

Appendix B-2

Pasco Traffic Impact Studies and Substandard Road Review Guidelines
(Excerpt)

service volume table provided in the "Impacted Roadways/ Intersections" section of this document. The above values shall be in units of peak hour, two-way values.

For signalized and unsignalized intersections (where signalization is not needed):

Proportionate share cost = Total cost of improvement x Project traffic / Increase in capacity created by the improvement,

Where: Project traffic is the development traffic in all movements at the intersection

Increase in capacity is the sum of the changes in physical capacity of all of the movements at the intersection

For installation of signals at unsignalized locations:

Proportionate share cost = Total cost of improvement x Project traffic / Increase in capacity created by the improvement,

Where: Project traffic is the development traffic in all movements at the intersection

Increase in capacity is the sum of the changes in physical capacity for the minor-street movements only at the intersection

If other unforeseen situations arise, they will be dealt with on a case-by-case basis.

d) Cost values shall include route study costs, design, right-of-way, construction, construction engineering/inspection costs, and contingency costs.

1. For improvements to County roads, the following general rules shall apply to estimate improvement costs. The County reserves the right to make use of more detailed information when available prior to issuance of a certificate of capacity requiring a proportionate share or cost calculation. The latest available cost estimates will be used only after the needed improvements for the proposed development are identified to the satisfaction of the County using the County's concurrency management system.

- i. The route study cost should be \$40,000 per mile.
- ii. The construction cost should be based on 85% of the costs in the latest available FDOT District 7 cost reports column presently titled "Subtotal". This cost column represents Long-Range Estimates (LRE) costs plus Maintenance of Traffic (MOT) plus Mobilization.
- iii. The design cost should be 5% of the total construction cost from step ii.
- iv. The Construction Engineering Inspection (CEI) cost should be 3% of the cost from step ii.
- v. Contingency Cost shall be ten percent of the construction cost from step ii.