$3,383,000	11%
2008	Sumter	\$178,960	\$2,237,000	8%	\$238,000	\$2,380,000	10%
2009	Collier	\$217,000	\$3,100,000	7%	\$320,000	\$3,200,000	10%
2009	Polk	\$95,400	\$1,590,000	6%	\$217,000	\$2,170,000	10%
2009	Hillsborough/Tampa	\$308,000	\$2,800,000	11%	\$420,000	\$3,500,000	12%
2010	Collier	\$119,560	\$1,708,000	7%	\$241,800	\$2,418,000	10%
2011	Sarasota/North Port	\$240,000	\$2,400,000	10%	\$200,000	\$2,000,000	10%
2012	Osceola	\$371,196	\$2,651,400	14%	\$313,258	\$2,847,800	11%
2012	Orange	\$264,000	\$2,400,000	11%	-	-	n/a
2012	City of Orlando	\$288,000	\$2,400,000	12%	\$319,000	\$2,900,000	11%
2012	City of Sarasota	\$240,000	\$2,400,000	10%	\$286,000	\$2,600,000	11%
2013	Hernando	\$198,000	\$1,980,000	10%	\$222,640	\$2,024,000	11%
2013	Charlotte	\$220,000	\$2,200,000	10%	\$240,000	\$2,400,000	10%
2014	Indian River	\$159,000	\$1,598,000	10%	\$196,000	\$1,776,000	11%
<b>Average</b>		<b>\$222,280</b>	<b>\$2,294,600</b>	<b>10%</b>	<b>\$275,833</b>	<b>\$2,584,523</b>	<b>11%</b>

(a)

(b)

Source: Recent impact fee studies constructed throughout Florida

Note: Letter references (i.e., "a") are used to assist with footnotes and sourcing

**Table B-8  
Right-of-Way Factor (County Roads) – Sumter County Improvements**

Description	From	To	Bid Year	Feature	Section Design	Right-of-Way	Construction Cost	Right-of-Way / Construction
C-466A, Ph. III	US 301 N.	Powell Rd	2013	2 to 3/4	Urban	\$1,918,730	\$4,274,366	<b>45%</b>

Source: Sumter County Public Works Department

**Table B-9  
Right-of-Way Factor for County & State Roads – Recent Impact Fee Studies**

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		ROW	Constr.	ROW Ratio	ROW	Constr.	ROW Ratio
2008	Leon	\$1,120,000	\$2,660,000	42%	\$1,363,000	\$3,383,000	40%
2008	Sumter	\$802,000	\$2,237,000	36%	\$1,400,000	\$2,380,000	59%
2009	Collier	\$1,300,000	\$3,100,000	42%	\$1,300,000	\$3,200,000	41%
2009	Polk	\$1,491,000	\$1,590,000	94%	\$550,000	\$2,170,000	25%
2009	Hillsborough/Tampa	\$1,500,000	\$2,800,000	54%	\$2,500,000	\$3,500,000	71%
2010	Collier	\$901,000	\$1,708,000	53%	\$901,000	\$2,418,000	37%
2011	Sarasota/North Port	\$620,000	\$2,400,000	26%	\$800,000	\$2,000,000	40%
2012	Osceola	\$1,087,074	\$2,651,400	41%	\$1,167,598	\$2,847,800	41%
2012	Orange	\$1,080,000	\$2,400,000	45%	-	-	n/a
2012	City of Orlando	\$1,080,000	\$2,400,000	45%	\$1,305,000	\$2,900,000	45%
2012	City of Sarasota	\$620,000	\$2,400,000	26%	\$1,144,000	\$2,600,000	44%
2013	Hernando	\$811,800	\$1,980,000	41%	\$890,560	\$2,024,000	44%
2013	Charlotte	\$1,034,000	\$2,200,000	47%	\$1,128,000	\$2,400,000	47%
2014	Indian River	\$656,000	\$1,598,000	41%	\$781,000	\$1,776,000	44%
<b>Average</b>		<b>\$1,007,348</b>	<b>\$2,294,600</b>	<b>44%</b>	<b>\$1,171,551</b>	<b>\$2,584,523</b>	<b>45%</b>

(a)

(b)

Source: Recent impact fee studies constructed throughout Florida

Note: Letter references (i.e., "a") are used to assist with footnotes and sourcing

**Table B-10  
Construction Cost (County Roads) - Improvements from Sumter County and Other Jurisdictions throughout Florida**

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Collier	1	Santa Barbara Blvd Extension	Rattlesnake Hammock Rd	Davis Blvd	2008	Bid	0 to 6	Urban	2.00	6	12.00	\$12,035,894	\$1,002,991
Polk	1	Silver Connector Rd	E.F. Griffin Rd	US 98	2008	Bid	0 to 2	Urban	0.33	2	0.66	\$1,560,483	\$2,364,368
Polk	1	County Line Rd Ph. I and II	SR 60	W. Pipkin Rd	2008	Bid	2 to 4	Urban	3.02	2	6.04	\$10,827,839	\$1,792,689
Polk	1	Berkley Rd Ph. II and III	Old Dixie Hwy	Pace Rd	2008	Bid	2 to 4	Urban	4.80	2	9.60	\$13,951,130	\$1,453,243
Polk	1	Ernie Caldwell Blvd Ph. I and IIA	FDC Grove Rd	Pine Tree Trail	2008	Bid	0 to 4	Urban	3.66	4	14.64	\$25,910,148	\$1,769,819
Volusia	5	Debary Ave	Deltona Blvd	Providence Blvd	2008	Bid	2 to 4	Urban	1.84	2	3.68	\$7,405,914	\$2,012,477
Volusia	5	S. Williamson Blvd Ph. II	S. of Sabal Creek Blvd	N. of Moody Bridge	2008	Bid	2 to 4	Urban	1.91	2	3.82	\$11,109,225	\$2,908,174
Lake	5	CR 466 (Segment A)	US 301	CR 319	2008	Bid	2 to 4	Urban	1.00	2	2.00	\$4,062,660	\$2,031,330
Hillsborough	7	40th St	River Pines Apts	Humphrey St	2008	Bid	2 to 4	Urban	0.95	2	1.90	\$5,154,862	\$2,713,085
Hillsborough	7	Race Track Rd Ph. I	Douglas Rd	Linebaugh Ave	2008	Bid	2 to 6	Urban	1.01	4	4.04	\$10,099,911	\$2,499,978
Osceola	5	John Young Pkwy	Carroll	Orange Co. Line	2008	Bid	4 to 6	Urban	0.85	2	1.70	\$3,230,000	\$1,900,000
Orange	5	CR 535 (Segments C and E)	Ficquette Rd	Butler Ridge Dr	2008	Bid	2 to 4	Urban	1.10	2	2.20	\$3,693,616	\$1,678,916
Orange	5	Clarcona-Ocoee Rd	Ocoee Apopka Rd	SR 417	2008	Bid	2 to 4	Urban	0.40	2	0.80	\$2,803,484	\$3,504,355
Orange	5	Destination Pkwy	International Dr	Tradeshov Blvd	2008	Bid	2 to 4	Urban	0.71	2	1.42	\$3,017,443	\$2,124,960
Lee	1	Gladiolus Dr Ph. I	A&W Bulb Rd	Winkler Rd	2008	Bid	2 to 4/6	Urban	1.94	2/4	5.44	\$13,971,509	\$2,568,292
Lee	1	Gladiolus Dr Ph. II	Pine Ridge Rd	A&W Bulb Rd	2008	Bid	2 to 4	Urban	1.02	2	2.04	\$6,748,642	\$3,308,158
Charlotte	1	Toledo-Blade Corridor	North Port	US 41	2008	Bid	2 to 4	Sub-Urb	1.20	2	2.40	\$3,174,852	\$1,322,855
Indian River	4	17th Lane SW	27th Ave	20th Ave	2008	Bid	2 to 3	Urban	0.52	1	0.52	\$525,000	\$1,009,615
Indian River	4	20th Ave SW	25th St SW	17th Lane SW	2008	Bid	0/1 to 2	Urban	0.52	2	1.04	\$1,886,715	\$1,814,149
Palm Beach	4	Hypoluxo Rd	W. of Lyons Rd	W. of Hagen Ranch Rd	2008	Bid	2 to 4	Urban	3.00	2	6.00	\$15,294,751	\$2,549,125
Palm Beach	4	Okeechobee Blvd	Royal Palm Beach High School Entr.	E. of Florida's Turnpike	2008	Bid	6 to 8	Urban	4.70	2	9.40	\$30,529,591	\$3,247,829
Palm Beach	4	Haverhill Rd	45th St	N. of NPBWCD EPB-10 Canal	2008	Bid	2 to 5	Urban	0.50	3	1.50	\$2,050,830	\$1,367,220
Palm Beach	4	Jog Rd	Yamato Rd	Clint Moore Rd	2008	Bid	4 to 6	Urban	1.00	2	2.00	\$2,396,040	\$1,198,020
Palm Beach	4	Jog Rd/Donald Ross Rd	Hood Rd	64th Dr N	2008	Bid	2 to 4	Urban	1.80	2	3.60	\$4,630,327	\$1,286,202
Orange	5	Clarcona-Ocoee Rd	Hiawassee Rd	Clark	2009	Bid	2 to 4	Urban	2.50	2	5.00	\$10,182,738	\$2,036,548
Orange	5	Woodbury Rd	S. of SR 50	Challenger Pkwy	2009	Bid	2 to 4	Urban	0.65	2	1.30	\$4,088,942	\$3,145,340
Orange	5	Sand Lake Rd	President's Dr	FL Mall	2009	Bid	2 to 4	Urban	1.00	2	2.00	\$6,020,755	\$3,010,378
Orange	5	Taft-Vineland Road Extension	Central Florida Pkwy	John Young Pkwy	2009	Bid	2 to 4	Urban	0.70	2	1.40	\$4,462,535	\$3,187,525
Osceola	5	Narcoossee Rd	US 192	Orange Co. Line	2009	Bid	2 to 4	Urban	7.40	2	14.80	\$47,360,000	\$3,200,000
Osceola	5	Osceola Pkwy (Ph. I)	FL Turnpike	Buenaventura Blvd	2009	Bid	4 to 6	Urban	1.57	2	3.14	\$5,966,000	\$1,900,000
Osceola	5	Poinciana Blvd (Ph. II)	Crescent Lakes	US 17/92	2009	Bid	2 to 4	Urban	2.50	2	5.00	\$16,000,000	\$3,200,000
Osceola	5	Old Lake Wilson Rd (Ph. I)	Livingston Rd	Sinclair Rd	2009	Bid	2 to 4	Urban	2.30	2	4.60	\$14,720,000	\$3,200,000
Hillsborough	7	Bruce B. Downs	Palm Springs Blvd	Pebble Beach Blvd	2009	Bid	4 to 8	Urban	7.20	4	28.80	\$40,575,305	\$1,408,865
Hillsborough	7	Race Track Rd (Ph. IV)	Douglas Rd	Hillsborough Ave	2009	Bid	2 to 6	Urban	0.56	4	2.24	\$4,397,412	\$1,963,130
Sarasota	1	Fruitville Rd (Ph. I)	Tatum Rd	Debrecen Rd	2009	Bid	2 to 4	Urban	0.72	2	1.44	\$4,355,796	\$3,024,858
Sarasota	1	Fruitville Rd (Ph. II)	Coburn Rd	Tatum Rd	2009	Bid	2 to 4	Urban	1.26	2	2.52	\$8,557,904	\$3,395,994
Lee	1	Colonial Blvd (CR 884)	I-75	SR 82	2009	Bid	4 to 6	Urban	2.70	2	5.40	\$14,576,393	\$2,699,332
Indian River	4	College Lane Rd	Extension IRSC	66th Ave	2009	Bid	0 to 2	Urban	0.50	2	1.00	\$1,700,000	\$1,700,000
Indian River	4	16th St	66th Ave	74th Ave	2009	Bid	0 to 2	Urban	1.27	2	2.54	\$3,109,321	\$1,224,142
Polk	1	Pine Tree Trail	Ernie Caldwell Blvd	CR 54/Reagan Pkwy	2009	Bid	0 to 2	Urban	1.40	2	2.80	\$3,442,332	\$1,229,404
Polk	1	Lakeland Highlands Rd	Polk Pkwy	CR 540A	2009	Bid	2 to 4	Urban	3.01	2	6.02	\$13,603,672	\$2,259,746
Palm Beach	4	Alt. A1A	S. of Frederick Small Rd	Center St	2009	Bid	4 to 6	Urban	4.40	2	8.80	\$6,364,139	\$723,198
Palm Beach	4	Lyons Rd	Glades Rd	Yamato Rd	2009	Bid	4 to 6	Urban	1.80	2	3.60	\$5,967,464	\$1,657,629
Palm Beach	4	Hypoluxo Rd	Jog Rd	Military Tr	2009	Bid	4 to 6	Urban	2.00	2	4.00	\$4,054,386	\$1,013,597
Palm Beach	4	Lawrence Rd	S. of C. Stanley Weaver Canal	N. of C. Stanley Weaver Canal	2009	Bid	2 to 4	Urban	0.20	2	0.40	\$1,051,680	\$2,629,200
Orange	5	Alafaya Tr	Avalon Park Blvd	Mark Twain Blvd	2010	Bid	2 to 4	Urban	3.83	2	7.66	\$18,918,599	\$2,469,791
Hillsborough	7	Boyette Rd (Ph. III)	McMullen Rd	Bell Shoals Rd	2010	Bid	2 to 4	Urban	2.60	2	5.20	\$23,184,354	\$4,458,530

**Table B-10 (continued)**  
**Construction Cost (County Roads) - Improvements from Sumter County and Other Jurisdictions throughout Florida**

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile	
Broward	4	Bailey Rd	NW 64th Ave / SW 81st Ave	SR 7 (US 441)	2010	Bid	2 to 4	Urban	2.00	2	4.00	\$6,330,297	\$1,582,574	
Collier	1	Oil Well Rd (Segment 2)	Immokalee Rd	E. of Everglades Blvd	2010	Bid	2 to 4/6	Urban	5.05	2/4	10.92	\$15,091,068	\$1,381,966	
Collier	1	Oil Well Rd (Segment 4A)	W. of Oil Well Grade Rd	W. of Camp Keais Rd	2010	Bid	2 to 6	Urban	4.72	4	18.88	\$15,875,782	\$840,878	
Lee	1	Six Mile Cypress Pkwy	Daniels Pkwy	S. of Winkler Rd Ext.	2010	Bid	2 to 4	Urban	3.09	2	6.18	\$6,711,242	\$1,085,961	
Charlotte	1	Piper Rd	Henry St	Jones Loop Rd	2010	Bid	2 to 4	Sub-Urb	2.10	2	4.20	\$8,627,803	\$2,054,239	
Indian River	4	53rd St	Kings Hwy	Lateral H Canal	2010	Bid	0 to 4	Urban	2.04	4	8.16	\$7,000,000	\$857,843	
Indian River	4	53rd St	Lateral H Canal	Indian River Blvd	2010	Bid	0 to 4	Urban	0.50	4	2.00	\$7,605,993	\$3,802,997	
Palm Beach	4	45th St	Jog Rd	E. of Haverhill Rd	2010	Bid	2 to 4	Urban	1.50	2	3.00	\$12,423,103	\$4,141,034	
Palm Beach	4	Jog Rd	S. of 45th St	N. of 45th St	2010	Bid	0 to 4	Urban	0.50	4	2.00	\$4,960,399	\$2,480,200	
Palm Beach	4	Congress Ave	Lantana Rd	Melaluca Ln	2010	Bid	4 to 6	Urban	1.30	2	2.60	\$6,130,698	\$2,357,961	
Palm Beach	4	Seminole Pratt Whitney Rd	SR 80	Sycamore Dr	2010	Bid	2 to 4	Urban	4.20	2	8.40	\$9,930,460	\$1,182,198	
Palm Beach	4	Seminole Pratt Whitney Rd	S. of M Canal	S. of Orange Blvd	2010	Bid	2 to 4	Urban	1.40	2	2.80	\$2,820,892	\$1,007,461	
Citrus	7	CR 486	SR 44	Forest Ridge Blvd	2010	Bid	2 to 4	Urban	6.30	2	12.60	\$26,614,211	\$2,112,239	
Brevard	5	Pineda Cswy Extension	I-95	W. of Wickham Rd	2010	Bid	0 to 4	Urban	2.10	4	8.40	\$17,238,865	\$2,052,246	
Sarasota	1	North Cattlemen Rd	Richardson Rd	Desoto Rd	2011	Bid	2 to 4	Urban	2.55	2	5.10	\$12,153,584	\$2,383,056	
Lee	1	Daniels Pkwy	Chamberlin Pkwy	Gateway Blvd	2011	Bid	4 to 6	Urban	2.05	2	4.10	\$2,906,553	\$708,915	
Orange	5	Rouse Rd	SR 50	Corporate Blvd	2011	Bid	2 to 4	Urban	2.60	2	5.20	\$29,380,249	\$5,650,048	
Orange	5	CR 535 Seg. A	Magnolia Park Ct	SR 429	2011	Bid	2 to 4	Urban	1.37	2	2.74	\$8,390,570	\$3,062,252	
Osceola	5	Goodman Rd	Tri-County	Sand Mine Rd	2011	Bid	0 to 2	Urban	3.53	2	7.06	\$7,060,000	\$1,000,000	
Pinellas	1	Bryan Dairy Rd	Starkey Rd (CR 1)	72nd St	2011	Bid	4 to 6	Urban	1.47	2	2.94	\$10,327,383	\$3,512,715	
Hernando	7	Elgin Blvd	Mariner Blvd	East 3900'	2011	Bid	2 to 4	Urban	0.74	2	1.48	\$2,684,566	\$1,813,896	
Hernando	7	Sunshine Grove Rd	SR 50	Ken Austin Pkwy	2011	Bid	2 to 4	Urban	2.10	2	4.20	\$4,646,801	\$1,106,381	
Palm Beach	4	Lyons Rd	N. of West Atlantic Ave	S. of Boynton Beach Blvd	2011	Bid	0 to 2	Urban	3.20	2	6.40	\$5,329,359	\$832,712	
Charlotte	1	Burnt Store Rd (Ph. I)	US 41	Notre Dame Blvd	2011	Bid	2 to 4	Urban	2.40	2	4.80	\$13,512,394	\$2,815,082	
Indian River	4	Oslo Rd Ph. II	43rd Ave	27th Ave	2011	Bid	2 to 4D	Urban	1.20	3	3.60	\$4,531,822	\$1,258,839	
Indian River	4	Oslo Rd Ph. III	43rd Ave	58th Ave	2012	Bid	2 to 4	Urban	1.15	2	2.30	\$3,812,202	\$1,657,479	
Indian River	4	66th Ave	SR 60	49th St	2012	Bid	2 to 4	Urban	3.05	2	6.10	\$20,773,389	\$3,405,474	
Polk	1	Kathleen Rd (CR35A) Ph. II	Galloway Rd	Duff Rd	2012	Bid	2 to 4	Urban	3.00	2	6.00	\$17,813,685	\$2,968,948	
Polk	1	Bartow Northern Connector Ph. I	US 98	US 17	2012	Bid	0 to 4	Urban	2.00	4	8.00	\$11,255,736	\$1,406,967	
Volusia	5	Tymer Creek Rd	SR 40	Peruvian Ln	2012	Bid	2 to 4	Urban	0.75	2	1.50	\$5,276,057	\$3,517,371	
Palm Beach	4	Jog Rd	N. of SR 710	N. of Florida's Turnpike	2012	Bid	0 to 4	Urban	0.70	4	2.80	\$3,413,874	\$1,219,241	
Palm Beach	4	West Atlantic Ave	W. of Lyons Rd	Starkey Rd	2012	Bid	2 to 4	Urban	0.80	2	1.60	\$8,818,727	\$5,511,704	
Palm Beach	4	60th St N & SR 7 Ext.	E. of Royal Palm Beach Blvd	SR 7	2012	Bid	0 to 2	Urban	1.50	2	3.00	\$3,821,404	\$1,273,801	
Brevard	5	Babcock St	S. of Foundation Park Blvd	Malabar Rd	2013	Bid	2 to 4	Urban	12.40	2	24.80	\$56,000,000	\$2,258,065	
Sumter	5	C-466A, Ph. III	US 301 N.	Powell Rd	2013	Bid	2 to 3/4	Urban	1.10	2*	2.20	\$4,283,842	\$1,947,201	
Collier	1	Collier Blvd (CR 951)	Golden Gate Blvd	Green Blvd	2014	Bid	4 to 6	Urban	2.74	2	5.48	\$21,157,124	\$3,860,789	
Collier	1	Golden Gate Blvd	Wilson Blvd	Desoto Blvd	2014	Bid	2 to 4	Urban	5.71	2	11.42	\$51,402,161	\$4,501,065	
Brevard	5	St. Johns Heritage Pkwy	SE of I-95 Intersection	US 192 (Space Coast Pkwy)	2014	Bid	0 to 2	Sub-Urb	3.11	2	6.22	\$16,763,567	\$2,695,107	
<b>Total</b>										<b>Count:</b>	<b>85</b>	<b>441.28</b>	<b>\$931,606,455</b>	<b>\$2,111,146</b>
<b>Total (Excluding Sumter County)</b>										<b>Count:</b>	<b>84</b>	<b>439.08</b>	<b>\$927,322,613</b>	<b>\$2,111,967</b>
<b>District 5 Improvements ONLY</b>										<b>Count:</b>	<b>24</b>	<b>118.64</b>	<b>\$307,435,061</b>	<b>\$2,591,327</b>
<b>Sumter County ONLY</b>										<b>Count:</b>	<b>1</b>	<b>2.20</b>	<b>\$4,283,842</b>	<b>\$1,947,201</b>
<b>Used in Impact Fee Calculation</b>														<b>\$2,100,000</b>

Source: Sumter County Public Works Department and roadway bids from recent impact fee studies throughout Florida as well as recent bids from the Tindale Oliver Cost Database, with information having been provided by each respective County

\*For purposes of the construction cost calculation, the 2- to 3-lane segment of this improvement was treated as an addition of 2-lanes



**Table B-11  
Construction Cost (State Roads) - Improvements from Sumter County and Other Jurisdictions throughout Florida**

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Walton	3	SR 83 (US 331)	SR 30 (US 98)	S. end of Choctaw Bridge	2008	Bid	2 to 4	Urban	2.08	2	4.16	\$11,649,363	\$2,800,328
Hillsborough	7	US 301 (SR 43)	S. of Balm Rd	N. of Gibsonton Rd	2008	Bid	2 to 6	Urban	6.03	4	24.12	\$55,702,777	\$2,309,402
Indian River	4	SR 5 (US 1)	S. of Oslo Rd	S. of Indian River Bend	2008	Bid	4 to 6	Urban	1.70	2	3.40	\$14,953,562	\$4,398,106
Indian River	4	SR 60/Osceola Blvd	W. of 82 Ave	66th Ave/CR 505	2008	Bid	4 to 6	Urban	2.15	2	4.30	\$18,496,793	\$4,301,580
Orange	5	SR 50	Good Homes Rd	Pine Hills Rd	2008	Bid	4 to 6	Urban	3.63	2	7.26	\$35,929,914	\$4,949,024
Leon	3	SR 10 (Mahan Drive)	Dempsey Mayo Rd	Walden Rd	2009	Bid	2 to 4	Urban	3.10	2	6.20	\$18,083,510	\$2,916,695
Indian River	4	SR 60 (Osceola Blvd)	W. of I-95	W. of 82nd Ave/CR 609	2009	Bid	4 to 6	Urban	3.07	2	6.14	\$7,366,557	\$1,199,765
Sarasota	1	US 301	Wood St	Myrtle Ave	2009	Bid	4 to 6	Urban	2.60	2	5.20	\$18,372,050	\$3,533,087
Sarasota	1	US 301	Myrtle Ave	Desoto Rd	2009	Bid	4 to 6	Urban	1.00	2	2.00	\$8,293,271	\$4,146,636
Pasco	7	US 41 (SR 45)	Tower Rd	Ridge Rd	2009	Bid	2 to 4	Urban	2.84	2	5.68	\$12,685,027	\$2,233,279
Lee	1	SR 739	US 41 (S. of Alico)	Six Mile Cypress Pkwy	2009	Bid	0 to 6	Urban	2.77	6	16.62	\$20,663,929	\$1,243,317
Manatee	1	US 301	Erie Rd	CR 675	2009	Bid	4 to 6	Urban	4.10	2	8.20	\$21,040,000	\$2,565,854
Marion	5	SR 35 (US 301)	Sumter County Line	529' S. of CR 42	2009	Bid	2 to 4	Urban	1.40	2	2.80	\$3,596,000	\$1,284,286
Miami-Dade	6	Perimeter Rd	NW 72 Avenue	NW 57 Avenue	2009	Bid	2 to 4	Urban	1.50	2	3.00	\$6,383,286	\$2,127,762
Polk	1	US 27	N. of CR 546	S. of SR 544	2009	Bid	2 to 4	Urban	1.56	2	3.12	\$4,100,069	\$1,314,125
Santa Rosa	3	SR 281 (Avalon Blvd)	N. of CSX R/R Bridge	S. of Commerce Rd	2009	Bid	2 to 4	Urban	0.98	2	1.96	\$5,621,006	\$2,867,860
Santa Rosa	3	SR 281 (Avalon Blvd)	Gulf Rd	SR 10 (US 90)	2009	Bid	2 to 4	Urban	1.78	2	3.56	\$9,150,583	\$2,570,388
St. Lucie	4	SR 70	MP 5.860	MP 10.216	2009	Bid	2 to 4	Urban	4.36	2	8.72	\$12,426,020	\$1,425,002
Sumter	5	SR 35 (US 301)	N. of CR 204	Marion County Line	2009	Bid	2 to 4	Rural	1.51	2	3.02	\$3,856,688	\$1,277,049
Washington	3	SR 79	N. Environmental Rd	Strickland Rd	2009	Bid	2 to 4	Urban	1.72	2	3.44	\$8,877,323	\$2,580,617
Lake	5	SR 50	E. of Grand Hwy	W. of Hancock Rd	2010	Bid	4 to 6	Urban	1.30	2	2.60	\$4,689,633	\$1,803,705
Polk	1	SR 559 Extension	SR 655 (Recker Hwy)	Derby Ave	2010	Bid	0 to 2	Urban	0.69	2	1.38	\$2,751,592	\$1,993,907
Santa Rosa	3	SR 281 (Avalon Blvd)	SR 8 (I-10)	S. of Moor's Lodge	2010	Bid	2 to 4	Urban	0.85	2	1.70	\$5,378,226	\$3,163,662
Santa Rosa	3	SR 281 (Avalon Blvd)	S. of Moor's Lodge	N. of CSX R/R Bridge	2010	Bid	2 to 4	Urban	1.48	2	2.96	\$7,145,212	\$2,413,923
Lee	1	US 41	Corkscrew Rd	San Carlos Blvd	2010	Bid	4 to 6	Urban	4.48	2	8.96	\$12,822,677	\$1,431,102
Polk	1	US 98	S. of Manor Dr	N. of CR 540A	2010	Bid	4 to 6	Urban	3.32	2	6.64	\$11,092,909	\$1,670,619
St. Lucie	4	SR 70	Okeechobee County Line	MP 5.871	2010	Bid	2 to 4	Urban	5.87	2	11.74	\$18,782,630	\$1,599,883
Polk	1	US 98 (Bartow Hwy)	Brooks St	Edgewood Dr	2011	Bid	4 to 6	Urban	0.72	2	1.44	\$4,341,917	\$3,015,220
Hillsborough	7	CR 39/Alexander St	N. of I-4	N. of Knights Griffin	2011	Bid	0 to 4	Urban	3.19	4	12.76	\$14,782,862	\$1,158,532
Pinellas	7	SR 688 (Ulmerton Rd)	E. of 119th St	W. of Seminole Bypass	2011	Bid	4 to 6	Urban	1.50	2	3.00	\$16,908,929	\$5,636,310
Polk	1	SR 60 (Van Fleet)	W. of US 98/Broadway	W. of US 17 (SR 555)	2011	Bid	2 to 4	Urban	0.86	2	1.72	\$9,540,473	\$5,546,787
Lake	5	SR 500 (US 441)	Martin Luther King Jr. Blvd	Lake Ella Rd	2011	Bid	4 to 6	Urban	3.25	2	6.50	\$16,278,889	\$2,504,444
Hillsborough	7	SR 574 (MLK Blvd)	W. of Highview Rd	E. of Parsons Ave	2011	Bid	3 to 5	Urban	0.91	2	1.82	\$7,147,510	\$3,927,203
Collier	1	SR 84 (Davis Blvd)	E. of Santa Barbara Blvd	W. of Radio Rd	2012	Bid	2 to 6	Urban	1.77	4	7.08	\$10,956,198	\$1,547,486
Volusia	5	SR 415	Seminole Co. Line	Reed Ellis Rd	2012	Bid	2 to 4	Urban	2.26	2	4.53	\$18,718,637	\$4,132,149
Volusia	5	SR 415	Reed Ellis Rd	0.3 miles N. of Acorn Lake	2012	Bid	2 to 4	Urban	5.07	2	10.13	\$18,388,845	\$1,815,286
Pinellas	7	US 19 (SR 55)	N. of CR 576/Sunset Pnt	S. of Countryside Blvd	2012	Bid	6 to 10	Urban	1.76	4	7.04	\$17,196,050	\$2,442,621
Miami-Dade	6	SR 823/NW 57th Ave	W. 23rd St	W. 46th St	2012	Bid	4 to 6	Urban	1.48	2	2.96	\$14,081,161	\$4,757,149
Hernando	7	SR 50 (Cortez Blvd)	US 19 (SR 55)	W. of CR 587/Mariner Blvd	2012	Bid	4 to 6	Urban	6.02	2	12.04	\$39,444,222	\$3,276,098
Orange	5	SR 50	E. of West Oaks Mall	W. of Good Homes Rd	2012	Bid	4 to 6	Urban	0.45	2	0.90	\$8,694,472	\$9,660,524
Clay	2	SR 23	Oakleaf Plantation Pkwy	Old Jennings	2012	Bid	0 to 2	Urban	3.14	2	6.28	\$13,231,111	\$2,106,865
Hendry	1	SR 80	Birchwood Pkwy	Dalton Lane	2012	Bid	2 to 4	Urban	5.00	2	10.00	\$12,855,092	\$1,285,509
Hendry	1	SR 80	CR 833	US 27	2012	Bid	2 to 4	Urban	2.90	2	5.80	\$8,117,039	\$1,399,489
Lee	1	SR 739	Winkler Ave	Hanson St	2012	Bid	0 to 6	Urban	1.34	6	8.04	\$14,025,932	\$1,744,519
Seminole	5	SR 434	I-4	Rangeline Rd	2012	Bid	4 to 6	Urban	1.80	2	3.60	\$10,111,333	\$2,808,704
Palm Beach	4	SR 710/Beeline Hwy	W. of Congress Ave	W. of Australian Ave	2012	Bid	2 to 4	Urban	0.84	2	1.68	\$12,189,533	\$7,255,674
Polk	1	US 27	N. of Ritchie Rd	S. of Barry Rd	2012	Bid	4 to 6	Urban	3.20	2	6.40	\$14,242,918	\$2,225,456

**Table B-11 (continued)**  
**Construction Cost (State Roads) - Improvements from Sumter County and Other Jurisdictions throughout Florida**

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile	
Polk	1	US 98 (SR 35/SR 700)	N. of CR 540A	SR 540	2012	Bid	4 to 6	Urban	3.45	2	6.90	\$18,004,051	\$2,609,283	
Brevard	5	SR 5 (US 1)	N. of Pine St	N. of Cidco Rd	2012	Bid	4 to 6	Urban	3.84	2	7.68	\$29,360,536	\$3,822,986	
Brevard	5	SR 507 (Babcock St)	Melbourne Ave	Fee Ave	2013	Bid	2 to 4	Urban	0.55	2	1.10	\$5,167,891	\$4,698,083	
Hillsborough	7	SR 41 (US 301)	S. of Tampa Bypass Canal	N. of Fowler Ave	2013	Bid	2 to 4	Sub-Urb	1.81	2	3.61	\$15,758,965	\$4,365,364	
Lee	1	US 41 Business	Littleton Rd	SR 739	2013	Bid	2 to 4	Urban	1.23	2	2.46	\$8,488,393	\$3,450,566	
Orange	5	SR 50 (Colonial Dr)	E. of CR 425 (Dean Rd)	E. of Old Cheney Hwy	2013	Bid	4 to 6	Urban	4.91	2	9.82	\$66,201,688	\$6,741,516	
Okeechobee	1	SR 70	NE 34th Ave	NE 80th Ave	2014	Bid	2 to 4	Urban	3.60	2	7.20	\$23,707,065	\$3,292,648	
Martin	4	CR 714/Indian St	Turnpike/Martin Downs Blvd	W. of Mapp Rd	2014	Bid	2 to 4	Urban	1.87	2	3.74	\$14,935,957	\$3,993,571	
Broward	4	SR 7	N. of Hallendale Bch	N. of Fillmore St.	2014	Bid	4 to 6	Urban	1.79	2	3.57	\$30,674,813	\$8,592,385	
Broward	4	Andrews Ave Ext.	Pompano Park Place	S. of Atlantic Blvd	2014	Bid	2 to 4	Urban	0.36	2	0.72	\$3,177,530	\$4,413,236	
Charlotte	1	US 41 (SR 45)	Enterprise Dr	Sarasota County Line	2014	Bid	4 to 6	Urban	3.62	2	7.24	\$31,131,016	\$4,299,864	
<b>Total</b>										<b>Count:</b>	<b>58</b>	<b>326.64</b>	<b>\$887,771,635</b>	<b>\$2,717,890</b>
<b>Total (Excluding Sumter County)</b>										<b>Count:</b>	<b>57</b>	<b>323.62</b>	<b>\$883,914,947</b>	<b>\$2,731,336</b>
<b>District 5 Improvements ONLY</b>										<b>Count:</b>	<b>12</b>	<b>59.94</b>	<b>\$220,994,526</b>	<b>\$3,686,929</b>
<b>Sumter County ONLY</b>										<b>Count:</b>	<b>1</b>	<b>3.02</b>	<b>\$3,856,688</b>	<b>\$1,277,049</b>
<b>Used in Impact Fee Calculation</b>														<b>\$2,700,000</b>

Source: FDOT recently-bid projects by transportation district, available at [www.dot.state.fl.us/](http://www.dot.state.fl.us/)



**Table B-12**  
**CEI Factor (County Roads) – Sumter County Improvements**

Description	From	To	Bid Year	Feature	Section Design	CEI Cost	Construction Cost	CEI / Construction
C-466A, Ph. III	US 301 N.	Powell Rd	2013	2 to 3/4	Urban	\$281,875	\$4,274,366	7%

Source: Sumter County Public Works Department

**Table B-13**  
**CEI Factor for County & State Roads – Recent Impact Fee Studies**

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		CEI	Constr.	CEI Ratio	CEI	Constr.	CEI Ratio
2008	Leon	\$372,400	\$2,660,000	14%	\$270,640	\$3,383,000	8%
2008	Sumter	\$223,700	\$2,237,000	10%	\$238,000	\$2,380,000	10%
2009	Collier	\$186,000	\$3,100,000	6%	\$320,000	\$3,200,000	10%
2009	Polk	\$111,300	\$1,590,000	7%	\$217,000	\$2,170,000	10%
2009	Hillsborough/Tampa	\$308,000	\$2,800,000	11%	\$315,000	\$3,500,000	9%
2010	Collier	\$119,560	\$1,708,000	7%	\$241,800	\$2,418,000	10%
2011	Sarasota/North Port	\$216,000	\$2,400,000	9%	\$180,000	\$2,000,000	9%
2012	Osceola	\$265,140	\$2,651,400	10%	\$313,258	\$2,847,800	11%
2012	City of Orlando	-	\$2,400,000	n/a	-	\$2,900,000	n/a
2012	City of Sarasota	\$240,000	\$2,400,000	10%	\$286,000	\$2,600,000	n/a
2013	Hernando	\$198,000	\$1,980,000	10%	\$222,640	\$2,024,000	n/a
2013	Charlotte	\$220,000	\$2,200,000	10%	\$240,000	\$2,400,000	n/a
2014	Indian River	\$159,000	\$1,598,000	10%	\$196,000	\$1,776,000	n/a
<b>Average</b>		<b>\$218,258</b>	<b>\$2,277,033</b>	<b>10%</b>	<b>\$3,040,338</b>	<b>\$30,698,800</b>	<b>10%</b>

(a)

(b)

Source: Recent impact fee studies constructed throughout Florida

Note: Letter references (i.e., "a") are used to assist with footnotes and sourcing

### ***Roadway Capacity***

As shown in Table B-14, the average capacity per lane mile was based on the planned improvements projects in the 2035 Long Range Transportation Plan's Cost Feasible Plan. This listing of projects reflects the mix of improvements that will yield the vehicle miles of capacity (VMC) that will be built in Sumter County.

**Table B-14  
Sumter County 2035 Long Range Transportation Plan (Cost Feasible Improvement)**

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Section Design	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
<b>State Roads</b>												
State	SR 48	I-75	C-475	Widen Road (2-4 Lanes)	1.84	2	3.68	Urban	17,700	39,800	22,100	40,664
State	US 301/SR 35	SR 91/FL Turnpike	C-468	Widen Road (2-4 Lanes)	2.74	2	5.48	Rural	17,700	39,800	22,100	60,554
State	US 301/SR 35	C-468	C-470 West	Widen Road (2-4 Lanes)	4.30	2	8.60	Rural	17,700	39,800	22,100	95,030
State	C-470	SR 93/I-75	Lake Co. Line	Widen Road (2-4 Lanes)	9.58	2	19.16	Urban	17,700	39,800	22,100	211,718
<b>County Roads</b>												
County	C-468	SR 91/FL Turnpike	SR 44	Widen Road (2-4 Lanes)	2.56	2	5.12	Urban	12,870	45,900	33,030	84,557
County	C-466A	US 301	Powell Rd	Widen Road (2-3/4 Lanes)	1.16	1/2	1.43	Urban	15,930	35,820	19,890	23,072
County	C-468	US 301	SR 91/FL Turnpike	Widen Road (2-4 Lanes)	3.10	2	6.20	Urban	12,870	45,900	33,030	102,393
County	C-466	C-475	C-209	Widen Road (2-4 Lanes)	3.41	2	6.82	Urban	12,780	27,360	14,580	49,718
<b>Total (All Roads):</b>							<b>56.49</b>					<b>667,706</b>
<b>County/City Roads:</b>							19.57		<b>35% (a)</b>			259,740
<b>State Roads:</b>							36.92		<b>65% (b)</b>			407,966
<b>Urban Section Design (State Roads ONLY):</b>							22.84		<b>62% (c)</b>			512,122
<b>Rural Section Design (State Roads ONLY):</b>							14.08		<b>38% (d)</b>			155,584
<b>VMC Added per Lane Mile:</b>											<b>11,820</b>	

Source: Sumter County 2035 Long Range Transportation Plan; Table B-14 includes adjustments based on discussions with County Staff

Note: Letter references (i.e., "a") are used to assist with footnotes and sourcing

**APPENDIX C**  
**Credit Component Calculations**

## Credit Component

This appendix presents the detailed calculations for the credit component. Currently, in addition to the capital support that ultimately results from State fuel tax revenues, Sumter County also receives financial benefit from several other funding sources. Of these, County fuel taxes that are collected in Sumter County are listed below, along with a few pertinent characteristics of each.

### 1. Constitutional Fuel Tax (2¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county. Collected in accordance with Article XII, Section 9 (c) of the Florida Constitution.
- The State allocated 80 percent of this tax to Counties after first withholding amounts pledged for debt service on bonds issued pursuant to provisions of the State Constitution for road and bridge purposes.
- The 20 percent surplus can be used to support the road construction program within the county.
- Counties are not required to share the proceeds of this tax with their municipalities.

### 2. County Fuel Tax (1¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Primary purpose of these funds is to help reduce a County's reliance on ad valorem taxes.
- Proceeds are to be used for transportation-related expenses, including the reduction of bond indebtedness incurred for transportation purposes. Authorized uses include acquisition of rights-of-way; the construction, reconstruction, operation, maintenance, and repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; or the reduction of bond indebtedness incurred for transportation purposes.
- Counties are not required to share the proceeds of this tax with their municipalities.

### 3. 1<sup>st</sup> Local Option Tax (up to 6¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures.
- To accommodate statewide equalization, all six cents are automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all or at the maximum rate.

- Proceeds are distributed to a county and its municipalities according to a mutually agreed upon distribution ratio, or by using a formula contained in the Florida Statutes.

Each year, the Florida Legislature’s Office of Economic and Demographic Research (EDR) produces the *Local Government Financial Information Handbook*, which details the estimated local government revenues for the upcoming fiscal year. Included in this document are the estimated distributions of the various fuel tax revenues for each county in the state. The 2014-15 data represent projected fuel tax distributions to Sumter County for the current fiscal year. In the table, the fuel tax revenue data are used to calculate the value per penny (per gallon of fuel) that should be used to estimate the “equivalent pennies” of other revenue sources. Table C-1 shows the distribution per penny for each of the fuel levies, and then the calculation of the weighted average for the value of a penny of fuel tax. The weighting procedure takes into account the differing amount of revenues generated for the various types of gas tax revenues. The weighted average figure of approximately \$0.78 million estimates the annual revenue that one penny of gas tax generates in Sumter County.

**Table C-1**  
**Estimated Fuel Tax Distribution Allocated to Capital Programs for**  
**Sumter County & Municipalities, FY 2014-15<sup>(1)</sup>**

Tax	Amount of Levy per Gallon	Total Distribution	Distribution Per Penny
Constitutional Fuel Tax	\$0.02	\$1,584,764	\$792,382
County Fuel Tax	\$0.01	\$698,502	\$698,502
9th Cent Fuel Tax	\$0.01	\$832,951	\$832,951
1st Local Option (1-6 cents)	<u>\$0.06</u>	<u>\$4,685,224</u>	\$780,871
<b>Total</b>	<b>\$0.10</b>	<b>\$7,801,441</b>	-
<b>Weighted Average per Penny<sup>(2)</sup></b>			<b>\$780,144</b>

(1) Source: Florida Legislature’s Office of Economic and Demographic Research, <http://edr.state.fl.us/content/local-government/reports/>

(2) The weighted average distribution per penny is calculated by taking the sum of the total distribution and dividing that value by the sum of the total levies per gallon (multiplied by 100).

## Gas Tax Credit

A revenue credit for the annual gas tax equivalent expenditures on roadway capacity expansion projects in Sumter County is presented below. The two components of the credit are as follows:

- County gas tax equivalent pennies
- State gas tax expenditures

### County Gas Tax Equivalent Pennies

A review of the County's historical roadway financing program and the Capital Improvement Plan (CIP) for FY 2015-2019 indicates that a combination of transportation impact fees and fuel tax revenues are used to fund roadway capacity expansion projects. As shown in Table C-2, Sumter County receives a credit of 0.9 pennies for the portion of non-impact fee revenues dedicated to capacity expansion projects such as new road construction, lane additions, and intersection improvements.

**Table C-2**  
**County Gas Tax Equivalent Pennies**

Source	Cost of Projects	Number of Years	Revenue from 1 Penny <sup>(3)</sup>	Equivalent Pennies <sup>(4)</sup>
Historical County Expenditures (FY 2009-2014) <sup>(1)</sup>	\$144,280	5	\$780,144	\$0.000
Projected CIP Expenditures (FY 2015-2019) <sup>(2)</sup>	\$7,138,000	5	\$780,144	\$0.018
<b>Total</b>	<b>\$7,282,280</b>	<b>10</b>	<b>\$780,144</b>	<b>\$0.009</b>

(1) Source: Table C-5

(2) Source: Table C-6

(3) Source: Table C-1

(4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

### State Gas Tax Expenditures

In the calculation of the equivalent pennies of gas tax from the State funded capacity expansion projects for the 15-year period (from FY 2006 to FY 2020) were reviewed. For calculation purposes, the 15-year period was broken into three increments; two historical (FY 2006-2009 and FY 2010-2014) and one future (FY 2015-2020). Information on historical projects' funding and the future year estimates was obtained from the FDOT Work Programs. The use of a 15-year period, for purposes of developing a State credit for roadway capacity expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time.

The total costs of the capacity-adding projects for the 9-year “historical” period and projected in the six-year “future” time period are as follows:

- FY 2006-2009 work plan equates to 5.2 pennies
- FY 2010-2014 work plan equates to 8.8 pennies
- FY 2015-2020 work plan equates to 5.1 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-adding roadway projects results in a total of 6.3 equivalent pennies. Table C-3 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table C-6.

**Table C-3**  
**Equivalent Penny Calculation for State Portion**

Source	Cost of Projects	Number of Years	Revenue from 1 Penny <sup>(4)</sup>	Equivalent Pennies <sup>(5)</sup>
Historical Work Program (FY 2006-2009) <sup>(1)</sup>	\$16,120,047	4	\$780,144	\$0.052
Historical Work Program (FY 2010-2014) <sup>(2)</sup>	\$34,148,852	5	\$780,144	\$0.088
Projected Work Program (FY 2015-2020) <sup>(3)</sup>	\$23,878,160	6	\$780,144	\$0.051
<b>Total</b>	<b>\$74,147,059</b>	<b>15</b>	<b>\$780,144</b>	<b>\$0.063</b>

(1) Source: Table C-8

(2) Source: Table C-8

(3) Source: Table C-8

(4) Source: Table C-1

(5) Cost of projects divided by number of years divided by revenue from 1 penny (Item 4) divided by 100

Tables C-4 through C-8 provide additional backup detail for the credit component of the transportation impact fee calculation.

**Table C-4**  
**Historical Capital Expenditures for Sumter County, FY 2009 to FY 2014**

Type of Work	Description	FY 2009-2014
Left Turn Lane Modifications	Belvedere Blvd @ Parr Dr	\$22,593
Left Turn Lane Modifications	Buena Vista Blvd @ C-466	\$24,180
Add Right Turn Lane	Buena Vista Blvd @ C-466	\$97,507
<b>Total</b>		<b>\$144,280</b>

Source: Sumter County Public Works Department



**Table C-5  
Future Capital Improvement Plan Expenditures for Sumter County, FY 2015 to FY 2019**

Type of Work	Description	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
Roadway Improvements	CR 747 @ C-48 Intersection	\$40,000	\$385,000	\$0	\$0	\$0	\$425,000
Signal Timing, Intersections	Traffic Management Grant	\$100,000	\$1,000,000	\$0	\$0	\$0	\$1,100,000
Lane Addition	C-468 Turnpike West to CR 505	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
Capacity Expansion	C-466 from US 301 to C-462 (Powell Rd)	\$0	\$1,613,000	\$0	\$0	\$0	\$1,613,000
<b>Total</b>		<b>\$4,140,000</b>	<b>\$2,998,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,138,000</b>

Source: Sumter County FY 2015-2019 Capital Improvement Program

**Table C-6  
FY 2006 - FY 2020 Sumter County FDOT Work Program - Capacity-Expansion Projects**

Item #	Improvement	Project Description	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
240371-1	Add Lanes & Reconstruct	SR 44 from E. of SR 35/US 301 to Lake Co. Line	\$3,893	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,893
240373-1	Add Lanes & Reconstruct	SR 44 from CR 470 to I-75	\$34,413	\$24,384	\$2,610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,407
240418-2	Add Lanes & Rehabilitate Pvmnt	SR 48 from E. of I-75 Ramps to CR 475 (Main St)	\$2,024	\$2,015,096	\$21,886	\$105,852	\$47,824	\$386,088	\$5,891,961	\$3,667,804	\$1,765,990	\$600,851	\$8,267,990	\$0	\$67,678	\$0	\$0	\$22,841,044
240418-3	Traffic Ops Improvement	SR 48 from 300' W of CR 475 to CR 475	\$0	\$0	\$0	\$0	\$0	\$103,192	\$54,051	\$236,338	\$93	\$0	\$0	\$0	\$0	\$0	\$0	\$393,674
410250-1	Interchange Improvement	SR 35 (US 301) from Clark Ave to Warm Springs Ave	\$422,005	\$5,564	\$230,524	\$260	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$658,353
411257-1	PD&E/EMO Study	US 301 from Turnpike to Marion Co. Line	\$0	\$0	\$0	\$0	\$0	\$0	\$877	\$5,935	\$266	\$6,559	\$0	\$0	\$0	\$0	\$0	\$13,637
411257-2	PD&E/EMO Study	SR 35 (US 301) from Turnpike to Marion Co. Line	\$28,626	\$1,617	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,243
411257-3	Add Lanes & Rehabilitate Pvmnt	SR 35 (US 301) N. of CR 232 to N. of NE 110 Rd	\$2,447,469	\$1,957,661	\$2,304,908	\$995,899	\$6,293,028	\$21,465	\$364,162	\$162,509	\$1,843	\$17,189	\$0	\$0	\$0	\$0	\$0	\$14,566,133
411257-4	Add Lanes & Reconstruct	SR 35 (US 301) from N. of CR 204 to Marion Co. Line	\$2,087	\$27,147	\$182,511	\$2,413,316	\$5,006,555	\$1,627,524	\$1,372,524	\$1,363,800	\$795	\$0	\$0	\$0	\$0	\$0	\$0	\$11,996,259
413019-8	Traffic Signals	Sumter Traffic Engineering Contracts	\$25,085	\$28,565	\$31,824	\$35,670	\$36,740	\$39,914	\$41,124	\$43,742	\$47,560	\$62,400	\$90,450	\$62,247	\$65,709	\$62,253	\$62,253	\$735,536
415979-1	Add Left Turn Lane(s)	SR 44 from US 301 and I-75 SB Ramp	\$1,006,678	\$688	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,007,366
416187-1	Add Left Turn Lane(s)	SR 48 from W. of West St to E. of West St	\$0	\$1,073,026	\$40,226	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,113,252
416221-1	Add Left Turn Lane(s)	SR 471 from CR 48 to CR 476	\$0	\$466,370	\$5,953	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$472,323
416907-1	Intersection (Minor)	SR 500 (US 27) from S. of NE 138th Ave to N. of CR 109	\$119,342	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,342
416935-1	Traffic Signals	SR 35 (US 301) at CR 462 (East)	\$0	\$46,496	\$10,372	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,868
430132-1	PD&E/EMO Study	SR 35 (US 301) from CR 470 to SR 44	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$560	\$1,521,244	\$45,177	\$0	\$1,000,000	\$7,169,000	\$0	\$0	\$9,735,981
430133-1	PD&E/EMO Study	SR 35 (US 301) from N. Main St CR 48 to CR 470	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,812	\$750	\$9,529	\$0	\$0	\$0	\$0	\$0	\$12,091
430188-1	Add Turn Lane(s)	US 301 at SR 44	\$0	\$0	\$0	\$0	\$0	\$0	\$0	8,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,471
433670-1	Road Reconstruction 2-Lane	CR 673 from US 301 to I-75	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,524,474	\$0	\$0	\$1,524,474
434403-1	New Road Construction	C-478 from US 301 to SR 471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,937,432	\$0	\$1,937,432
434456-1	Add Turn Lane(s)	SR 471 at CR 528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$235,000	\$0	\$768,395	\$0	\$0	\$0	\$1,003,395
434518-1	Interchange (New)	CR 468 Interchange Partial Construction (TPK MP 301.4)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,619	\$6,692	\$3,574	\$0	\$0	\$0	\$0	\$0	\$35,885
434805-1	Add Lanes & Rehabilitate Pvmnt	C-468 from E of SR 91/Turnpike to CR 505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
434912-1	Add Lanes & Rehabilitate Pvmnt	C-470 from CR 527 to SR 91 (FL Turnpike)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,720,000	\$0	\$0	\$0	\$0	\$0	\$1,720,000
436365-1	ITE Communication System	Sumter County ITS Architecture Study Countywide	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total</b>			<b>\$4,091,622</b>	<b>\$5,646,614</b>	<b>\$2,830,814</b>	<b>\$3,550,997</b>	<b>\$11,384,147</b>	<b>\$2,178,183</b>	<b>\$7,724,699</b>	<b>\$5,516,590</b>	<b>\$7,345,233</b>	<b>\$2,700,279</b>	<b>\$8,458,440</b>	<b>\$1,830,642</b>	<b>\$8,826,861</b>	<b>\$1,999,685</b>	<b>\$62,253</b>	<b>\$74,147,059</b>

Source: FDOT Work Program Reports for Sumter County

**Table C-7  
Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel**

Travel			
Vehicle Miles of Travel (VMT) @			
	21.6	6.4	
Other Arterial Rural	307,851,000,000	46,140,000,000	353,991,000,000
Other Rural	313,445,000,000	30,367,000,000	343,812,000,000
Other Urban	1,436,559,000,000	86,263,000,000	1,522,822,000,000
<b>Total</b>	<b>2,057,855,000,000</b>	<b>162,770,000,000</b>	<b>2,220,625,000,000</b>

Percent VMT	
@ 21.6 mpg	@ 6.4 mpg
87%	13%
91%	9%
94%	6%
<b>93%</b>	<b>7%</b>

Fuel Consumed			
	Gallons @ 21.6 mpg	Gallons @ 6.4 mpg	
Other Arterial Rural	14,252,361,111	7,209,375,000	21,461,736,111
Other Rural	14,511,342,593	4,744,843,750	19,256,186,343
Other Urban	66,507,361,111	13,478,593,750	79,985,954,861
<b>Total</b>	<b>95,271,064,815</b>	<b>25,432,812,500</b>	<b>120,703,877,315</b>

Total Mileage and Fuel	
<b>2,220,625</b>	<b>miles (millions)</b>
<b>120,704</b>	<b>gallons (millions)</b>
<b>18.40</b>	<b>mpg</b>

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2013*, Section V, Table VM-1  
Annual Vehicle Distance Traveled in Miles and Related Data - 2013 by Highway Category and Vehicle Type  
<http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Source: See Table C-8

**Table C-8  
Annual Vehicle Distance Traveled in Miles and Related Data (2013) - By Highway Category and Vehicle Type<sup>1/</sup>**

Published January 2015								TABLE VM-1		
YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB <sup>(2)</sup>	MOTOR-CYCLES	BUSES	LIGHT DUTY VEHICLES LONG WB <sup>(2)</sup>	SINGLE-UNIT TRUCKS <sup>(3)</sup>	COMBINATION TRUCKS	SUBTOTALS		ALL MOTOR VEHICLES
								ALL LIGHT VEHICLES <sup>(2)</sup>	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
2013	Motor-Vehicle Travel: (millions of vehicle-miles)									
2013	Interstate Rural	132,342	1,240	1,513	41,931	9,255	48,022	<b>174,273</b>	<b>57,277</b>	234,303
2013	Other Arterial Rural	222,632	2,692	2,079	85,220	16,673	29,467	<b>307,851</b>	<b>46,140</b>	358,762
2013	Other Rural	222,564	2,960	2,075	90,881	17,217	13,150	<b>313,445</b>	<b>30,367</b>	348,846
2013	All Rural	577,538	6,891	5,667	218,032	43,144	90,640	795,569	133,784	941,912
2013	Interstate Urban	359,386	2,550	2,144	86,257	15,510	39,462	<b>445,643</b>	<b>54,971</b>	505,309
2013	Other Urban	1,137,534	10,925	7,356	299,024	47,929	38,334	<b>1,436,559</b>	<b>86,263</b>	1,541,102
2013	All Urban	1,496,920	13,475	9,500	385,282	63,438	77,796	1,882,202	141,234	2,046,411
2013	Total Rural and Urban <sup>(5)</sup>	2,074,458	20,366	15,167	603,313	106,582	168,436	2,677,771	275,018	2,988,323
2013	Number of motor vehicles registered <sup>(2)</sup>	184,497,490	8,404,687	864,549	51,512,740	8,126,007	2,471,349	236,010,230	10,597,356	255,876,822
2013	Average miles traveled per vehicle	11,244	2,423	17,543	11,712	13,116	68,155	11,346	25,952	11,679
2013	Person-miles of travel <sup>(4)</sup> (millions)	2,882,221	21,937	321,544	805,997	106,582	168,436	3,688,218	275,018	4,306,717
2013	Fuel consumed (thousand gallons)	88,611,046	467,716	2,116,657	35,158,673	14,501,958	28,794,905	123,769,719	43,296,864	169,650,956
2013	Average fuel consumption per vehicle (gallons)	480	56	2,448	683	1,785	11,651	524	4,086	663
2013	Average miles traveled per gallon of fuel consumed	23.4	43.5	7.2	17.2	7.3	5.8	<b>21.6</b>	<b>6.4</b>	17.6

(1) The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21 and MF-27), vehicle registration data (MV-1, MV-9, and MV-10), other data such as the R.L. Polk vehicle data, and a host of modeling techniques. Starting with the 2009 VM-1, an enhanced methodology was used to provide timely indicators on both travel and travel behavior changes.

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

(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) Vehicle occupancy is estimated by the FHWA from the 2009 National Household Travel Survey (NHTS); For single unit truck and heavy trucks, 1 motor vehicle mile travelled = 1 person-mile traveled.

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

**APPENDIX D**  
**Calculated Transportation Impact Fee Schedule**

## **Transportation Impact Fee Schedule**

This appendix presents the detailed impact fee calculations for each land use in Sumter County's transportation impact fee schedule. Up to approximately 5 percent of the increase is due to the updated cost and credit components, while the remaining change can be attributed to the changes in the demand component (updated trip generation rate, trip length, and percent new trips figures). A detailed description of specific changes in the demand component for each land use is provided in Appendix A, Table A-2.

**Table D-1  
Calculated Transportation Impact Fee Schedule**

		Gasoline Tax				Unit Construction Cost:				Interstate/Toll Facility Adjustment Factor:						
		\$ per gallon to capital:	\$0.072			Capacity per lane mile:		11,820			Cost per VMC:		\$329.36			
		Facility life (years):	25	County Revenues:		\$0.009	Fuel Efficiency:		18.40 mpg							
		Interest rate:	3.75%	State Revenues:		\$0.063	Effectivedays per year:		365							
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT <sup>(1)</sup>	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee	Current Impact Fee	% Change
<b>RESIDENTIAL:</b>																
210	Single Family (Detached)	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	19.60	\$6,454	\$40	\$642	\$5,812	\$2,600	124%
220	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	12.76	\$4,202	\$26	\$417	\$3,785	\$1,779	113%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	11.13	\$3,667	\$23	\$369	\$3,298	\$2,006	64%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.27	\$2,394	\$15	\$241	\$2,153	\$1,017	112%
251	Retirement Community/Age-Restricted Single Family	du	3.12	Blend ITE 9th & FL Studies	5.42	5.92	FL Studies	100%	n/a	6.41	\$2,111	\$13	\$209	\$1,902	\$901	111%
252	Assisted Living Facility	du	2.97	Blend ITE 9th & FL Studies	3.28	3.78	FL Studies	100%	n/a	3.69	\$1,216	\$8	\$128	\$1,088	\$569	91%
<b>LODGING:</b>																
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	9.96	\$3,280	\$20	\$321	\$2,959	\$1,828	62%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	7.13	\$2,349	\$15	\$241	\$2,108	\$993	112%
<b>RECREATION:</b>																
412	General Recreation/County Park	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.97	\$1,309	\$8	\$128	\$1,181	\$508	133%
416	RV Park <sup>(2)</sup>	site	1.62	ITE 9th Edition (adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.82	\$930	\$6	\$96	\$834	\$571	46%
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	6.68	\$2,201	\$14	\$225	\$1,976	\$817	142%
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	80.70	\$26,580	\$164	\$2,631	\$23,949	\$9,853	143%
437	Bowling Alley <sup>(3)</sup>	lane/ 1,000 sf	33.33	ITE 9th Edition	5.15	5.65	Same as LUC 710	90%	Same as LUC 430	58.55	\$19,284	\$121	\$1,941	\$17,343	\$9,186	89%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	78.95	\$26,003	\$182	\$2,920	\$23,083	\$9,814	135%
492	Health/Fitness Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	60.42	\$19,899	\$125	\$2,005	\$17,894	\$10,670	68%
n/a	Indoor Shooting Range (Range ONLY) <sup>(4)</sup>	1,000 sf	1.99	ITE 9th Edition (Same as LUC 435)	5.11	5.61	Same as LUC 412	90%	Same as LUC 412	3.47	\$1,142	\$7	\$112	\$1,030	n/a	n/a
n/a	Place of Assembly/Union Hall <sup>(5)</sup>	1,000 sf	25.00	1989 City of Tampa TIF Study	5.15	5.65	Same as LUC 710	100%	1989 City of Tampa TIF Study	48.80	\$16,071	\$101	\$1,620	\$14,451	n/a	n/a
<b>INSTITUTIONS:</b>																
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.68	\$554	\$4	\$64	\$490	\$213	130%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.38	\$783	\$5	\$80	\$703	\$301	134%

**Table D-1 (continued)**  
**Calculated Transportation Impact Fee Schedule**

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT <sup>(1)</sup>	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee	Current Impact Fee	% Change
<b>INSTITUTIONS:</b>																
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.51	\$826	\$5	\$80	\$746	\$322	132%
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	4.52	\$1,487	\$9	\$144	\$1,343	\$552	143%
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	3.39	\$1,116	\$7	\$112	\$1,004	\$412	144%
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	12.12	\$3,991	\$26	\$417	\$3,574	\$1,541	132%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	40.37	\$13,296	\$95	\$1,524	\$11,772	\$5,214	126%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	25.54	\$8,412	\$52	\$834	\$7,578	\$4,143	83%
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.41	\$794	\$5	\$80	\$714	\$275	160%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	59.72	\$19,668	\$124	\$1,989	\$17,679	\$7,629	132%
640	Veterinary Clinic	1,000 sf	32.80	FL Studies (Pinellas County)	1.90	2.40	FL Studies (Pinellas County)	70%	FL Studies (Pinellas County)	16.53	\$5,445	\$39	\$626	\$4,819	\$2,270	112%
<b>OFFICE:</b>																
710	General Office 50,000 sf or less <sup>(6)</sup>	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	27.83	\$9,167	\$58	\$931	\$8,236	\$3,591	129%
	General Office 50,001 - 100,000 sf <sup>(6)</sup>	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.58	\$7,765	\$49	\$786	\$6,979	\$3,269	114%
	General Office 100,001 - 200,000 sf <sup>(6)</sup>	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.97	\$6,577	\$41	\$658	\$5,919	\$2,786	113%
	General Office 200,001 - 400,000 sf <sup>(6)</sup>	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.90	\$5,565	\$35	\$562	\$5,003	\$2,376	111%
	General Office greater than 400,000 sf <sup>(6)</sup>	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	15.34	\$5,051	\$32	\$513	\$4,538	\$2,025	124%
720	Medical Office 10,000 sf or less	1,000 sf	23.83	FL Studies	5.55	6.05	FL Studies	89%	FL Studies	44.61	\$14,693	\$92	\$1,476	\$13,217	\$8,612	54%
	Medical Office greater than 10,000 sf	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	65.00	\$21,408	\$134	\$2,150	\$19,258	\$8,612	124%
<b>RETAIL:</b>																
812	Building Materials and Lumber Store	1,000 sf	45.16	ITE 9th Edition	6.27	6.77	FL Studies	74%	FL Studies	79.41	\$26,155	\$162	\$2,599	\$23,556	\$10,175	132%
813	Discount Superstore	1,000 sf	50.82	Blend ITE 9th & FL Studies	2.40	2.90	Same as LUC 820 (50K-200K sq ft)	67%	Same as LUC 820 (50K-200K sq ft)	30.97	\$10,201	\$71	\$1,139	\$9,062	\$3,987	127%
815	Discount Store, Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50K-200K sq ft)	67%	Same as LUC 820 (50K-200K sq ft)	34.88	\$11,489	\$79	\$1,267	\$10,222	\$4,475	128%
816	Hardware/Paint Store	1,000 sf	51.29	ITE 9th Edition	1.87	2.37	Same as LUC 820 (<50K sq ft)	56%	Same as LUC 820 (<50K sq ft)	20.36	\$6,705	\$49	\$786	\$5,919	\$4,102	44%
817	Nursery (Garden Center)	1,000 sf	68.10	ITE 9th Edition	1.87	2.37	Same as LUC 820 (<50K sq ft)	56%	Same as LUC 820 (<50K sq ft)	27.03	\$8,902	\$65	\$1,043	\$7,859	\$2,886	172%

**Table D-1 (continued)**  
**Calculated Transportation Impact Fee Schedule**

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT <sup>(1)</sup>	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee	Current Impact Fee	% Change
<b>RETAIL:</b>																
820	Shopping Center 50,000 sfgla or less <sup>(6)</sup>	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	FL Curve	56%	FL Curve	34.35	\$11,315	\$82	\$1,316	\$9,999	\$4,020	149%
	Shopping Center 50,001 - 200,000 sfgla <sup>(6)</sup>	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	FL Curve	67%	FL Curve	32.47	\$10,694	\$74	\$1,187	\$9,507	\$3,637	161%
	Shopping Center 200,001 - 400,000 sfgla <sup>(6)</sup>	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	FL Curve	73%	FL Curve	30.53	\$10,056	\$68	\$1,091	\$8,965	\$3,433	161%
	Shopping Center greater than 400,000 sfgla <sup>(6)</sup>	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	FL Curve	76%	FL Curve	29.98	\$9,875	\$66	\$1,059	\$8,816	\$3,428	157%
823	Factory Outlet Center	1,000 sf	26.59	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50K-200K sq ft)	67%	Same as LUC 820 (50K-200K sq ft)	16.20	\$5,337	\$37	\$594	\$4,743	\$2,128	123%
826	Specialty Retail (Stand Alone)	1,000 sf	44.32	ITE 9th Edition	2.97	3.47	FL Studies	80%	FL Studies	39.91	\$13,145	\$88	\$1,412	\$11,733	n/a	n/a
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	38.91	\$12,815	\$81	\$1,299	\$11,516	\$5,780	99%
843	Automobile Part Sales	1,000 sf	61.91	ITE 9th Edition	4.60	5.10	Same as LUC 841	79%	Same as LUC 841	85.27	\$28,084	\$178	\$2,856	\$25,228	\$10,866	132%
848	Tire Store	1,000 sf	24.87	ITE 9th Edition	3.62	4.12	Same as LUC 942	72%	Same as LUC 942	24.57	\$8,091	\$53	\$850	\$7,241	\$3,113	133%
849	Wholesale Tire Store	1,000 sf	20.36	ITE 9th Edition	3.62	4.12	Same as LUC 942	72%	Same as LUC 942	20.11	\$6,624	\$43	\$690	\$5,934	\$2,545	133%
850	Supermarket	1,000 sf	103.38	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	56%	FL Studies	45.64	\$15,031	\$107	\$1,717	\$13,314	\$5,649	136%
851	Convenience Market (24 hour)	1,000 sf	719.18	Blend ITE 9th & FL Studies	1.52	2.02	FL Studies	41%	FL Studies	169.87	\$55,946	\$425	\$6,818	\$49,128	\$20,723	137%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	124.21	\$40,909	\$312	\$5,005	\$35,904	\$15,151	137%
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50K-200K sq ft)	67%	Same as LUC 820 (50K-200K sq ft)	25.47	\$8,390	\$58	\$931	\$7,459	\$3,344	123%
860	Wholesale Market	1,000 sf	6.73	ITE 9th Edition	2.64	3.14	Same as LUC 820 (200K-400K sq ft)	73%	Same as LUC 820 (200K-400K sq ft)	4.92	\$1,619	\$11	\$176	\$1,443	\$538	168%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50K-200K sq ft)	67%	Same as LUC 820 (50K-200K sq ft)	18.73	\$6,170	\$43	\$690	\$5,480	\$2,029	170%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (<50K sq ft)	56%	Same as LUC 820 (<50K sq ft)	17.88	\$5,888	\$43	\$690	\$5,198	\$3,597	45%
876	Apparel Store	1,000 sf	66.40	ITE 9th Edition	1.87	2.37	Same as LUC 820 (<50K sq ft)	56%	Same as LUC 820 (<50K sq ft)	26.35	\$8,680	\$63	\$1,011	\$7,669	\$5,307	45%
880/ 881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	24.21	\$7,973	\$57	\$914	\$7,059	\$2,991	136%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	6.31	\$2,077	\$13	\$209	\$1,868	\$807	132%
911	Bank/Savings Walk-In	1,000 sf	121.30	ITE 9th Edition	2.46	2.96	Same as LUC 912	46%	Same as LUC 912	52.02	\$17,134	\$118	\$1,893	\$15,241	\$8,372	82%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	68.34	\$22,507	\$155	\$2,487	\$20,020	\$8,528	135%



**Table D-1 (continued)**  
**Calculated Transportation Impact Fee Schedule**

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT <sup>(1)</sup>	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee	Current Impact Fee	% Change
<b>RETAIL:</b>																
925	Bar/Nightclub <sup>(7)</sup>	1,000 sf	113.40	ITE 9th Edition (Adjusted)	1.87	2.37	Same as LUC 820 (<50K sq ft)	56%	Same as LUC 820 (<50K sq ft)	45.01	\$14,823	\$107	\$1,717	\$13,106	n/a	n/a
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	83.48	\$27,494	\$182	\$2,920	\$24,574	\$10,537	133%
932	High-Turnover Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	99.46	\$32,758	\$217	\$3,481	\$29,277	\$13,617	115%
934	Fast Food Rest. w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	230.27	\$75,842	\$540	\$8,663	\$67,179	\$29,136	131%
941	Quick Lube	service bay	40.00	ITE 9th Edition	3.62	4.12	Same as LUC 942	72%	Same as LUC 942	39.51	\$13,014	\$85	\$1,364	\$11,650	\$4,999	133%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	31.05	\$10,226	\$67	\$1,075	\$9,151	\$4,660	96%
944/ 946	Gas/Service Station with and without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	26.06	\$8,582	\$62	\$995	\$7,587	\$3,452	120%
945	Gas/Service Station w/Convenience Market	fuel pos.	162.78	ITE 9th Edition	1.90	2.40	Same as LUC 944/946	23%	Same as LUC 944/946	26.96	\$8,880	\$64	\$1,027	\$7,853	\$3,338	135%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	24.69	\$8,131	\$57	\$914	\$7,217	\$7,695	-6%
948	Automated Car Wash <sup>(8)</sup>	1,000 sf	141.20	ITE 9th Edition (Adjusted)	2.18	2.68	Same as LUC 947	68%	Same as LUC 947	79.33	\$26,128	\$184	\$2,952	\$23,176	n/a	n/a
<b>INDUSTRIAL:</b>																
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	12.52	\$4,122	\$26	\$417	\$3,705	\$1,584	134%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.69	\$887	\$6	\$96	\$791	\$339	133%
130	Industrial Park	1,000 sf	6.83	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	12.26	\$4,039	\$25	\$401	\$3,638	\$1,581	130%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	6.86	\$2,259	\$14	\$225	\$2,034	\$871	134%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	6.39	\$2,105	\$13	\$209	\$1,896	\$1,124	69%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	2.32	\$765	\$5	\$80	\$685	\$345	99%
152	High-Cube Warehouse/Distribution Center	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	3.02	\$994	\$6	\$96	\$898	n/a	n/a

- (1) Source: Net VMT calculated as ((Trip Generation Rate\* Trip Length\* % New Trips)\*(1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle miles of capacity consumed per unit of development and is multiplied by the cost per vehicle
- (2) The ITE 9<sup>th</sup> Edition trip generation rate was adjusted to reflect the average occupancy rate of 60 percent based on data provided by the Florida Association of RV Parks and Campgrounds
- (3) The ITE 9<sup>th</sup> Edition trip generation rate for a bowling alley per lane and per 1,000 sf are the same
- (4) The trip generation rate for a multi-use recreational center is used for the range portion of the shooting range land use. The retail portion of this development should be assessed at the shopping center (LUC 820) impact fee rate
- (5) The trip generation rate and percent new trips are based on a 1989 City of Tampa Transportation Impact Fee Study. No recent or local data is available for this land use and it is not included in the ITE 9<sup>th</sup> Edition Handbook
- (6) The trip generation rate recommended for the office and shopping center uses the end-point regression value
- (7) The trip generation rate is calculated as the Peak Hour of Adjacent Street Traffic (4-6 PM), multiplied by 10
- (8) The trip generation rate is calculated as the PM Peak Hour of Adjacent Street Traffic, multiplied by 10

**Table D-2  
Fee Rate Comparison at Full Calculated and Adopted (50%) Rates**

ITE LUC	Land Use	Unit	Full Calculated Rate (2008 study)	Full Calculated Rate (2015 study)	Percent Change (2008-2015)	Adopted Rate (50%) (2008 Study)	Calculated Rate @ 50% (2015 Study)	Percent Change (2008-2015)
<b>RESIDENTIAL:</b>								
210	Single Family (Detached)	du	\$5,200	\$5,812	12%	\$2,600	\$2,906	12%
220	Multi-Family (Apartment); 1-2 Stories	du	\$3,557	\$3,785	6%	\$1,779	\$1,893	6%
230	Residential Condominium/Townhouse	du	\$4,011	\$3,298	-18%	\$2,006	\$1,649	-18%
240	Mobile Home Park	du	\$2,033	\$2,153	6%	\$1,017	\$1,077	6%
251	Retirement Community/Age-Restricted Single Family	du	\$1,802	\$1,902	6%	\$901	\$951	6%
252	Assisted Living Facility	du	\$1,137	\$1,088	-4%	\$569	\$544	-4%
<b>LODGING:</b>								
310	Hotel	room	\$3,655	\$2,959	-19%	\$1,828	\$1,480	-19%
320	Motel	room	\$1,985	\$2,108	6%	\$993	\$1,054	6%
<b>RECREATION:</b>								
412	General Recreation/County Park	acre	\$1,016	\$1,181	16%	\$508	\$591	16%
416	RV Park	site	\$1,142	\$834	-27%	\$571	\$417	-27%
420	Marina	boat berth	\$1,634	\$1,976	21%	\$817	\$988	21%
430	Golf Course	hole	\$19,706	\$23,949	22%	\$9,853	\$11,975	22%
437	Bowling Alley	lane/1,000 sf	\$18,371	\$17,343	-6%	\$9,186	\$8,672	-6%
444	Movie Theater w/Matinee	screen	\$19,628	\$23,083	18%	\$9,814	\$11,542	18%
492	Health/Fitness Club	1,000 sf	\$21,340	\$17,894	-16%	\$10,670	\$8,947	-16%
n/a	Indoor Shooting Range (Range ONLY)	1,000 sf	n/a	\$1,030	n/a	n/a	\$515	n/a
n/a	Place of Assembly/Union Hall	1,000 sf	n/a	\$14,451	n/a	n/a	\$7,226	n/a
<b>INSTITUTIONS:</b>								
520	Elementary School (Private)	student	\$426	\$490	15%	\$213	\$245	15%
522	Middle School (Private)	student	\$601	\$703	17%	\$301	\$352	17%
530	High School (Private)	student	\$643	\$746	16%	\$322	\$373	16%
540	University/Junior College (7,500 or fewer students) (Private)	student	\$1,103	\$1,343	22%	\$552	\$672	22%
550	University/Junior College (more than 7,500 students) (Private)	student	\$823	\$1,004	22%	\$412	\$502	22%
560	Church	1,000 sf	\$3,082	\$3,574	16%	\$1,541	\$1,787	16%
565	Day Care Center	1,000 sf	\$10,427	\$11,772	13%	\$5,214	\$5,886	13%
610	Hospital	1,000 sf	\$8,286	\$7,578	-9%	\$4,143	\$3,789	-9%
620	Nursing Home	bed	\$550	\$714	30%	\$275	\$357	30%
630	Clinic	1,000 sf	\$15,257	\$17,679	16%	\$7,629	\$8,840	16%
640	Veterinary Clinic	1,000 sf	\$4,539	\$4,819	6%	\$2,270	\$2,410	6%
<b>OFFICE:</b>								
710	General Office 50,000 sf or less	1,000 sf	\$7,182	\$8,236	15%	\$3,591	\$4,118	15%
	General Office 50,001 - 100,000 sf	1,000 sf	\$6,538	\$6,979	7%	\$3,269	\$3,490	7%
	General Office 100,001 - 200,000 sf	1,000 sf	\$5,572	\$5,919	6%	\$2,786	\$2,960	6%
	General Office 200,001 - 400,000 sf	1,000 sf	\$4,752	\$5,003	5%	\$2,376	\$2,502	5%
	General Office greater than 400,000 sf	1,000 sf	\$4,049	\$4,538	12%	\$2,025	\$2,269	12%
720	Medical Office 10,000 sf or less	1,000 sf	\$17,223	\$13,217	-23%	\$8,612	\$6,609	-23%
	Medical Office greater than 10,000 sf	1,000 sf	\$17,223	\$19,258	12%	\$8,612	\$9,629	12%
<b>RETAIL:</b>								
812	Building Materials and Lumber Store	1,000 sf	\$20,349	\$23,556	16%	\$10,175	\$11,778	16%
813	Discount Superstore	1,000 sf	\$7,973	\$9,062	14%	\$3,987	\$4,531	14%
815	Discount Store, Free-Standing	1,000 sf	\$8,949	\$10,222	14%	\$4,475	\$5,111	14%
816	Hardware/Paint Store	1,000 sf	\$8,203	\$5,919	-28%	\$4,102	\$2,960	-28%
817	Nursery (Garden Center)	1,000 sf	\$5,771	\$7,859	36%	\$2,886	\$3,930	36%
820	Shopping Center 50,000 sf or less	1,000 sf	\$8,039	\$9,999	24%	\$4,020	\$5,000	24%
	Shopping Center 50,001 - 200,000 sf	1,000 sf	\$7,273	\$9,507	31%	\$3,637	\$4,754	31%
	Shopping Center 200,001 - 400,000 sf	1,000 sf	\$6,866	\$8,965	31%	\$3,433	\$4,483	31%
	Shopping Center greater than 400,000 sf	1,000 sf	\$6,855	\$8,816	29%	\$3,428	\$4,408	29%
823	Factory Outlet Center	1,000 sf	\$4,255	\$4,743	12%	\$2,128	\$2,372	12%
826	Specialty Retail (Stand Alone)	1,000 sf	n/a	\$11,733	n/a	n/a	\$5,867	n/a
841	New/Used Auto Sales	1,000 sf	\$11,560	\$11,516	0%	\$5,780	\$5,758	0%
843	Automobile Part Sales	1,000 sf	\$21,732	\$25,228	16%	\$10,866	\$12,614	16%
848	Tire Store	1,000 sf	\$6,226	\$7,241	16%	\$3,113	\$3,621	16%
849	Wholesale Tire Store	1,000 sf	\$5,089	\$5,934	17%	\$2,545	\$2,967	17%
850	Supermarket	1,000 sf	\$11,297	\$13,314	18%	\$5,649	\$6,657	18%
851	Convenience Market (24 hour)	1,000 sf	\$41,445	\$49,128	19%	\$20,723	\$24,564	19%
853	Convenience Market w/Gasoline	1,000 sf	\$30,301	\$35,904	19%	\$15,151	\$17,952	19%
857	Discount Club	1,000 sf	\$6,687	\$7,459	12%	\$3,344	\$3,730	12%
860	Wholesale Market	1,000 sf	\$1,076	\$1,443	34%	\$538	\$722	34%
862	Home Improvement Superstore	1,000 sf	\$4,057	\$5,480	35%	\$2,029	\$2,740	35%
863	Electronics Superstore	1,000 sf	\$7,193	\$5,198	-28%	\$3,597	\$2,599	-28%
876	Apparel Store	1,000 sf	\$10,614	\$7,669	-28%	\$5,307	\$3,835	-28%
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	\$5,982	\$7,059	18%	\$2,991	\$3,530	18%
890	Furniture Store	1,000 sf	\$1,614	\$1,868	16%	\$807	\$934	16%
911	Bank/Savings Walk-In	1,000 sf	\$16,744	\$15,241	-9%	\$8,372	\$7,621	-9%
912	Bank/Savings Drive-In	1,000 sf	\$17,056	\$20,020	17%	\$8,528	\$10,010	17%
925	Bar/Nightclub	1,000 sf	n/a	\$13,106	n/a	n/a	\$6,553	n/a
931	Quality Restaurant	1,000 sf	\$21,074	\$24,574	17%	\$10,537	\$12,287	17%
932	High-Turnover Restaurant	1,000 sf	\$27,234	\$29,277	8%	\$13,617	\$14,639	8%
934	Fast Food Rest. w/Drive-Thru	1,000 sf	\$58,272	\$67,179	15%	\$29,136	\$33,590	15%
941	Quick Lube	service bay	\$9,998	\$11,650	17%	\$4,999	\$5,825	17%
942	Automobile Care Center	1,000 sf	\$9,320	\$9,151	-2%	\$4,660	\$4,576	-2%
944/946	Gas/Service Station with and without Car Wash	fuel pos.	\$6,904	\$7,587	10%	\$3,452	\$3,794	10%
945	Gas/Service Station w/Convenience Market	fuel pos.	\$6,676	\$7,853	18%	\$3,338	\$3,927	18%
947	Self-Service Car Wash	service bay	\$15,390	\$7,217	-53%	\$7,695	\$3,609	-53%
948	Automated Car Wash	1,000 sf	n/a	\$23,176	n/a	n/a	\$11,588	n/a
<b>INDUSTRIAL:</b>								
110	General Light Industrial	1,000 sf	\$3,167	\$3,705	17%	\$1,584	\$1,853	17%
120	General Heavy Industrial	1,000 sf	\$678	\$791	17%	\$339	\$396	17%
130	Industrial Park	1,000 sf	\$3,162	\$3,638	15%	\$1,581	\$1,819	15%
140	Manufacturing	1,000 sf	\$1,742	\$2,034	17%	\$871	\$1,017	17%
150	Warehousing	1,000 sf	\$2,247	\$1,896	-16%	\$1,124	\$948	-16%
151	Mini-Warehouse	1,000 sf	\$690	\$685	-1%	\$345	\$343	-1%
152	High-Cube Warehouse/Distribution Center	1,000 sf	n/a	\$898	n/a	n/a	\$449	n/a

ITE LUC	Land Use	Unit Assessed	2015 Fee
	RESIDENTIAL:		
210	Single Family (Detached)	du	\$2,600
220	Multi-Family (Apartment); 1-2 Stories	du	\$1,779
230	Residential Condominium/Townhouse	du	\$1,649
240	Mobile Home Park	du	\$1,017
251	Retirement Community/Age-Restricted Single Family	du	\$901
252	Assisted Living Facility	du	\$544
	LODGING:		
310	Hotel	room	\$1,480
320	Motel	room	\$993
	RECREATION:		
412	General Recreation/County Park	acre	\$508
416	RV Park(2)	site	\$417
420	Marina	boat berth	\$817
430	Golf Course	hole	\$9,853
		lane/	
437	Bowling Alley(3)	1,000 sf	\$8,672
444	Movie Theater	screen	\$9,814
492	Health/Fitness Club	1,000 sf	\$8,947
n/a	Indoor Shooting Range (Range ONLY)(4)	1,000 sf	\$515
n/a	Place of Assembly/Union Hall(5)	1,000 sf	\$7,226
	INSTITUTIONS:		
520	Elementary School (Private)	student	\$213
522	Middle School (Private)	student	\$301
530	High School (Private)	student	\$322
540	University/Junior College (7,500 or fewer students) (Private)	student	\$552
550	University/Junior College (more than 7,500 students) (Private)	student	\$412
560	Church	1,000 sf	\$1,541
565	Day Care Center	1,000 sf	\$5,214
610	Hospital	1,000 sf	\$3,789
620	Nursing Home	bed	\$275
630	Clinic	1,000 sf	\$7,629
640	Veterinary Clinic	1,000 sf	\$2,270
	OFFICE:		
710	General Office 50,000 sf or less(6)	1,000 sf	\$3,591
	General Office 50,001 - 100,000 sf(6)	1,000 sf	\$3,269
	General Office 100,001 - 200,000 sf(6)	1,000 sf	\$2,786
	General Office 200,001 - 400,000 sf(6)	1,000 sf	\$2,376
	General Office greater than 400,000 sf(6)	1,000 sf	\$2,025
720	Medical Office 10,000 sf or less	1,000 sf	\$6,609
	Medical Office greater than 10,000 sf	1,000 sf	\$8,612

RETAIL:

812	Building Materials and Lumber Store	1,000 sf	\$10,175
813	Discount Superstore	1,000 sf	\$3,987
815	Discount Store, Free-Standing	1,000 sf	\$4,475
816	Hardware/Paint Store	1,000 sf	\$2,960
817	Nursery (Garden Center)	1,000 sf	\$2,886
820	Shopping Center 50,000 sfgla or less(6)	1,000 sfgla	\$4,020
	Shopping Center 50,001 - 200,000 sfgla(6)	1,000 sfgla	\$3,637
	Shopping Center 200,001 - 400,000 sfgla(6)	1,000 sfgla	\$3,433
	Shopping Center greater than 400,000 sfgla(6)	1,000 sfgla	\$3,428
823	Factory Outlet Center	1,000 sf	\$2,128
826	Specialty Retail (Stand Alone)	1,000 sf	\$5,867
841	New/Used Auto Sales	1,000 sf	\$5,758
843	Automobile Part Sales	1,000 sf	\$10,866
848	Tire Store	1,000 sf	\$3,113
849	Wholesale Tire Store	1,000 sf	\$2,545
850	Supermarket	1,000 sf	\$5,649
851	Convenience Market (24 hour)	1,000 sf	\$20,723
853	Convenience Market w/Gasoline	1,000 sf	\$15,151
857	Discount Club	1,000 sf	\$3,344
860	Wholesale Market	1,000 sf	\$538
862	Home Improvement Superstore	1,000 sf	\$2,029
863	Electronics Superstore	1,000 sf	\$2,599
876	Apparel Store	1,000 sf	\$3,835
880/			
881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	\$2,991
890	Furniture Store	1,000 sf	\$807
911	Bank/Savings Walk-In	1,000 sf	\$7,621
912	Bank/Savings Drive-In	1,000 sf	\$8,528
925	Bar/Nightclub(7)	1,000 sf	\$6,553
931	Quality Restaurant	1,000 sf	\$10,537
932	High-Turnover Restaurant	1,000 sf	\$13,617
934	Fast Food Rest. w/Drive-Thru	1,000 sf	\$29,136
941	Quick Lube	service bay	\$4,999
942	Automobile Care Center	1,000 sf	\$4,576
944/			
946	Gas/Service Station with and without Car Wash	fuel pos.	\$3,452
945	Gas/Service Station w/Convenience Market	fuel pos.	\$3,338
947	Self-Service Car Wash	service bay	\$3,609
948	Automated Car Wash(8)	1,000 sf	\$11,588
	INDUSTRIAL:		
110	General Light Industrial	1,000 sf	\$1,584
120	General Heavy Industrial	1,000 sf	\$339