



PROJECT REVIEW COMMITTEE - CITY OF WILDWOOD

PRC Chairperson – Melanie Peavy

Agenda

Regular Meeting

March 14, 2023 10:00 AM

Commission Conference Room 124
100 N Main Street

Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Department, ADA Coordinator, at 352-330-1330, Ext. 102, forty-eight (48) hours in advance of the meeting.

F.S.S. 286.0105A - If a person decides to appeal any decision made by the Commission with respect to any matter considered at this meeting, they will need a record of the proceedings, and that for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The City of Wildwood DOES NOT provide this verbatim record.

I. Call to Order

II. Roll Call

III. APPROVAL OF SUMMARY MINUTES

1. **Project Review Committee - Regular Meeting February 14, 2023 at 10 AM**

IV. OLD BUSINESS

V. NEW BUSINESS

1. **SP 2111-003 Mainstay Suite 37 Room Addition
Parcel G18-036**

The applicant is seeking approval from the Project Review Committee for a technical waiver to omit the submittal of a photometric plan since only a minor change to the existing lights are installed on the property. The applicant is seeking a favorable recommendation from the Project Review Committee for the construction of a four (4) story, twenty-one thousand two hundred eighty-two (21,282) sq ft building addition to the existing Comfort Inn and Suites on 7.68 acres MOL. **Staff recommends approval of the technical waiver. Staff recommends approval of the site plan.**

2. **SP 2205-008 Sanitation Maintenance Facility Phase 2 (Minor)**

Parcel D32-170 & a portion of parcel D32-141

The applicant is seeking approval from the Project Review Committee for a parking lot expansion consisting of forty (40) new parking spaces to a previously approved site plan (SP 2022-013) consisting of nineteen (19) existing parking spaces on 0.75 acres, MOL. **Staff recommends approval.**

3. **SP 2206-010 Oxford Overnight**

Parcels D32-029 & D32-034

The applicant is seeking a favorable recommendation from the Project Review Committee for the construction of six (6) motel/hotel buildings consisting of four (4) buildings at five thousand five hundred one (5,501) sq ft and two (2) buildings at six thousand one hundred ninety-seven (6,197) sq ft on 6.85 acres, MOL. **Staff recommends approval.**

4. **SP 2210-001 CVS Wildwood (Wildwood Crossing)**

Parcels G05-119 & G05-120

The applicant is seeking a favorable recommendation from the Project Review Committee for the construction of a fourteen thousand eight hundred seventy-one (14,871) sq ft pharmacy retail building with a drive-thru on 2.11 acres, MOL. **Staff recommends approval contingent on the resolution of the Development Service comment.**

5. **SP 2212-009 Warm Springs Ave Force Main - CR 503 to Marsh Bend Trail Modification**

The applicant is seeking approval from the Project Review Committee for a modification to a previously approved site plan (SP 2204-011) consisting of a roadway crossing change from jack and bore to horizontal directional drill on 2.33 acres, MOL. **Staff recommends approval.**

6. **PLAT 2111-001 Wildwood Cottages Phase 2 Preliminary Plan**

Parcels D33-014 & D33-045

The applicant is seeking approval for a preliminary plan for Wildwood Cottages Phases 1 and 2, consisting of 96 single-family dwelling units, on 26.75 acres MOL. **Staff recommends approval.**

7. **PLAT 2205-003 Wildwood Landing Improvement Plan**

Parcel D33-014

The applicant is seeking a favorable recommendation for Wildwood Landings, an improvement plan, consisting of 68 single-family dwelling units. **Staff recommends approval.**

8. **PD 2206-001 Wildwood Place**

AN ORDINANCE OF THE CITY OF WILDWOOD GRANTING A REQUEST FOR A PLANNED DEVELOPMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY HWY 301/216, LLC; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

Parcel(s) D19-014 & D19-043

The applicant seeks approval and a favorable recommendation from the Project Review Committee for a Planned Development (PD) amendment on property currently zoned NMU-7, R-2 & C-3. This request runs concurrently with CP/RZ 2206-002 which seeks to change both the Future Land Use and Zoning to a mix of High-Density Residential and Commercial. **Staff recommends approval and a favorable recommendation of Ordinance O2023-9.**

9. **PD 2301-001 Trailwinds Village Planned Development Amendment**

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA GRANTING A REQUEST FOR A PLANNED DEVELOPMENT AMENDMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY WORD FAMILY LLC; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

Parcel(s) G04LRI-002

The applicant seeks approval and a favorable recommendation from the Project Review Committee for a Planned Development (PD) amendment on property zoned CMU within the Trailwinds PD. Consisting of a modification to the subject parcel reducing the required western buffer from 20' to 5'. **Staff recommends approval and a favorable recommendation of Ordinance O2023-13**

VI. ADJOURNMENT

March 14, 2023 10:00 AM

PROJECT REVIEW COMMITTEE
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
February 14, 2023 10:00 AM
COMMISSION CONFERENCE ROOM 124

(meeting taped)

I. Call to Order

ATTENDANCE	TITLE	STATUS
Melanie Peavy	Development Services Director	Present
Randall Parmer	Police Chief	Present
Jeremy Hockenbury	Public Works Director	Present
Mark Odell	Utility Director	Present
Joshua Bills	City Attorney	Present
Susan Patterson	City Clerk	Present
Amanda Bush	City Planner	Present
Alan Hart	Kimley-Horn & Assoc.	Present by Phone

II. Roll Call

Development Services Director Melanie Peavy brought the meeting to order.

III. APPROVAL OF SUMMARY MINUTES

1. Project Review Committee Regular Meeting January 10, 2023 at 10:00 am

The summary of minutes from the January 10, 2023 meeting were approved. No comments were offered or received.

RESULT:	Adopted
MOVER:	Utility Director Odell
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

IV. OLD BUSINESS

None.

V. NEW BUSINESS

1. SP 2104-001 Dr. Heydari Medical Office

Development Services Director Melanie Peavy read the title of SP 21047-001 Dr. Heydari Medical Office Parcel G05-143. The applicant is seeking approval from the Project Review Committee for a technical waiver to remove the NE landscape buffer. The applicant is seeking a favorable recommendation from the Project Review Committee for a three thousand seven hundred eighteen (3,718) sq ft medical office building. Paolo Mastroserio of Mastroserio Engineering was present to answer questions. The applicant is seeking a technical standards waiver request for 144' of the 20' landscape buffer in the NE corner of the property. The applicant will be resubmitting a site plan for Phase II of the project. Peavy stated that she would be looking for some kind of inner connectivity on the east side.

RESULT:	Recommends Approval
MOVER:	Police Chief Parmer
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

2. SP 2203-003 Villas at Wildwood Architectural Lighting and Photometric Plan Change

Development Services Director Melanie Peavy read the title of SP 2203-003 Villas at Wildwood Architectural Lighting and Photometric Plan Change Parcel G05-032. The applicant is seeking approval from the Project Review Committee for an architectural lighting and photometric plan change to a previously approved design. Lynton Smith of the Ownership Group was present for questions. Peavy stated this project is a Build for Rent project with a request for a waiver from the design district standard to replace the decorative style of post-lighting. Peavy stated that the decorative lighting would require more actual poles on site to require the same amount of light as the proposed lighting. Peavy asked if there was a way to reduce the brightness of the lights. Smith stated that spacing between poles and the lighting does meet the city code.

RESULT:	Recommends Approval
MOVER:	Utility Director Odell
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

3. SP 2203-011 Sunstop #351 - Wildwood

Development Services Director Melanie Peavy read the title of SP 2203-011 Sunstop #351 - Wildwood Parcel D30D001. The applicant is seeking a favorable recommendation from the Project Review Committee for the construction of a twelve thousand four hundred ten (12,410) sq ft convenience store with a fuel station on 2.21 acres MOL. Paolo Mastroserio of Mastroserio Engineering was present for questions. There were no outstanding comments.

RESULT:	Recommends Approval
MOVER:	Utility Director Odell
SECONDER:	Police Chief Parmer
AYES:	Development Services Director Peavy, Utility Director Odell, Public Works

4. SP 2204-006 Self Storage Wildwood (FKA All Aboard Storage)

Development Services Director Melanie Peavy read the title of SP 2204-006 Self Storage Wildwood (FKA All Aboard Storage). The applicant is seeking a favorable recommendation from the Project Review Committee for the construction of an eighty-nine thousand six hundred three (89,603) sq ft self-storage facility consisting of eight (8) storage buildings and an office building on 10.2277 acres MOL. Preston Hage, with Development Group, and Chris Thompson Civil Engineer were present for questions. Outstanding comments are a utility and a pond easement. Attorney, Bills stated that the utility easement has been reviewed, and with the exception of a minor technical item, he approved the item to move forward in today's meeting. Peavy stated that the Sidewalk Deferral Agreement was approved and is to be sent for recording. Motion to approve with the understanding that the utility easement is resolved by the City Attorney. Utility Supervisor Jason Martin asked if the lift station had been designed for the correct flow rate. Chris Thompson stated that, yes, the lift station had been designed for the correct flow rate. Parking spaces were per code and Peavy stated that over-parking would not be supported per code.

RESULT:	Recommends Approval
MOVER:	Police Chief Parmer
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

VI. ADJOURNMENT

The meeting was adjourned at 10:28 a.m. No comments were offered or received.

RESULT:	Adjourned
MOVER:	Utility Director Odell
SECONDER:	Police Chief Parmer
AYES:	Development Services Director Peavy, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

PROJECT REVIEW COMMITTEE
CITY OF WILDWOOD, FLORIDA

SEAL

Approval Signature

Date

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2111-003 Mainstay Suite 37 Room Addition

REQUESTED ACTION: Staff recommends approval of the technical waiver. Staff recommends approval of the site plan.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	SP 2111-003 Mainstay Suites 37 Room Addition
PARCEL	G18-036
ACREAGE	7.68 +/-
PROPERTY LOCATION	The property is generally located east along S Main St, approximately 0.07 miles south of Clay Drain Rd, and approximately 0.07 miles north of the Florida Turnpike.
OWNER	North Star Florida Inn, LLC
APPLICANT	Dinkins Construction, LLC

The applicant is seeking approval from the Project Review Committee for a technical waiver to omit the submittal of a photometric plan since only a minor change to the existing lights are installed on the property. The applicant is seeking a favorable recommendation from the Project Review Committee for the construction of a four (4) story, twenty-one thousand two hundred eighty-two (21,282) sq ft building addition to the existing Comfort Inn and Suites hotel.



DATED: 03/02/2023

Amanda Bush

Planner, Development Services



Project Review Committee Technical Standards Waiver Request

Project Name MAINSTAY SUITES 37 ROOM ADDITION

Project # SP 2111-003

1. Briefly describe your waiver request.

A request to waive the exterior lighting design plan requirement.

2. Please cite the subsection of the Land Development Regulations of which you are requesting a waiver.

Design District Standards, Chapter 1, Section (F)(7)

3. Please provide the justification for your waiver request.

This site already has existing sight lighting. The building addition results in the relocation of one of the existing light pole. The light pole will be relocated approximately 15 feet to the southeast from the current location. This relocation will not cause any adverse impacts to neighboring properties.

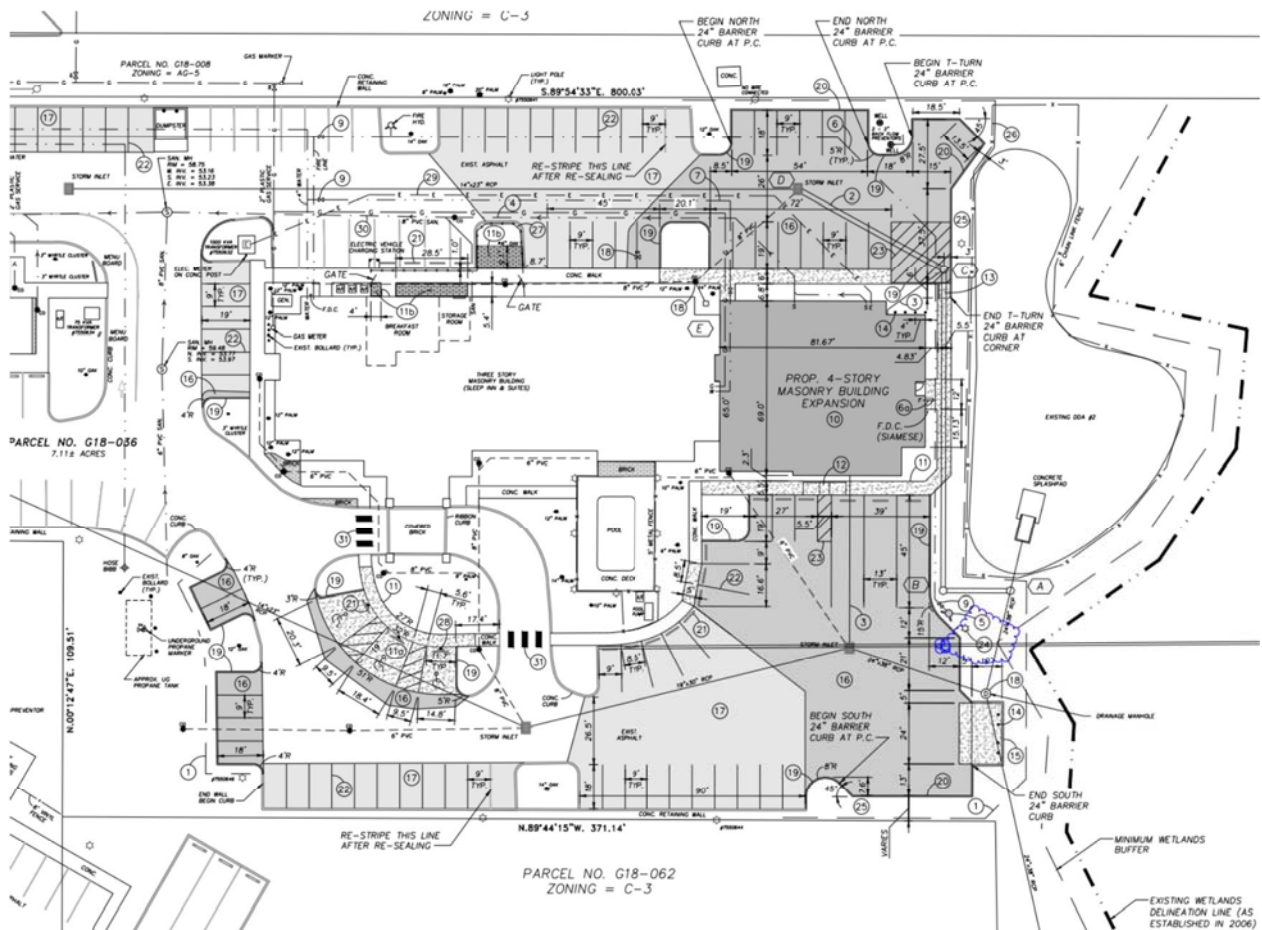
Name (Print) CHAP DINKINS

Date 1/6/2023

Signature 



Clearly depicted on the plans is a wetlands delineation line established in 2006. No construction may take place within the wetlands. This creates a buffer between our project and the adjacent parcel.



The improvement plan identifies the new location of the existing relocated pole to be approximately 10-15 feet from the existing location.

THE EXTENT OF THIS MAP IS WITHIN THE CITY OF WILDWOOD'S LIMITS

CLAY DRAIN RD

S MAIN ST / N US 301

FLORIDA'S TURNPIKE

Legend

-  Subject Property
-  Subject Parcel(s)



WILDWOOD
FLORIDA

CITY OF WILDWOOD

100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov



Feet
0 190 380

LOCATION MAP

SP 2111-003

MAINSTAY SUITES 37 ROOM ADDITION
PARCEL G18-036

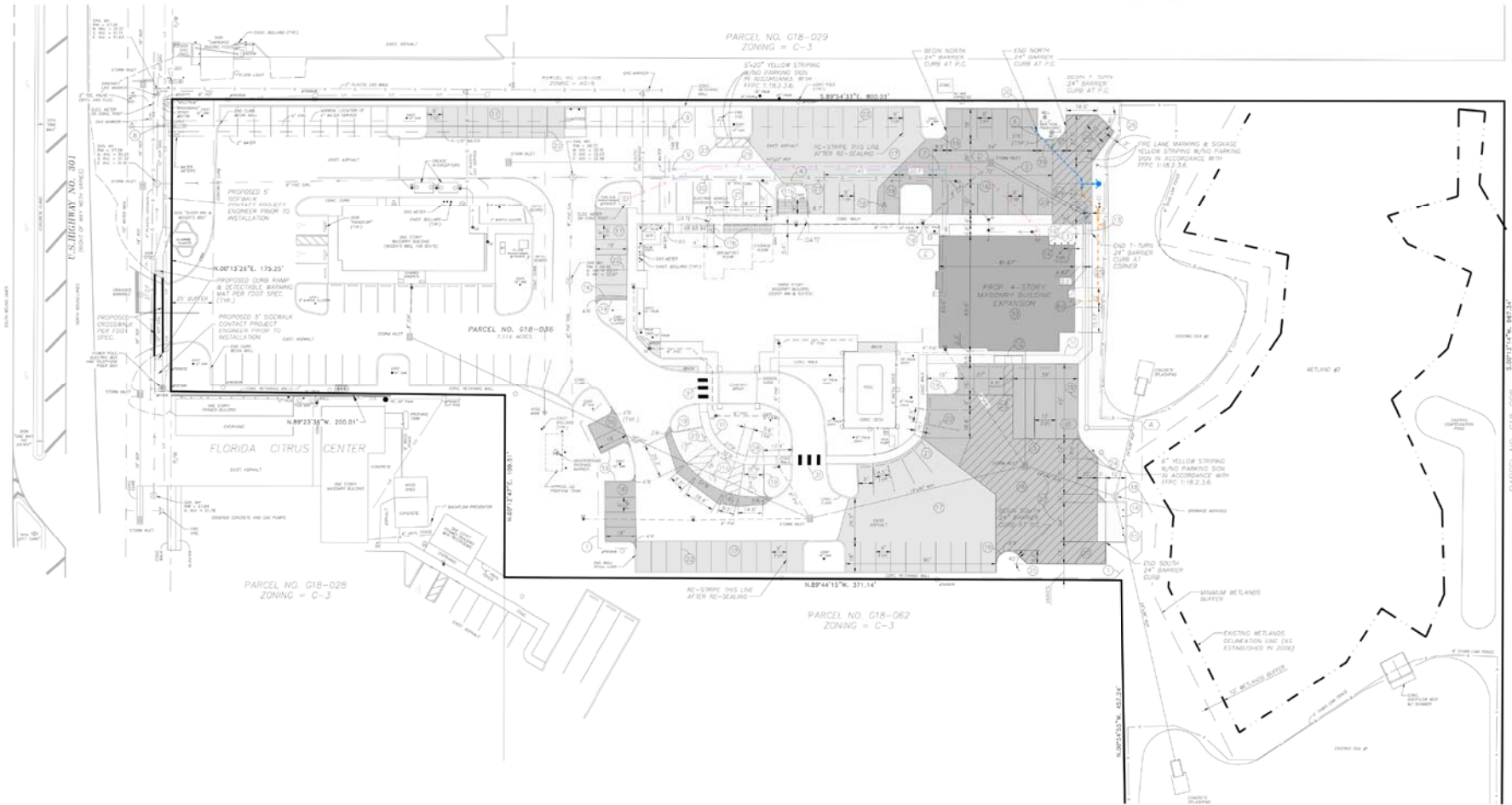
NOVEMBER 2021

MAP 1B

CONSTRUCTION NOTES:

1. ALL WORK DESCRIBED BELOW SHALL BE CONSTRUCTED BY THE SUE CONTRACTOR UNLESS STATED OTHERWISE.
2. INSTALL 8" X 12" L.P. SUE PLATE WHERE SHOWN. SEE GENERAL NOTE 11, AND SEE DETAIL.
3. INSTALL STORM SEWER. SEE STORM SEWER DATA.
4. INSTALL 8" HEAVY WALL P.V.C. ROOF DRAIN AT 1% MINIMUM SLOPE. INSTALL CLEANOUTS PER PLUMBING CODE (NOT SHOWN). CONSTRUCT BUILDING EXTERIOR LOCATIONS WITH ARCHITECTURAL PLANS.
5. CONSTRUCT 4" P.V.C. (304 OR 305) GRAVITY SANITARY SEWER SERVICE AT 1% MINIMUM SLOPE WITH CLEANOUTS PER PLUMBING CODE (NOT SHOWN). ALL CLEANOUTS WITH PAVEMENT SHALL HAVE A BRASS CAP. DETAIL 8" P.V.C. STORM IF P.V.C. CONSTRUCT.
6. INSTALL RELOCATED FIRE HYDRANT ASSEMBLY (NORM 488-114).
7. INSTALL 48 L.P. OF 4" CDD OR 4" P.V.C. FIRE MAIN EXTENSION.
8. INSTALL 88 L.P. OF 4" CDD OR 4" P.V.C. FIRE MAIN EXTENSION.
9. INSTALL 1" GLASS DRIP SUE AT P.V.C. DOMESTIC WATER LINE (WITH LOCATING WIRE) TO PROMOTE BUILDING AS SHOWN. INSULATE DRAIN-UP VALVE NEW BUILDING. DRAIN MUST CONTINUE TO THE STREET TO THE BUILDING.
10. INSTALL 4" REDUCED PRESSURE BACKFLOW PREVENTER WITH EXISTING SERVICE LINE AT 12" MINIMUM & 18" MINIMUM WATER CLOSING AND ADJUST ALL EXPOSED PIPES (BY CONTRACTOR). DETAIL 1-3 IS APPLICABLE.
11. INSTALL GASE PIPING WITH SUE WATCHING THAT OF THE EXISTING OR PROPOSED LINE. THREE TOTAL.
12. DARK SHADE INDICATES CONSTRUCT FOUR-STORY MASONRY BUILDING ADDITION (BY BUILDING CONTRACTOR). PROVIDE ELECTRICAL SERVICE FROM EXISTING TRANSFORMER.
13. CONSTRUCT 4" INCH CONCRETE NEWLY TO BE INDICATED AND PROVIDE 8" INCH REINFORCING BARS. BARS ADJACENT TO PROPOSED PAVEMENT AND ADJACENT TO 204 IN. ARE TO BE CONSTRUCTED WITH A THICKENED EDGE. SEE SHOWN PLANS AND REFER TO CONCRETE WITH THICKENED EDGE DETAIL 1-3 IS APPLICABLE.
14. CONSTRUCT 17" INCH, 1500 P.S.I. CONCRETE PAVEMENT WITH A REINFORCING BARS AT 18" O.C. EACH WAY. CONCRETE ADJACENT TO ASPHALT TO BE CONSTRUCTED WITH A THICKENED EDGE. SEE "VEHICULAR CONCRETE WITH THICKENED EDGE" DETAIL.
15. INSTALL BRICK PAVEMENT AS SHOWN, MATCHING EXISTING PAVEMENT ON SITE.
16. CONSTRUCT CURB RAMP CH-C.
17. CONSTRUCT CURB RAMP CH-E.
18. INSTALL 4" JUNCTION CONCRETE-PAVED STEEL PIPE DRAINAGE, FOUR WITH DRAINAGE PAD AND FOUR AT INTERSECTION DRAIN OF THE CORNER OF BUILDING. DETAIL 1-3 IS APPLICABLE.

19. CONSTRUCT CONCRETE DAMPER PAD WITH ENCLOSURE AND GATES. SEE DETAIL.
20. MEDIUM SHADE INDICATES CONSTRUCT ASPHALT PAVEMENT. SEE GENERAL NOTES 18 THROUGH 20.
21. LIGHT SHADE INDICATES RE-SEAL ASPHALT.
22. DASHED MANHOLE, CLEANOUT, AND IRRIGATION VALVE PER FINISH GRADE. (NOTE: THE MANHOLE WILL REQUIRE A 3" HEAD).
23. CONSTRUCT TRENCH CURB WHERE SHOWN WITH DOUBLE LINES ALONG EDGES OF ASPHALT. SEE DETAIL. ENDS OF CURB MUST BE TAPERED FLUSH TO PAVEMENT WITH 12" THICKNESS.
24. INSTALL 24" BARRIER CURB AT THREE LOCATIONS. SEE DETAIL.
25. TOTAL LENGTHS: NORTH 82 L.F., 7-TURN 78 L.F., SOUTH 88 L.F.
26. INSTALL CONCRETE WHEEL STOP WITH 12" SET AT 17' FROM EDGE OF DRIVEWAY FOR STANDARD SPACES AND 30" FROM BUILDING FOR LARGE VEHICLE SPACES (ON TOTAL).
27. PAINT MARKER PARKING LOT ENDING. SEE DETAIL. MARK WITH 12" TYPICAL MARKER 2" & 1/4.
28. PAINT LINE MARKING - PAINT AS SHOWN WITH YELLOW PAINTING.
29. RE-USE LIGHT POLE WHERE SHOWN (SEE DEMONSTRATION FOR EXISTING POLE).
30. PAINT SHADE AND CURB AS SHOWN. SEE DETAIL. SEE DETAIL. SLOPE TO MATCH EXISTING OR THE THICKENED TO BE 3/4" ON LOTS WHERE SHOWN (SEE DETAIL).
31. INSTALL 28 L.F. OF 6" HIGH CHAIN LINK FENCE.
32. INSTALL 3" HIGH ALUMINUM FENCE WITH TWO 4" TRANS GATES WATER INDICATED. COORDINATE WITH TYPICAL FOR FENCE & GATE.
33. INSTALL HANDCAMP SIGN (3 TOTAL) AND INCLUDE PLASQUE TO READ "WALK ACCESSIBLE" AT THE WESTERN SIDE.
34. INSTALL SECONDARY UNDERGROUND ELECTRIC WITHIN TWO (2) 4" SCHEDULE 40 PIPE ELECTRIC CONDUITS.
35. INSTALL 2" PLASTIC GAS SERVICE EXTENSION. COORDINATE WITH 1500.
36. CRACK/REPAIR MARKING FOR FOOT STANDARDS PLANS INDEX 715-100.
37. LOW PRESSURE & LEAKAGE TEST REQUIRED.
38. PRESSURE TEST FOR TWO HOURS AT 150 PSI.
39. ON COMPACTED SUBGRADE (SEE DETAIL).
40. PER FOOT ROCK BOX.
41. REMOVED/REPLACE ADDITIONAL WITHIN AS NEEDED.



MASTERSTERO ENGINEERING, INC CIVIL & ENVIRONMENTAL SITE 179 DE 3RD PLACE OCALA, FL 34471 PAOLO@MASTERSTERO.COM FL CERT OF AUTH #29159		PAOLO MASTERSTERO P.E. P.E. REG. #69891 DATE _____ NO. _____		REVISED PLAN PER PLANNING COMMENTS REVISION DATE NO.		11.10.2021 DATE	
		GRAPHIC SCALE IN FEET					
GEOMETRY		MANSTAY SUITES - 27 ROOM ADDITION WILDWOOD, FLORIDA					
DATE		10-10-2021					
SCALE		1" = 30'					
DRAWN BY		WPD					
PROJECT NAME		MASTER SITE PLAN DWG					
C03		3					
SHEET NO.		VERSION					

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2205-008 Sanitation Maintenance Facility Phase 2 (Minor)

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	SP 2205-008 Sanitation Maintenance Facility Phase 2 (Minor)
PARCEL NUMBER(S)	D32-170 & portion of D32-141
ACREAGE	0.75+/-
PROPERTY LOCATION	The property is generally located approximately 0.26 miles south of E C 462, approximately 0.12 miles west of CR 127, and approximately 0.35 miles east of N US 301.
OWNERS	North Sumter County Utility Dependent District & Shamrock Industrial
APPLICANT	Lee Woods Construction

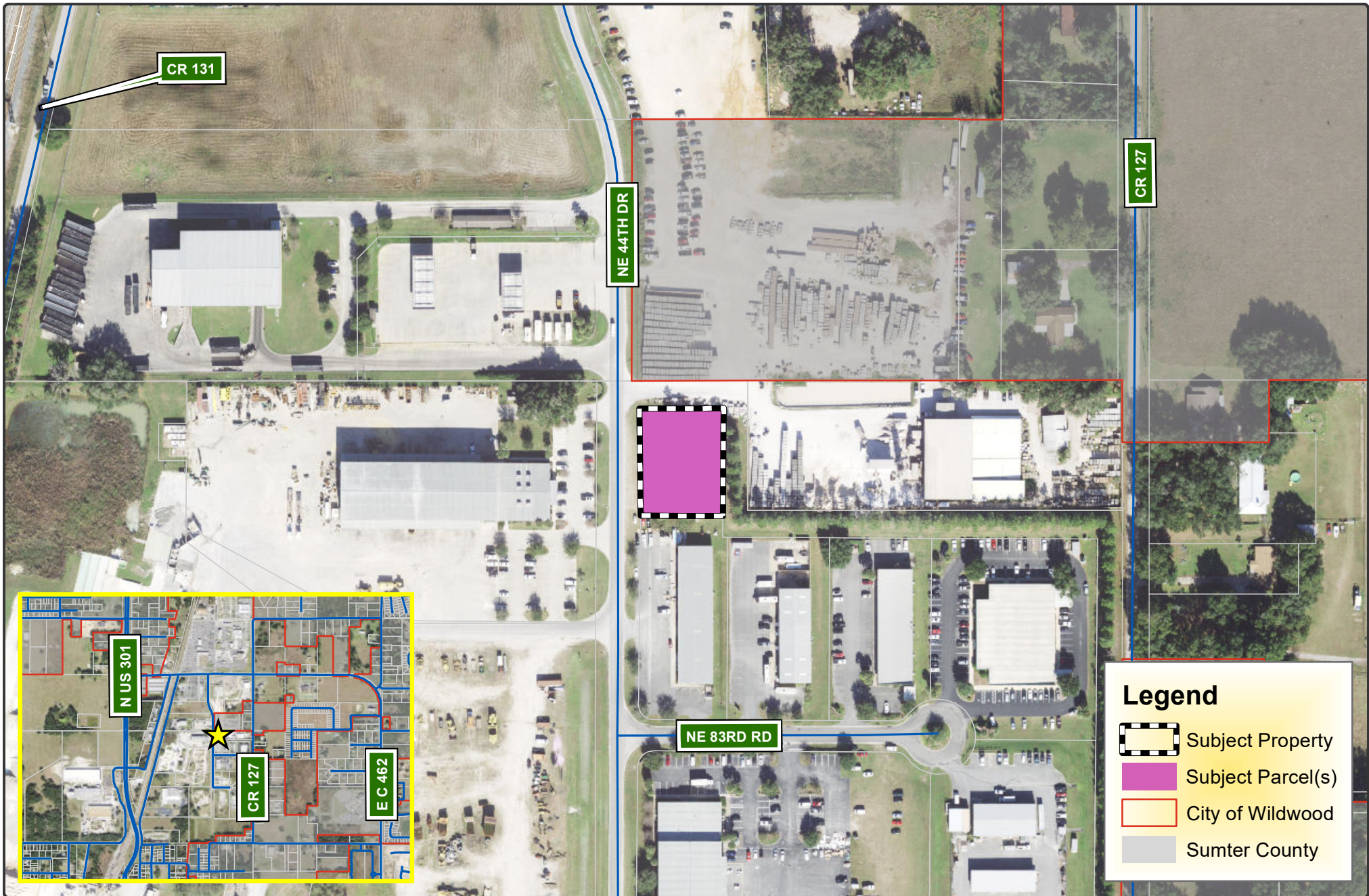
The applicant is seeking approval from the Project Review Committee for a parking lot expansion consisting of forty (40) new parking spaces to a previously approved site plan (SP 2022-013) consisting of nineteen (19) existing parking spaces.

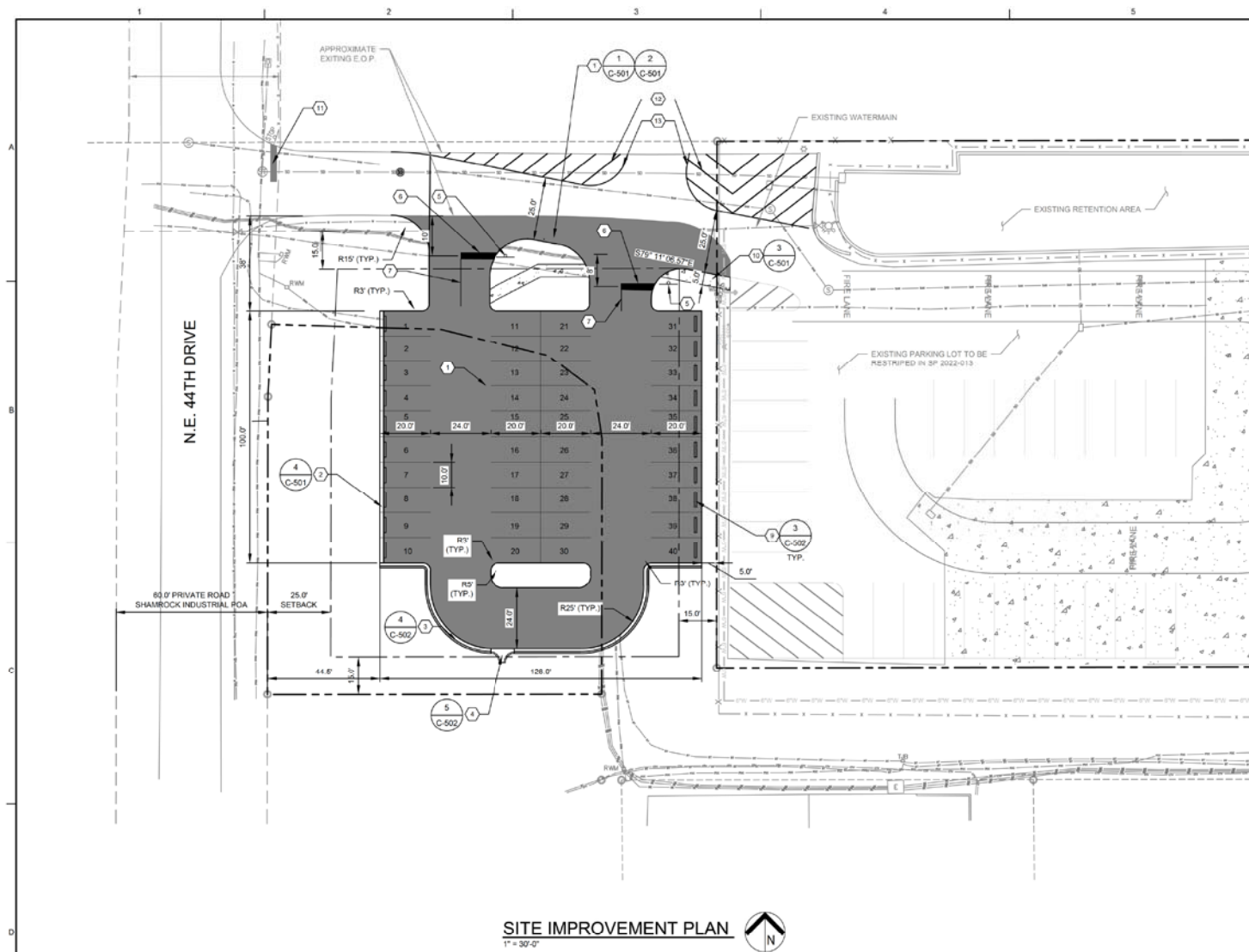


DATED: 03/06/2023

Amanda Bush

Planner, Development Services





FILENAME: V:\Civil Design\CAD\Phase 2\203-C-101_480885CH.dwg

SITE NOTES

1. NOTIFY OWNERS FOR COORDINATION PRIOR TO COMMENCING ANY WORK WITHIN THEIR PROPERTY.
2. LANDSCAPING PLANS ARE BY OTHERS. SALVAGE AND REPLANT TREES & SHRUBS TO BE REMOVED FROM THE POA BERM IF FEASIBLE.
3. PAVEMENT AND PAVEMENT MARKINGS SHALL BE CONSTRUCTION IN ACCORDANCE WITH FOOT STANDARDS.
4. THE PAVEMENTS SHALL BE SWEEPED CLEAN PRIOR TO STRIPPING OPERATIONS.
5. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI UNLESS OTHERWISE INDICATED.
6. SIDEWALKS TERMINATING AT DRIVES SHALL BE RAMPED AT 12H:1V TO BE FLUSH WITH THE DRIVE.
7. NO BUFFER REQUIREMENTS.

PARKING SUMMARY	
DATE	01/01/2025
TIME	08:00 - 18:00
LOCATION	123 Main St, New York, NY
VEHICLE	ABC-1234
STATUS	Paid
AMOUNT	\$5.00
PAID BY	John Doe
REMARKS	Standard parking fee

EXISTING LOT BY BUILDING:

TOTAL SPACES (SP 2022-013) = 17
ACCESSIBLE SPACES = 2

NEW LOT:

PARKING SPACES = 40

TOTAL:

PARKING SPACES = 57
ACCESSIBLE SPACES:

 SHEET KEYNOTES

1. CONSTRUCT ASPHALT PARKING LOT
2. CONSTRUCT RIGIDON CURB
3. CONSTRUCT TYPE F CURB & GUTTER
4. CONSTRUCT DRAINAGE FLUME
5. PROVIDE & INSTALL STOP SIGN PER MUTCD STANDARDS.
6. STRIPS 24" WHITE STOP BAR, 12" LONG, TYP.
7. STRIPS 4" WIDE DOUBLE YELLOW STRIPS
8. STRIPS 4" WIDE WHITE PARKING STRIPS
9. PROVIDE & INSTALL WHEEL STOP (20)
10. CONSTRUCT 5-FIT WIDE SIDEWALK
11. STOP BAR BEING PROVIDED IN SP 2022-013
12. STRIPS 10" WIDE WHITE STRIPS AT 40' AND 6' OC.
13. STRIPS 12" WIDE WHITE EDGE LINE

LEGEND

- | | |
|---|---------------------------------------|
|  | EXISTING ASPHALT PAVEMENT |
|  | NEW ASPHALT PAVEMENT |
|  | EXISTING REINFORCED CONCRETE PAVEMENT |
|  | NEW CONCRETE |
|  | SANITARY SEWER MANHOLE |
| — SAN — | SANITARY SEWER LINE |
| — 6"W — | 6" WATERLINE |
| D/S | DOWNSSTREAM |
| U/S | UPSTREAM |
| — — — — — | MINIMUM SETBACKS (LOR TABLE 3-4) |
| — — — — — | NECUDO PROPERTY LINE |

GRAPHICAL SCALE



		CIVIL SITE IMPROVEMENT PLAN	
8515 NE 44TH DR., WILDLAND, FL SEC. 32-18-21, SUMTER COUNTY		PARKING LOT EXPANSION FOR THE SANITATION MAINTENANCE FACILITY CITY OF WILDLAND, FLORIDA	
VERIFY SCALE DRAWN BY: [Redacted] CHECKED BY: [Redacted]		RESULTS OF DOCUMENTS:	
DATE	MAY 2, 2022	CORRECT WATERMAIN IMPROVEMENTS FROM PHASE 1	
PROJ	4808853CH	SWAP POND AND PARKING LOT DUE TO GEOTECH RESULTS	
DWG	C-101	REVISION	
		NO.	DATE
		1	11/19/22
		2	01/09/23
		3	01/09/23
		4	01/09/23
		5	01/09/23
		6	01/09/23
		7	01/09/23
		8	01/09/23
		9	01/09/23
		10	01/09/23
		11	01/09/23
		12	01/09/23
		13	01/09/23
		14	01/09/23
		15	01/09/23
		16	01/09/23
		17	01/09/23
		18	01/09/23
		19	01/09/23
		20	01/09/23
		21	01/09/23
		22	01/09/23
		23	01/09/23
		24	01/09/23
		25	01/09/23
		26	01/09/23
		27	01/09/23
		28	01/09/23
		29	01/09/23
		30	01/09/23
		31	01/09/23
		32	01/09/23
		33	01/09/23
		34	01/09/23
		35	01/09/23
		36	01/09/23
		37	01/09/23
		38	01/09/23
		39	01/09/23
		40	01/09/23
		41	01/09/23
		42	01/09/23
		43	01/09/23
		44	01/09/23
		45	01/09/23
		46	01/09/23
		47	01/09/23
		48	01/09/23
		49	01/09/23
		50	01/09/23
		51	01/09/23
		52	01/09/23
		53	01/09/23
		54	01/09/23
		55	01/09/23
		56	01/09/23
		57	01/09/23
		58	01/09/23
		59	01/09/23
		60	01/09/23
		61	01/09/23
		62	01/09/23
		63	01/09/23
		64	01/09/23
		65	01/09/23
		66	01/09/23
		67	01/09/23
		68	01/09/23
		69	01/09/23
		70	01/09/23
		71	01/09/23
		72	01/09/23
		73	01/09/23
		74	01/09/23
		75	01/09/23
		76	01/09/23
		77	01/09/23
		78	01/09/23
		79	01/09/23
		80	01/09/23
		81	01/09/23
		82	01/09/23
		83	01/09/23
		84	01/09/23
		85	01/09/23
		86	01/09/23
		87	01/09/23
		88	01/09/23
		89	01/09/23
		90	01/09/23
		91	01/09/23
		92	01/09/23
		93	01/09/23
		94	01/09/23
		95	01/09/23
		96	01/09/23
		97	01/09/23
		98	01/09/23
		99	

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2206-010 Oxford Overnight

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER SP 2206-010 Oxford Overnight

PARCEL NUMBER(S) D32-029 & D32-034

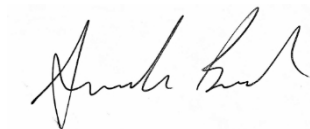
ACREAGE 6.85 +/-

PROPERTY LOCATION The subject property is generally located at east along N US 301 and approximately 0.09 miles south of E C 462.

OWNER Renegade Properties #1, LLC

APPLICANT Chap Dinkins - Dinkins Construction

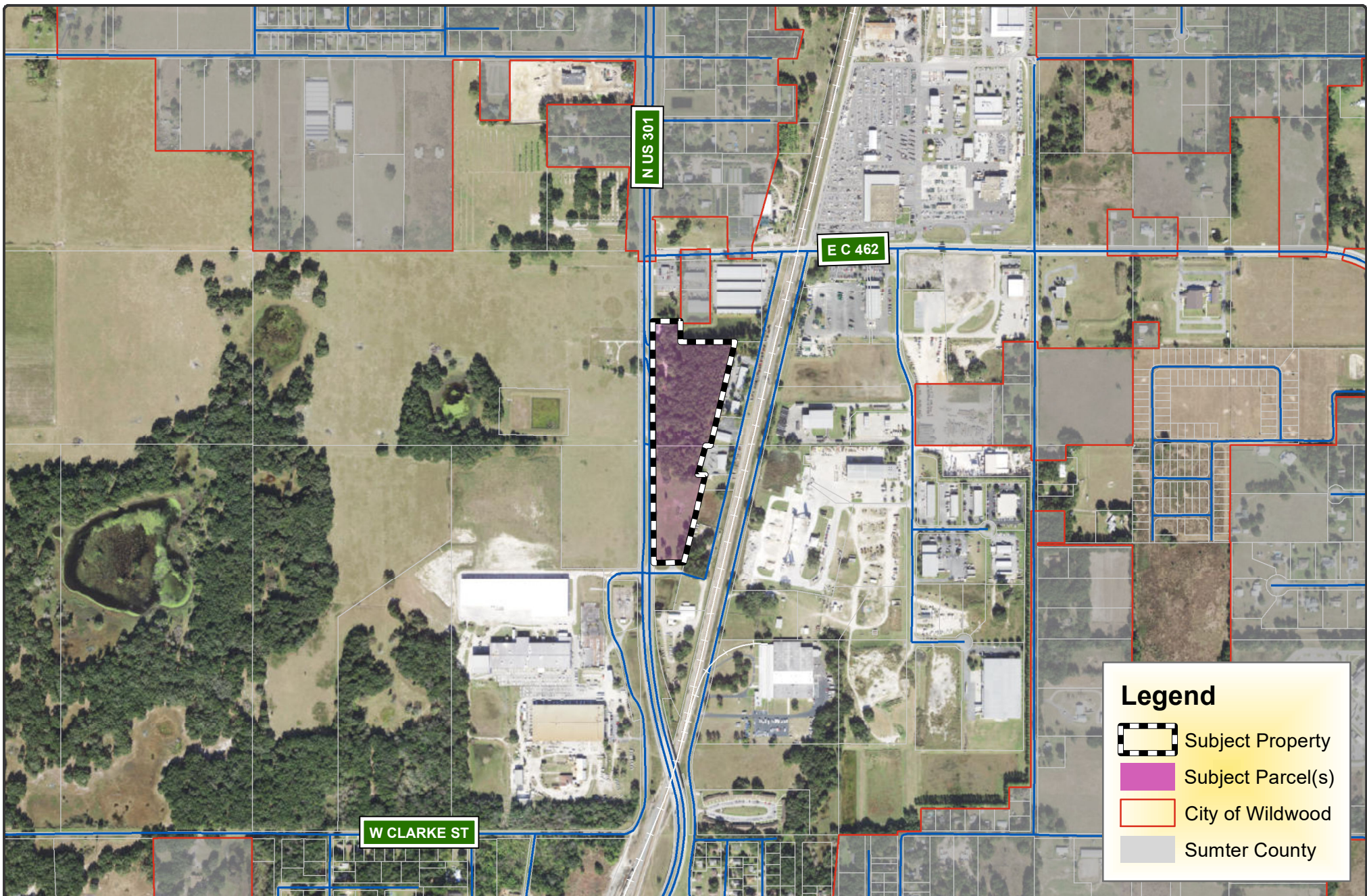
The applicant is seeking a favorable recommendation from the Project Review Committee for the construction of six (6) motel/hotel buildings consisting of four (4) buildings at five thousand five hundred one (5,501) sq ft and two (2) buildings at six thousand one hundred ninety-seven (6,197) sq ft.



DATED: 03/07/2023

Amanda Bush

Planner, Development Services



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 Feet 0 440 880	SP 2206-010 OXFORD OVERNIGHT PARCELS D32-029 & D32-034	MAP 1B LOCATION MAP JULY 2022
--	---	---	---	---

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2210-001 CVS Wildwood (Wildwood Crossing)

REQUESTED ACTION: Staff recommends approval contingent on the resolution of the Development Service comment.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

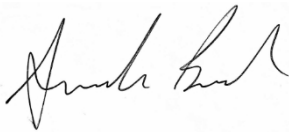
Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	SP 2210-001 CVS Wildwood (Wildwood Crossing)
PARCEL NUMBER(S)	G05-119 & G05-120
ACREAGE	2.11 +/-
PROPERTY LOCATION	The subject property is generally located at the southwest corner of CR 466A and Powell Rd.
OWNER	Acorn Investments, LLC
APPLICANT	Boos Development Group

The applicant is seeking approval from the Project Review Committee for the construction of a fourteen thousand eight hundred seventy-one (14,871) sq ft pharmacy retail building with a drive-thru.



DATED: 03/07/2023

Amanda Bush

Planner, Development Services



WILDWOOD

FLORIDA

City of Wildwood

Project #: SP 2210-001

Project Name: CVS Wildwood (Wildwood Crossing)

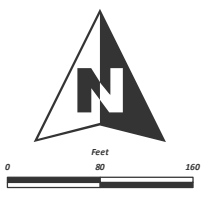
Representative: Kevin M. Roberson – KHA

*****PLEASE NOTE: Two hard copies of plans, along with the electronic copy are required with every submittal. Partial submittals are not accepted.*****

DEVELOPMENT SERVICES

1. General: The City of Wildwood's technical division has verified the legal description (as shown in the rendering attached). The legal description includes a portion of C 466A ROW. The city used NAD 1983 State Plane Florida West (US feet) which matches the boundary survey showing Florida State Plane Coordinate West Zone. Please advise and revise legal descriptions on boundary survey, word document, and site plan.



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 Feet 0 80 160	SP 2210-001 CVS WILDWOOD (WILDWOOD CROSSING) PARCELS G05-119 & G05-120	MAP 1B LOCATION MAP OCTOBER 2022
---	---	--	--	---

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2212-009 Warm Springs Ave Force Main - CR 503 to Marsh Bend Trail Modification

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:
Effective Date: Termination Date:
Managing Division/Department:

BUDGET IMPACT:

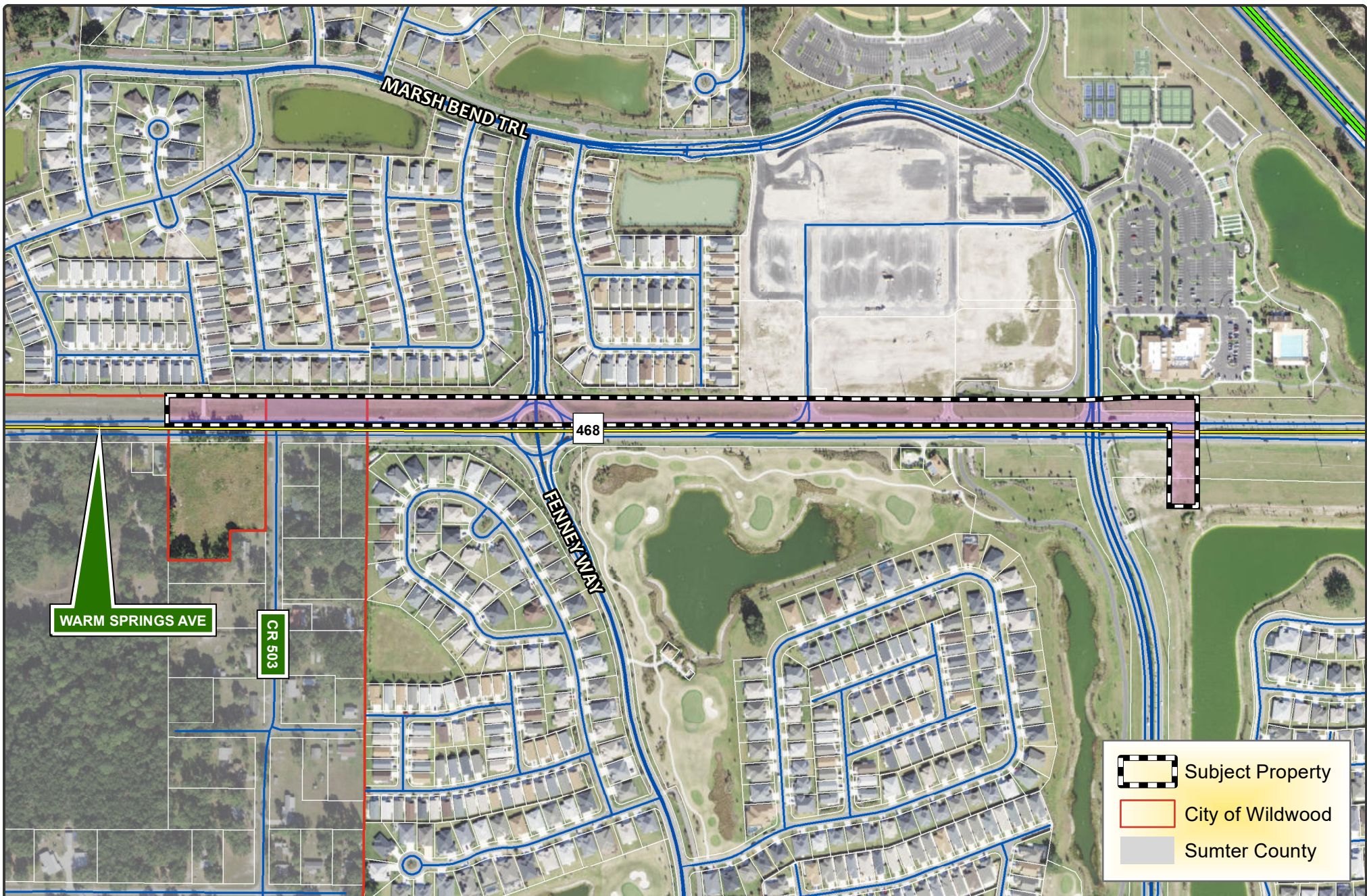
HISTORY/FACTS/ISSUES:

CASE NUMBER	SP 2212-009 Warm Springs Ave Force Main - CR 503 to Marsh Bend Trail Modification
PARCEL	Sumter County Right of Way
ACREAGE	2.33 +/-
PROPERTY LOCATION	The subject property is located within the Sumter County Right of Way along Warm Springs Ave from CR 503 to Marsh Bend Trail, approximately 0.52 miles in length.
OWNER	Bethany Estates Enterprises, LLC
APPLICANT	CHW

The applicant is seeking approval from the Project Review Committee for a modification to a previously approved site plan (SP 2204-011) consisting of a roadway crossing change from jack and bore to horizontal directional drill.



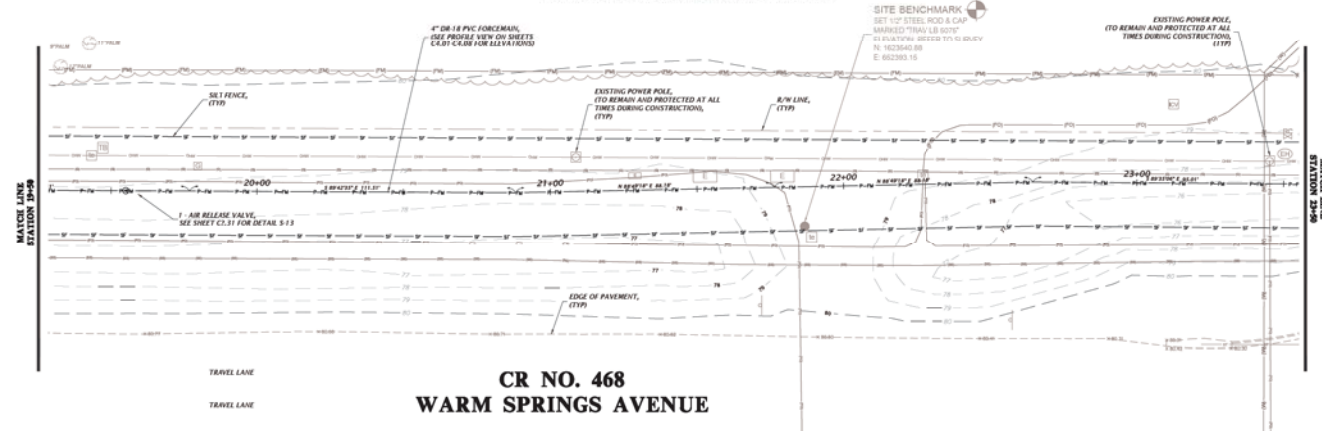
DATED: 03/06/2023
Amanda Bush
Planner, Development Services



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 Feet 0 220 440	SP 2212-009 WARM SPRINGS AVE FORCE MAIN (CR 503 TO MARSH BEND TRL MODIFICATION)	MAP 1B LOCATION MAP MARCH 2023
--	---	---	---	--

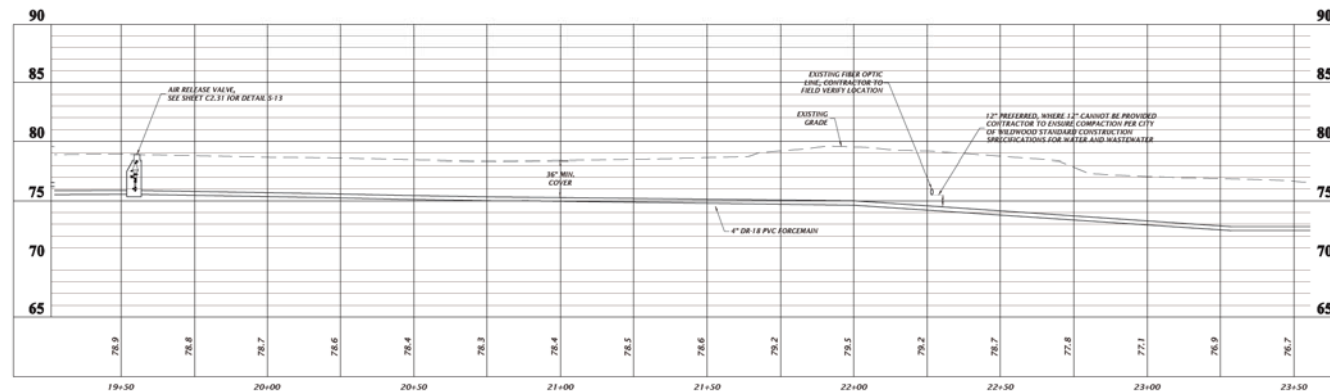
GENERAL NOTES

1. ALL DISTURBED AREAS WITHIN R/W SHALL BE SODDED.
2. ALL DISTURBED AREAS WITHIN PUE SHALL BE FINE GRADED/RESTORED AS WELL AS SODDED/RESEED.
3. CONTRACTOR SHALL INVESTIGATE AND VERIFY OR HAVE VERIFIED THE LOCATION OF UTILITIES BEFORE STARTING WORK. ANY CONFLICTS WITH EXISTING UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER OF RECORD AND THE CITY OF WILDMOND UTILITY DEPARTMENT AS SOON AS POSSIBLE IN ORDER TO VERIFY THE ELEVATION AND LOCATION OF THE EXISTING CONDITION.
4. FORCE MAIN SERVICE INSTALLATION SHALL BE CONSTRUCTED WITH 3 FEET OF COVER BELOW PROPOSED GRADE.
5. CONTRACTOR SHALL USE CAUTION WHILE WORKING AROUND EXISTING UTILITIES.

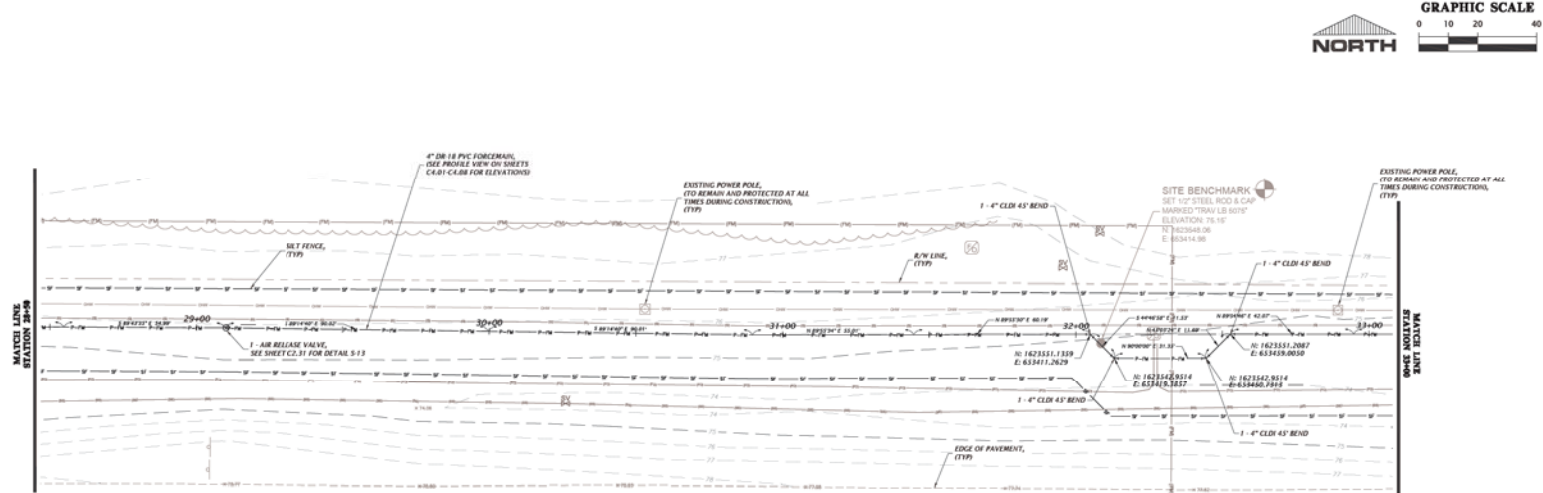


FORCE MAIN

SCALE: 1" = 20' HORIZONTAL
1" = 5' VERTICAL



THIS PROJECT IS THE PROPERTY OF CH2M HILL. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF CH2M HILL.	
CH2M HILL Professional Corporation	
PROJECT NO. 20-0024	DATE: 02/07/2023
CONTRACT DESCRIPTION: WILDMOND, SOUTH CAROLINA 12.17.2022 - CONSTRUCTION REGION #1	
PROJECT LOCATION: CITY OF WILDMOND, SOUTH CAROLINA 08/07/2022 - CITY OF WILDMOND, SOUTH CAROLINA 10/17/2022 - CITY OF WILDMOND, SOUTH CAROLINA 02/07/2023 - CITY OF WILDMOND, SOUTH CAROLINA (REV. #1)	
CLIENT: CITY OF WILDMOND, SOUTH CAROLINA PROJECT: WILDMOND, SOUTH CAROLINA SHEET: 20-0024	
DESIGNER: CH2M HILL CHECKED: CH2M HILL DATE: 02/07/2023	
PROJECT NO. 20-0024	
FILE NO. 20-0024	
SHEET NO. C4.02	

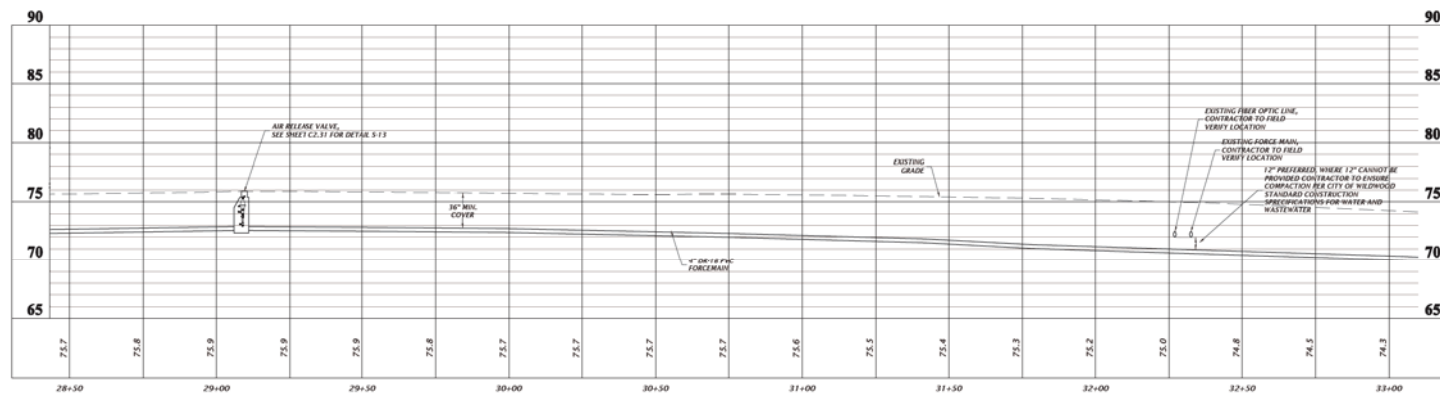


- GENERAL NOTES**
1. ALL DISTURBED AREAS WITHIN R/W SHALL BE SODDED.
 2. ALL DISTURBED AREAS WITHIN PUE SHALL BE FINE GRADED/RESTORED AS WELL AS SODDED/RESEED.
 3. CONTRACTOR SHALL INVESTIGATE AND VERIFY OR HAVE VERIFIED THE LOCATION OF UTILITIES BEFORE STARTING WORK. ANY CONTACTS WITH EXISTING UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER OF RECORD AND THE CITY OF WILDMOND UTILITY DEPARTMENT AS SOON AS POSSIBLE IN ORDER TO VERIFY THE ELEVATION AND LOCATION OF THE EXISTING CONDITION.
 4. FORCE MAIN SERVICE INSTALLATION SHALL BE CONSTRUCTED WITH 3 FEET OF COVER BELOW PROPOSED GRADE.
 5. CONTRACTOR SHALL USE CAUTION WHILE WORKING AROUND EXISTING UTILITIES

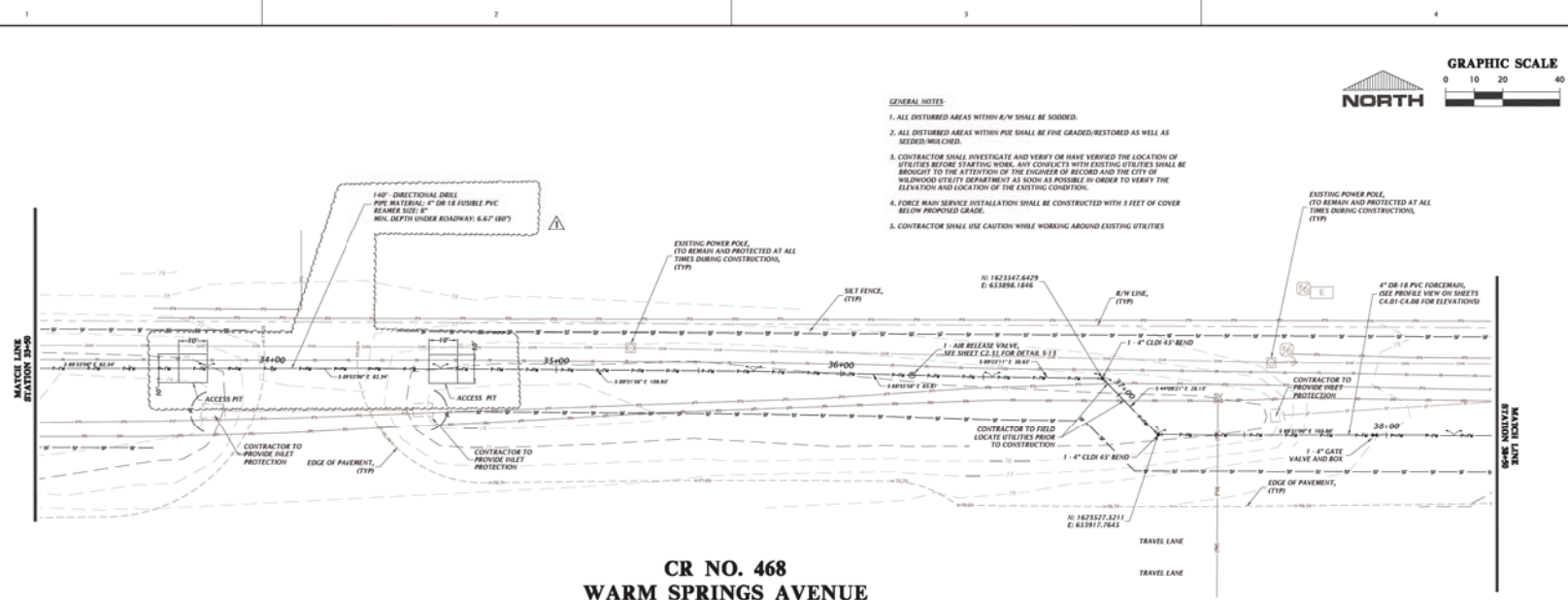
**CR NO. 468
WARM SPRINGS AVENUE**

FORCE MAIN

SCALE: 1" = 20' HORIZONTAL
1" = 3' VERTICAL

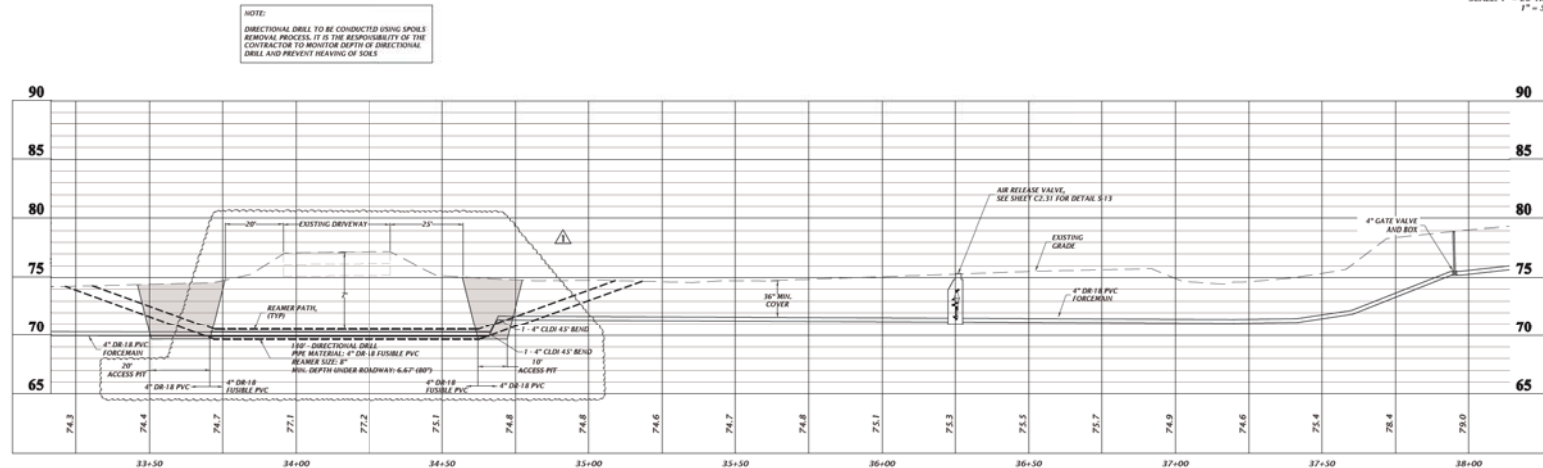


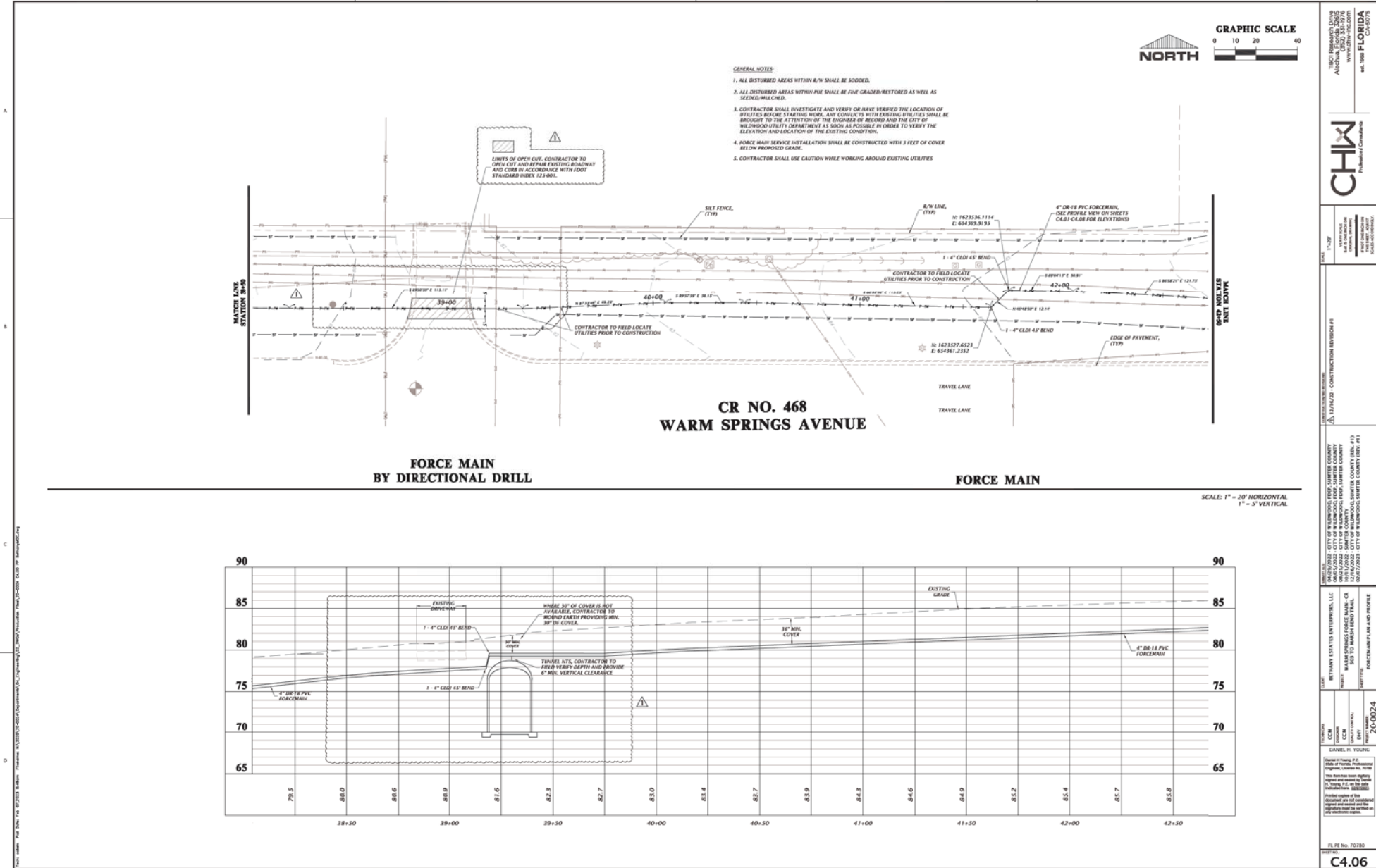
2025 PERSHALL DRIVE AUSTIN, TEXAS 78704 www.cdw-inc.com 512.761.1000 CA 0075	
CDW Professional Corporation	
PROJECT WARM SPRINGS AVENUE 10/17/2022	SHEET 20-0024
CONTRACTOR BETHANY EUSTICE ENTERPRISES, LLC 6800/2022 CITY OF WILDMOND, DEEP WATER COUNTY 10/17/2022 CITY OF WILDMOND, DEEP WATER COUNTY 10/17/2022 DEEP WATER COUNTY 10/17/2022 DEEP WATER COUNTY 10/17/2022 CITY OF WILDMOND, DEEP WATER COUNTY (REV. 1)	
DESIGNER DANIEL H. YOUNG 10/17/2022	
CHECKER DANIEL H. YOUNG 10/17/2022	
FILE NO. 70780 C4.04	



FORCE MAIN BY DIRECTIONAL DRILL

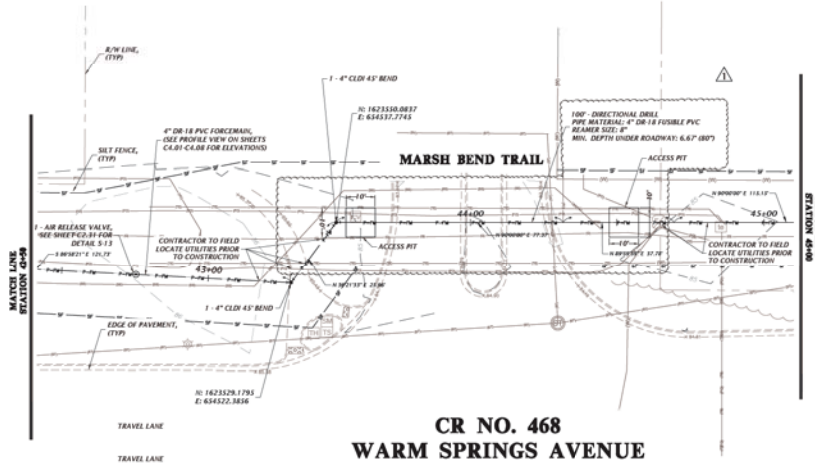
FORCE MAIN





GENERAL NOTES

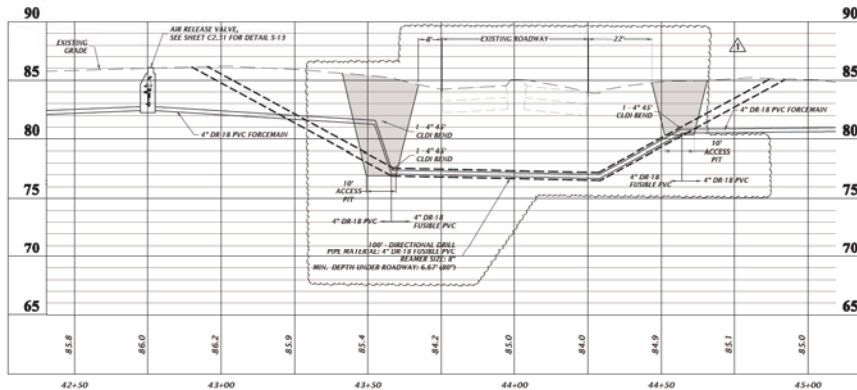
1. ALL DISTURBED AREAS WITHIN R/W SHALL BE SODDED.
2. ALL DISTURBED AREAS WITHIN PUE SHALL BE FINE GRADED/RESTORED AS WELL AS SODDED/RESEED.
3. CONTRACTOR SHALL INVESTIGATE AND VERIFY OR HAVE VERIFIED THE LOCATION OF UTILITIES BEFORE STARTING WORK. ANY CONFLICTS WITH EXISTING UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER OF RECORD AND THE CITY OF WILMINGTON UTILITY DEPARTMENT AS SOON AS POSSIBLE IN ORDER TO VERIFY THE ELEVATION AND LOCATION OF THE EXISTING CONDITION.
4. FORCE MAIN SERVICE INSTALLATION SHALL BE CONSTRUCTED WITH 3 FEET OF COVER BELOW PROPOSED GRADE.
5. CONTRACTOR SHALL USE CAUTION WHILE WORKING AROUND EXISTING UTILITIES



**CR NO. 468
WARM SPRINGS AVENUE
FORCE MAIN
BY DIRECTIONAL DRILL**

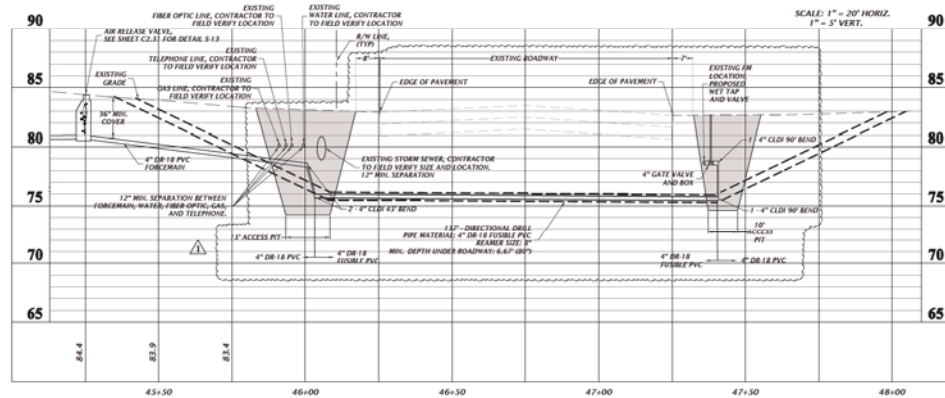
NOTE:
DIRECTIONAL DRILL TO BE CONDUCTED USING SPOILS REMOVAL PROCESS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MONITOR DEPTH OF DIRECTIONAL DRILL AND PREVENT HEAVING OF SOILS.

SCALE: 1" = 20' HORIZONTAL
1" = 3' VERTICAL

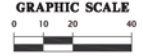


2025 PENDING: 2025 AUGUST 1, 2025 www.cdw-inc.com 408 788 1000 CA 90775	
CDW Professional Corporation	
PROJECT: 200024 WARM SPRINGS AVENUE FORCE MAIN BY DIRECTIONAL DRILL CITY OF WILMINGTON, SHARPER COUNTY	
CONTRACTING NUMBER: 200024-2025-CONSTRUCTION REVISION #1	
PROJECT LOCATION: CITY OF WILMINGTON, SHARPER COUNTY 06/07/2022 CITY OF WILMINGTON, SHARPER COUNTY 10/17/2022 SHARPER COUNTY 02/07/2023 CITY OF WILMINGTON, SHARPER COUNTY (REV. #1)	
CLIENT: BETHELYN ESTATES ENTERPRISES, LLC WARM SPRINGS FORCE MAIN - CR 100' TO 150' TO DRAIN FIELD	DESIGNER: DANIEL H. YOUNG
DATE: 200024	PROJECT NO.: 200024
PROJECT NO.: 200024 FILE NO.: 200024 C4.07	

- CR NO. 468**
WARM SPRINGS AVENUE



SCALE: 1" = 20' HORIZONTAL
1" = 5' VERTICAL



11801 Research Drive
Alechar, Florida 32615
(352) 331-1976
www.chw-inc.com

est. 1968 **FLORIDA**
CA-5075



CH2M
Provision of Consultants

1 = "NOT"

VERBITY SCALE	
IF NOT ONE RICH ON THIS LIST, AGAINST SCALE ACCORDINGLY.	IF NOT ONE RICH ON THIS LIST, AGAINST SCALE ACCORDINGLY.

12/16/22 - CONSTRUCTION REVISION #1

9/2022 - CITY OF WILDMOOD, FOSP, SUMMITER COUNTY
15/2022 - CITY OF WILDMOOD, FOSP, SUMMITER COUNTY
5/2022 - CITY OF WILDMOOD, FOSP, SUMMITER COUNTY
1/2022 - SUMMITER COUNTY
6/2022 - CITY OF WILDMOOD, SUMMITER COUNTY (REV. #1)
11/2023 - CITY OF WILDMOOD, SUMMITER COUNTY (REV. #1)

PROJECT: WARM SPRINGS FORCE MAJIN - CR 50B TO MARSH BEND TRAIL

PREPARED BY: BETHANY ESTATES ENTERPRISES, LLC

DATE: 01/20/2015

PROJECT TYPE: FORCEMAJIN PLAN AND PROFILE

CCM	DESIGNER	CCM	QUALITY CONTROL	DHY	PROJECT NUMBER
					20-0024

DANIEL H. YOUNG

Daniel H. Young, P.E.
State of Florida, Professional
Engineer, License No. 76730

This form has been digitally
signed and sealed by Daniel
H. Young, P.E. on the date
indicated here. 02/07/2023

Printed copies of this
document are not considered
signed and sealed and the
signature must be verified on
this form.

FL PE No. 70780
EST NO.:
C4.08

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PLAT 2111-001 Wildwood Cottages Phase 2 Preliminary Plan

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER PLAT 2111-001 Wildwood Cottages Phases
1 & 2 Preliminary Plan

PARCEL NUMBER(S) D33-014 & D33-045

ACREAGE 26.75 +/-

PROPERTY LOCATION The subject property is located east of E
C462, and approximately 0.63 miles north of
C466A.

OWNER Wildwood Landing (FL) Owner IV, LLC

APPLICANT Wildwood Landing II (FL) Owner, LLC
Resibuilt Homes, LLC

The applicant is seeking approval for a preliminary plan for Wildwood Cottages Phases 1 and 2, consisting of 96 single-family dwelling units.



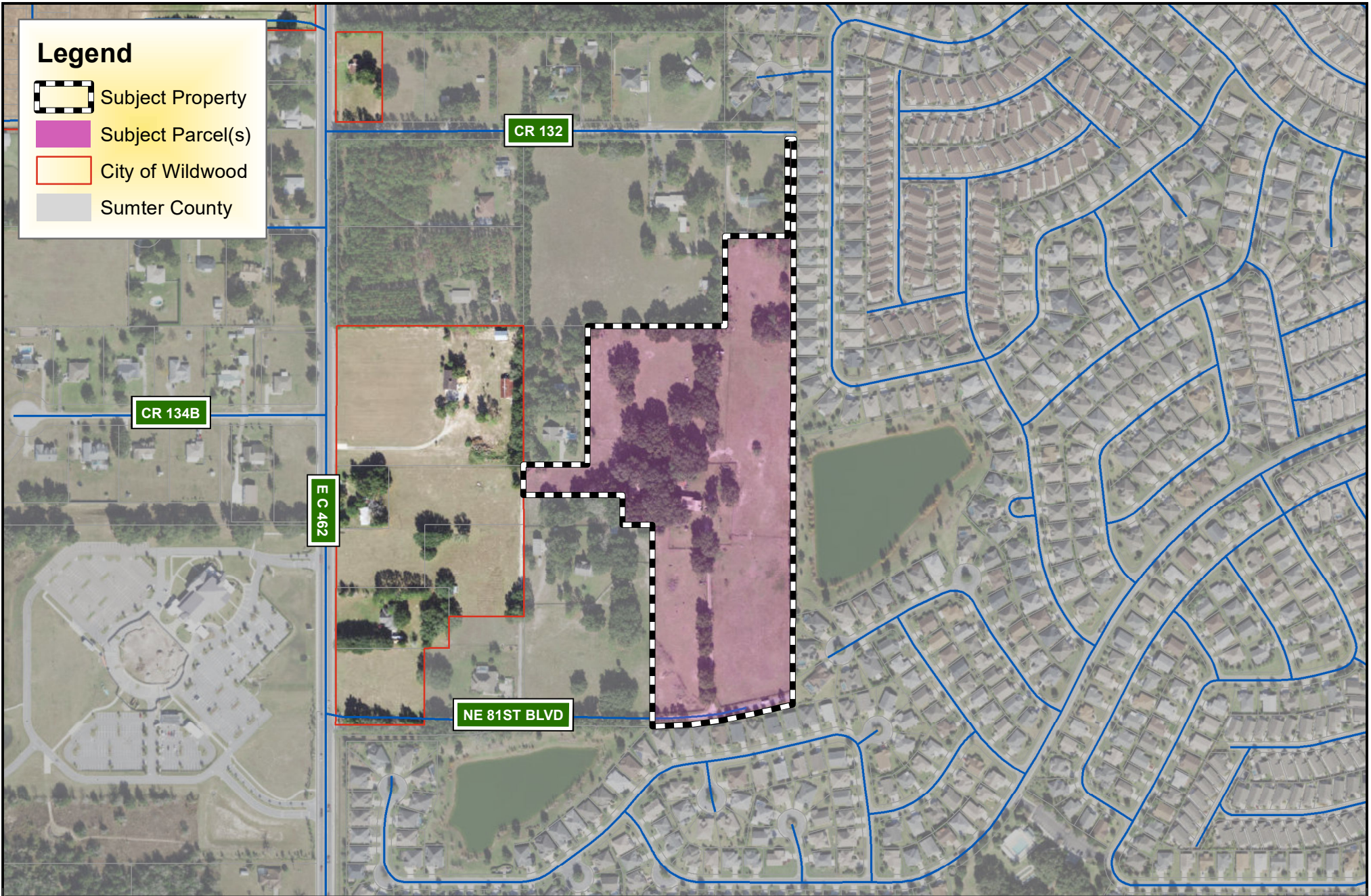
DATE: 03/08/2023

Terri O'Neal

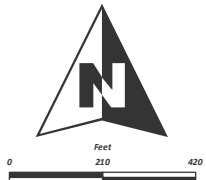
Planning Manager, Development Services

Legend

-  Subject Property
-  Subject Parcel(s)
-  City of Wildwood
-  Sumter County

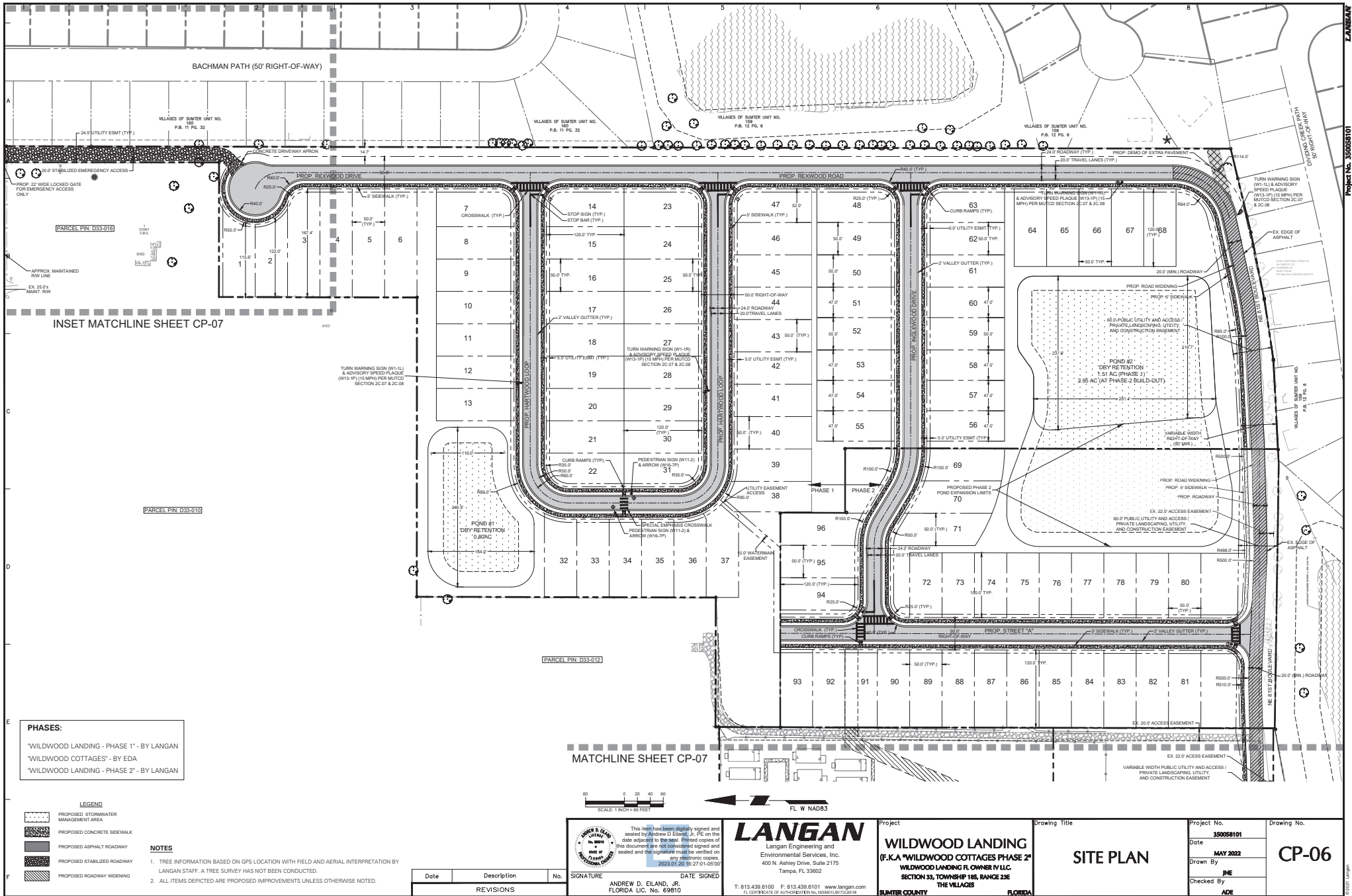


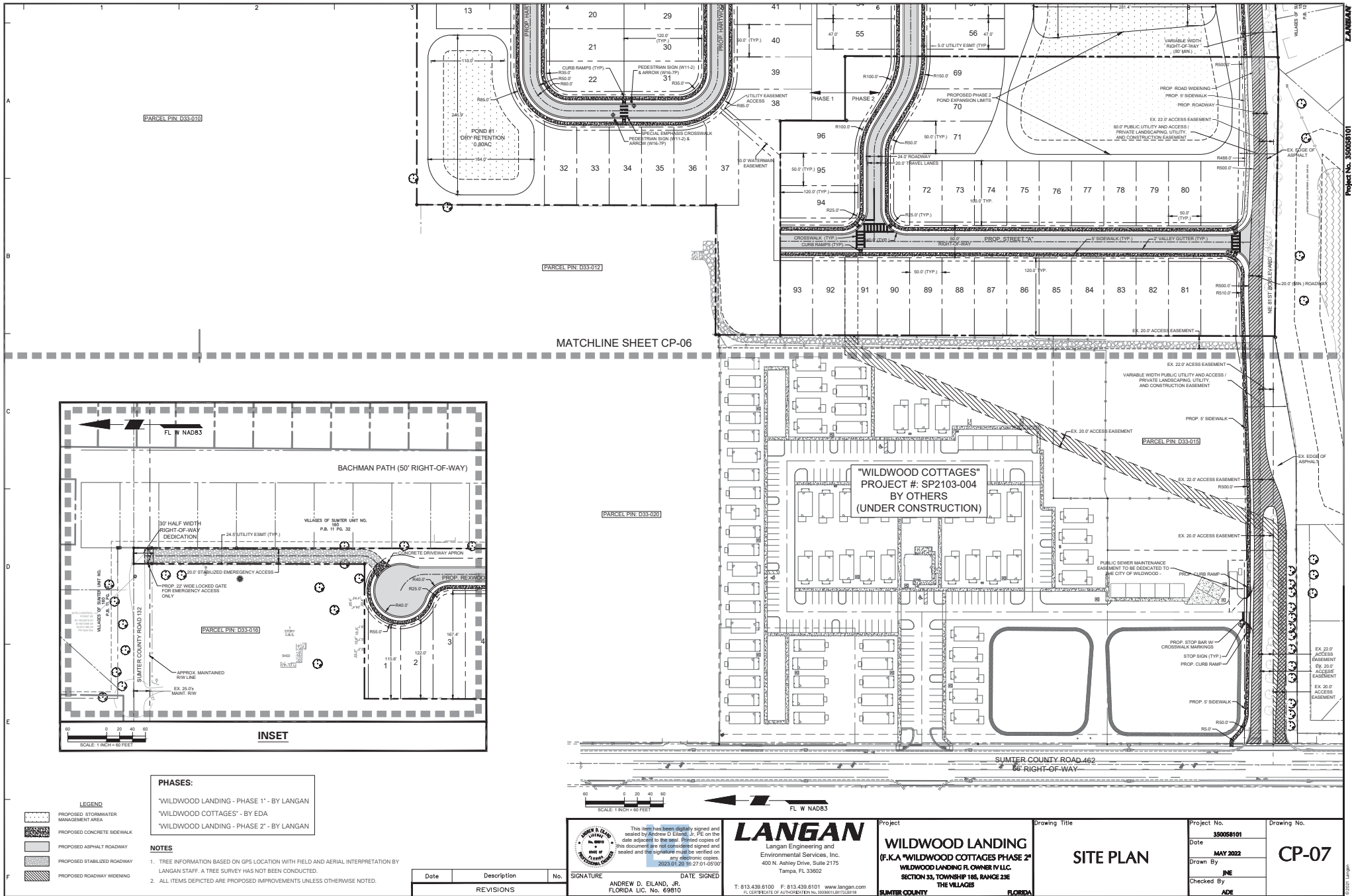
**CITY OF
WILDWOOD**
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov



PLAT 2111-001
WILDWOOD COTTAGES PHASE II
PARCEL D33-014

MAP 1B
LOCATION
MAP
NOVEMBER
2021





**PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY**

SUBJECT: PLAT 2205-003 Wildwood Landing Improvement Plan

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:
Effective Date: Termination Date:
Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	PLAT 2205-003 Wildwood Landing Improvement Plan
PARCEL NUMBER(S)	D33-014
ACREAGE	26.75 +/-
PROPERTY LOCATION	The subject property is located east of E C462, and approximately 0.63 miles north of C466A.
OWNER	Wildwood Landing (FL) Owner IV, LLC
APPLICANT	Resibuilt Homes, LLC

The applicant is seeking a favorable recommendation for Wildwood Landings, an improvement plan, consisting of 68 single-family dwelling units.



DATE: 03/08/2023
Terri O'Neal
Planning Manager, Development Services

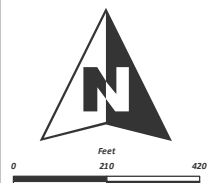


Legend

-  Subject Property
-  Subject Parcel(s)
-  City of Wildwood
-  Sumter County



**CITY OF
WILDWOOD**
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

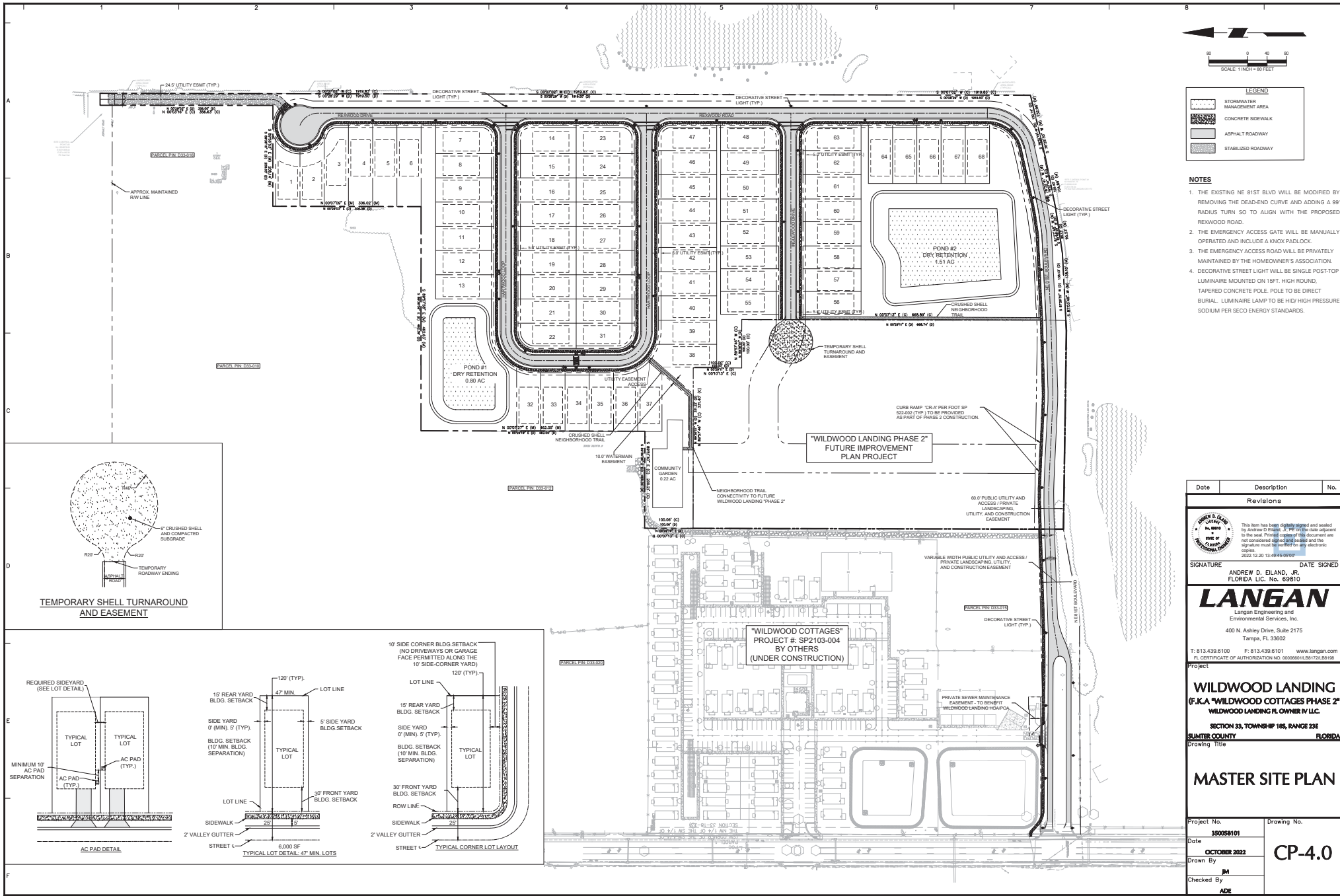


PLAT 2205-003
WILDWOOD LANDING IMPROVEMENT PLAN
(FKA WW COTTAGES PH 2)
PARCEL D33-014

MAP 1B

**LOCATION
MAP**

**MAY
2022**



Date	Description	No.
Revisions		
SIGNATURE	DATE SIGNED	
ANDREW D. EILAND, JR.	FLORIDA LIC. NO. 69810	
LANGAN Langan Engineering and Environmental Services, Inc. 400 N. Ashley Drive, Suite 2175 Tampa, FL 33602 T: 813.439.6100 F: 813.439.6101 www.langan.com FL CERTIFICATE OF AUTHORIZATION NO. 00006018/BB172LBB108		
WILLOW LANDING (F.K.A. "WILLOW COTTAGES" PHASE 2) WILLOW LANDING FLORIAN IV LLC SECTION 33, TOWNSHIP 18S, RANGE 23E SUMTER COUNTY FLORIDA Drawing Title		
MASTER SITE PLAN		
Project No.	Drawing No.	
350058101	CP-4.0	
Date	OCTOBER 2022	
Drawn By	JM	
Checked By	ADE	

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PD 2206-001 Wildwood Place

REQUESTED ACTION: Staff recommends approval and a favorable recommendation of Ordinance O2023-9.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	PD 2206-001 Wildwood Place
Ordinance #	O2023-9
Applicant/Owner	HWY 301/216 LLC
Property Location	Located west along N US 301 where it intersects CR 216 and C 472
Parcel Number(s)	D19-014 and D19-043
Date	3/7/2023

HWY 301/216, LLC seeks approval and a favorable recommendation from the Project Review Committee for a Planned Development (PD) amendment. This is an amendment for a multi-family residential development of a maximum of 300 dwelling units, encompassing approximately 25 acres MOL. This will be accompanied by commercial retail and offices along US 301, on 9.75 acres MOL, with around 6.95 acres of open space. This request will run concurrently with CP/RZ 2206-002 which seeks to change both the Future Land Use and Zoning of the designated parcels.

Per City of Wildwood Land Development Regulations Sec. 8.6. (E) the City Commission may approve a PD amendment only after substantial, competent evidence has been presented that allows the Commission to make the following findings:

(1) That the proposed change is consistent with the comprehensive plan;

The proposed amendment is consistent with the comprehensive plan. The proposed Wildwood Place development has a Future Land Use designation of Medium High-Density Residential at the time of application. As the 2050 Comprehensive Plan is now in effect, the Medium High-Density Residential FLU is now High-Density Residential. Additionally, the proposed change is consistent with the intent of this Future Land Use designation.

(2) That the proposed change will not adversely affect public facilities such as schools, utilities, streets, etc;

The proposed change is estimated to add 1,768 daily trips. A full traffic analysis has been conducted under CP 2206-002 for maximum density and was accepted by Sumter County. The intersection of US 301/CR 472 is projected to operate at LOS F. However, Sumter County

plans to improve the existing intersection within two years, which is expected to alleviate these concerns.

The subject properties are in an existing demand service area according to the 2019 Utility Master Plan. City water and sewer are available to the subject property. Wildwood school officials have determined that capacity is available to handle additional students.

(3) That changed or changing conditions makes the passage of the proposed amendment necessary;

Changing conditions make the proposed amendment necessary. The applicant is proposing 300 dwelling units to meet the housing needs in the city. Additionally, the mixed-use commercial development would provide a mix of land uses, helping to meet the needs of local residents and those in the surrounding area.

(4) That the proposed change will not create or excessively increase traffic congestion or otherwise be a detriment to public safety; and

TIA was accepted by Sumter County on 12/13/2022.

(5) That the proposed change will not be a deterrent to the improvement or development of adjacent property.

The proposed change will not be a deterrent to the improvement or development of adjacent properties. Adjacent properties will be allowed to develop according to their future land use and zoning designations assigned by their jurisdictions.

Staff recommends approval and a favorable recommendation of Ordinance O2023-9.

A handwritten signature in black ink that reads "Shaun Raja". The signature is written in a cursive, flowing style.

Shaun Raja,
Planner, Development Services Department

ORDINANCE NO. O2023-9

AN ORDINANCE OF THE CITY OF WILDWOOD GRANTING A REQUEST FOR A PLANNED DEVELOPMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY HWY 301/216, LLC; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the first application for the Wildwood Place Planned Development Agreement was filed with the City of Wildwood on or about June 6, 2022;

WHEREAS, it is the intent of the City Commission to promote more efficient uses of land, encourage compatible and harmonious development of contiguous lands, provide flexibility and variety to meet changing needs, and administer mixed use developments in conformance with the goals, objectives, and policies of the City's Comprehensive Plan;

WHEREAS, the City recognizes the Planned Development process as a suitable avenue for planning unique developments which may not meet the specific requirements set forth in the Land Development Regulations and Design District Standards, but still facilitate the objectives stated above;

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

The application filed by CHW on behalf of HWY 301/216, LLC, a Florida Limited Liability Company (hereinafter referred to as the "Developer"), for a Planned Development was heard by and before the City Commission, Wildwood, Florida on this ____ day of _____ 2023. Based upon the verified application and supporting documents, analyses, maps, charts, other evidence and instruments, the advice, report and recommendations of the Project Review Committee and the testimony adduced, and evidence received at the Public Hearing by the Planning and Zoning Board on _____, 2022 and otherwise being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1: GENERAL FINDINGS

- A. That the Wildwood Place Planned Development Application (hereinafter referred to as the "Project") was duly and properly filed herein on June 6, 2022 by the Developer.
- B. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule.
- C. That the Project was reviewed by the Project Review Committee and found to meet or exceed the minimum standards of the City's Comprehensive Plan, Land Development Regulations, Code of Ordinances, and all other applicable ordinances and regulations.

- D. That the Developer intends to develop a Project consisting of 34.75 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in "Exhibit A" attached hereto.
- E. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations (LDR).
- F. That the City has complied with the due notice requirements of subsection 8.2 (E) and (F) of the Land Development Regulations.

SECTION 2: FINDINGS REGARDING PLANNED DEVELOPMENT OVERLAY

- A. That the Developer has applied for a Planned Development of the lands described in "Exhibit A".
- B. That the zoning districts of the subject land described in "Exhibit A" are classified as "R-4 and "C-3" on the City of Wildwood Zoning Map.
- C. That the Project is consistent with both the City of Wildwood Comprehensive Plan, the intent and purpose of the City of Wildwood Land Development Regulations, and does promote the public health, safety, morals, welfare, and orderly growth of the City of Wildwood.
- D. That the City of Wildwood Land Development Regulations are consistent with the provisions of the "Planned Development Agreement" as hereinafter set forth in Section 3 of this Ordinance. With respect to any conflict between the Land Development Regulations and the "Planned Development Agreement", the provisions of the "Planned Development Agreement" shall govern. Unless specific conditions are included in the "Planned Development Agreement" waiving or replacing the terms and conditions of the Land Development Regulations, the terms and conditions of the most current Land Development Regulations shall prevail.
- E. This Ordinance shall become effective immediately upon its approval and adoption by the City Commission.

SECTION 3: PLANNED DEVELOPMENT AGREEMENT: GENERAL PROVISIONS

- A. Development Concept. The Project shall be developed as a Planned Development substantially in accordance with this Ordinance. This Planned Development Agreement shall govern the development of the Project.
- B. Conceptual Development Plan. The Project includes a conceptual development plan pursuant to Section 8.4 of the Land Development Regulations. The conceptual development plan prepared by CHW dated June 3, 2022 and revised on November 2, 2022 is incorporated into this Ordinance as "Exhibit B" attached hereto. The conceptual development plan is substantially consistent with City of Wildwood Comprehensive Plan.
 - 1. The conceptual development plan illustrates general location of the following land uses:
 - a. Multi-family residential uses
 - b. Single-family attached residential uses

- c. Commercial retail and office uses
 - d. Stormwater Management Facility (SMF) (master planned, shared by all uses)
 - e. Transportation systems and parking facilities
 - f. Existing potable water and sanitary sewer locations
2. The conceptual development plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by floodplain management regulations, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, conservation easements. If there are any inconsistencies between the written ordinance and the conceptual development plan, the written ordinance will supersede.

C. Development Program. The Project shall be developed in a single phase or in two (2) phases. If two (2) phases, the first phase will include Land Use Area A (residential) and primary and/or shared infrastructure, including the master SMF and internal drives. Phase 2 development will be the remainder of Land Use Area B (commercial) .

1) TYPE OF DEVELOPMENT.

1. Phasing Schedule:

Phase	Timeframe
1	24 months
2	15 years

The following shall apply:

2. Land Use Breakdown. Acreages devoted to each land use within the Project shall be in accordance with the following table:

Land Use	Total (Acres)	Percentage of Total Site
Residential	25.00	72%
Commercial	9.75	28%
Site	34.75	100%

Open space consists of 20% of the total site area, which equals ±6.95 acres.

3. Maximum Development Potential. Commercial and Residential development shall not exceed the following:

Residential		Commercial	
Density, max. (unit/acre):	12	No. of square feet, max.:	110,000
No. of dwelling units, max.:	300	Floor Area Ratio, max.:	±0.26
Living area, min. (square feet):	600	Lot area and lot width, min.:	None

4. Signage. The Developer will construct signage meeting the City's Land Development Regulations and Design District Standards.

- D. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review by the Project Review Committee, review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.
- E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever Chapter is applicable.
1. Developer's Agreement. Prior to approval of a site plan or a subdivision preliminary plan, the City and the Developer agree to enter into Utility or Developer's Agreements to address the provision of water, wastewater and reuse water to the Project. Said agreement(s) shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.
- F. Principal Uses. Principal uses include all permitted uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the respective R-4 and C-3 zoning districts. Additional permitted uses in the C-3 zoning district may include the following Special Exception uses:
1. Independent living facility (ILF)
 2. Community residential home with 7 or more residents
 3. Assisted living facility (ALF)
 4. Nursing home
 5. Private or nonprofit organizations providing schooling and/or training programs with associated facilities and dormitories
 6. Public buildings owned, operated, and used by a government entity such as city hall, city hall annexes, police and fire stations, libraries, post office, and other similar uses
- G. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the R-4 and C-3 zoning districts on land designated as such.

Building setbacks for both internal and external property lines shall be as follows:

Residential	
Front, min.	N/A
Rear, min.	N/A
Side, min.	N/A
Building Separation	10'

Commercial	
Front, min.	25'
Rear, min.	15'
Side, min.	15'
Accessory Structures	
Rear and Side, min.	8'

H. Design District Standards. Due to the Project's location within the Highway Design District, the Project will meet applicable City of Wildwood's Design District Standards.

I. Recreation and Open Space. The Project shall maintain a minimum of 20% (6.95 acres) open space.

1. Parks and Recreation. The following amenities are planned for the Project:

- a. Amenity building
- b. Pool
- c. Dog Park
- d. Pavilions

2. Buffers. The Project shall establish and maintain the following buffers:

Direction	Width (Ft)
North	20
East	None, exempt per Design District Standards (DDS) Chapter 1(A)(4)
South	20, Land Use Area A only
West	None

Buffers shall contain landscape material in accordance with the Design District Standards. No buffer is required between PD Land Use Areas but may be provided to serve as open space. Existing trees located within the required buffer area may not be removed unless approved by a certified arborist due to disease or natural disaster. Tree protection must occur consistent with LDR Section 6.10. A tree removal permit shall be obtained from the Development Services Department, per LDR Subsection 6.10(E).

3. Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may include areas such as trails, plazas, courtyards, and other similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed with air conditioned space. For purposes of meeting open space requirements, up to 50% of the drainage retention areas may be included in the open space calculation; however, the amount of open space credit from drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include open bodies of water, rights-of-way (public or private), yards or lots of record per plat, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.

J. Environmental Considerations. An ecological site assessment was conducted in April 2022 by Modica & Associates, Inc. (M&A). No federally listed or threatened species were identified onsite. The Project contains no documented environmental features, including FEMA floodplain or National Wetland Inventory wetlands, that warrant protection or preservation. No further assessment is warranted based on said site assessment.

K. Public Facilities.

1. Potable Water, Wastewater, and Reuse Water. The Project shall be connected to the City's Potable Water and Sanitary Sewer systems prior to any certificates of occupancy being issued. The Project will also connect to the City's reuse water system prior to certificates of occupancy being issued, if available. Reuse water is not currently available to the Project.
2. Solid Waste. Solid waste services shall be provided by the City or the City's contracted refuse service provider.
3. Stormwater. The Project utilizes a master Stormwater Management Facility (SMF) that serves both the residential and commercial uses, increasing efficiency of the system and reducing the land area necessary to serve each use individually. The SMF shall be designed in accordance with LDR Section 6.4 and Southwest Florida Water Management District design requirements, which requires preventing flooding of adjacent sites and ensuring the integrity of receiving waters.
4. Underground Utilities. All on site utilities shall be located underground. Developer is responsible for running utilities underground for the Project. The City shall ensure that any utilities within any public utility easement serving lands other than the Project shall be underground.
5. Lighting. Exterior lighting of all buildings and parking lots shall be designed so that light is not directed off the Project. Exterior light fixtures should be fully shielded or designed with light-angle cut-offs to eliminate spill light, trespass light and glare.
6. Easements. A 20'-wide public utility easement (per O.R.B. 1692, PG. 276) is located along the US 301 and CR 216 frontages.
7. Transportation: Per the Traffic Impact Analysis (TIA) conducted on August 8, 2022 by CHW and attached hereto as Exhibit C, improvements to the project driveways are warranted. The responsibility to fund the improvements listed in Section L of this ordinance, will be the responsibility of the Developer.

L. Access, Parking, and Transportation.

1. Access. The Project's main commercial area access is centrally located on US 301 with through access to the residential area. One (1) additional commercial access is at the site's north end on US 301 at a directional median opening and a full access on CR 216. The Project's primary access to the residential area is located on the southern boundary of the Property on CR 216. Driveway permits for access on US 301 and CR 216 will be obtained from Florida Department of Transportation (FDOT) and Sumter County, respectively.
2. Transportation Impact Fees: Developer acknowledges that the Project is subject to Sumter County's impact fees ordinances.
3. Cross and shared access. Cross and shared access will be provided within the site both north-south (commercial uses) and east-west (residential and commercial uses). Vehicular cross access to the vacant adjacent properties (both

west and north) is not possible due to the gated residential community and master stormwater management facility along the Project's entire western boundary and along the entire shared northern boundary. A pedestrian connection to Commercial FLU property to the north may be permitted.

- a. Transportation System Improvements. The TIA accepted on November 13, 2022 includes the following conclusions and recommendations:

This analysis demonstrated that the proposed access connections on US HWY 301 meet FDOT spacing standards, that the roadway segments will continue to operate under capacity through build-out, and that the intersections with the improvements recommended below will operate acceptably.

Based on this analysis, the following transportation improvement are recommended to support the Wildwood Place development:

- Adjust the PM maximum green signal times for the PM peak scenario to match the signal times provided in Table 6, at the US HWY 301/CR 216(CR 472) intersection. This improvement reduces the v/c ratio, of the northbound through movement, to below 1.0.
- Widen, repave, and stripe CR 216 in accordance with FDOT Greenbook Standards, from the proposed west access to the improved portion of CR 216 where the eastbound turn-lane was recently constructed to support the DQ Grill and Chill site.

Based on the analysis, multiple deficiencies at the US HWY 301/CR 466 intersection occur during the existing and background scenarios. Because these deficiencies occur during the existing and background conditions, and are not due to the addition of project trips, the developer should not be responsible for the improvements. The following improvements, at the US HWY 301/CR 466 intersection, are recommended to Sumter County and FDOT, in order to remove these deficiencies:

- Adjust the PM maximum green signal times for the PM peak scenario to match the signal times provided in Table 7, at the US HWY 301/CR 466 intersection. This improvement reduces the queue lengths for the eastbound left and northbound left movements and reduces the v/c ratio of the eastbound left movement to below 1.0.
- Extend the eastbound left-turn lane so that it ties into the two-way/left-turn lane further to the west.
- Extend the northbound left-turn lane so that it abuts the southbound left-turn lane to the south.

Developer is responsible for constructing this improvement during Phase 1 of the Development.

4. Internal vehicular circulation. Internal vehicular circulation will be provided by single- or double-loaded parking drive aisles, not roadways.

5. Parking. Commercial parking shall be shared by patrons/tenants within the Project while residential parking shall be gated and used exclusively by Project residents and property management staff. Parking areas may be considered Common Area as provided below in section 3.M.

The minimum number of parking spaces required for residential uses:

- a. Multi-family: 1.5 spaces per dwelling unit
- b. Single-family attached: 2 spaces per dwelling unit. Parking garages and driveways shall count to meet this requirement.

The minimum number of parking spaces required for commercial uses:

- a. Retail Use Less Than 100,000 square feet of GFA: four (4) spaces per 1,000 square feet Gross Floor Area (GFA)
- b. Office: three (3) spaces per 1,000 square feet of GFA

All other uses shall meet LDR Table 6-12 requirements. Single-family attached parking may be met with garages and associated driveways.

6. Pedestrian Facilities. The Project shall contain sidewalk connections between internal uses within the Project, parking areas, and to external public facilities as requested during development.

Energy and Water Conservation. Water and energy conservation measures taken may include material choices for lighting, low flow or dual flush toilets, plumbing fixtures, Florida Friendly Landscaping, and Water and Energy Star appliances. The Florida Energy Conservation Code 2017 edition and the Florida Plumbing Code 2020 edition will be used in the design of the project. or the then-current edition of such codes at the time of building permit submission if such codes have been updated between the Effective Date of this Agreement and such time, will be used in the design of the project.

- M. Maintenance of Common Areas and Open Spaces. Maintenance and repair of structures, paved areas (internal roadways and parking), lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the property owner or its designee such as a property owners association, at no cost or obligation to the City. The Developer, its successors and/or assigns, shall provide guidelines to the City for approval, not to be reasonably withheld, conditioned, or delayed, for the maintenance of common areas. The City will conduct annual inspections of the approved landscaping. The City will be granted the right to enforce the common areas maintenance obligations against the Developer, its successors and/or assigns, as may be applicable, and to be reimbursed for the reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.
- N. Enforcement of Rules and Regulations. For the maintenance of the common areas referenced in Section 3.M above, the applicable provisions in the Guidelines: (i) shall be made applicable to the Project; and (ii) shall be reviewed/approved by the City of Wildwood and a certificate of occupancy being issued for completed improvements; and (iii) will provide that the City of Wildwood shall have the right, but not the obligation, to

enforce such maintenance obligations against a violating party and that the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.

- O. Impact Fees. The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any impact fees adopted by the City of Wildwood, Sumter County, or the Sumter County School Board prior to issuance of building permits shall also be applicable to the Planned Development.
- P. Expiration of Planned Development Agreement. Significant construction must begin within the Project boundary (as legally described in "Exhibit A") within 24 months of the final adoption of the Planned Development Agreement. If no significant construction has started on the approved Project within 24 months, the Planned Development shall lapse and be of no further effect. The City Commission may extend the Planned Development for periods of up to twelve (12) months provided the applicant can show good cause why the said Project was delayed under the originally approved Planned Development Agreement. However, the City Commission shall not allow extensions beyond 48 months after the effective date of this Ordinance.

SECTION 4. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 5. This Ordinance shall be effective upon adoption during the second and final reading by the City of Wildwood City Commission.

DONE AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this _____ day of _____, 2022.

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

ED WOLF, MAYOR

ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to Form:

City Attorney

LEGAL DESCRIPTION

22-0086



DATE: JUNE 01, 2022

PROJECT NAME: WILDWOOD PLACE - SSCPA, REZONING, AND PLANNED DEVELOPMENT

PROJECT NO: 22-0086

DESCRIPTION FOR: OVERALL SUBJECT PROPERTY

LEGAL DESCRIPTION: (BY SURVEYOR)

(PER TITLE COMMITMENT NUMBER NCS-1111573-ORL, DATED JANUARY 18, 2022)

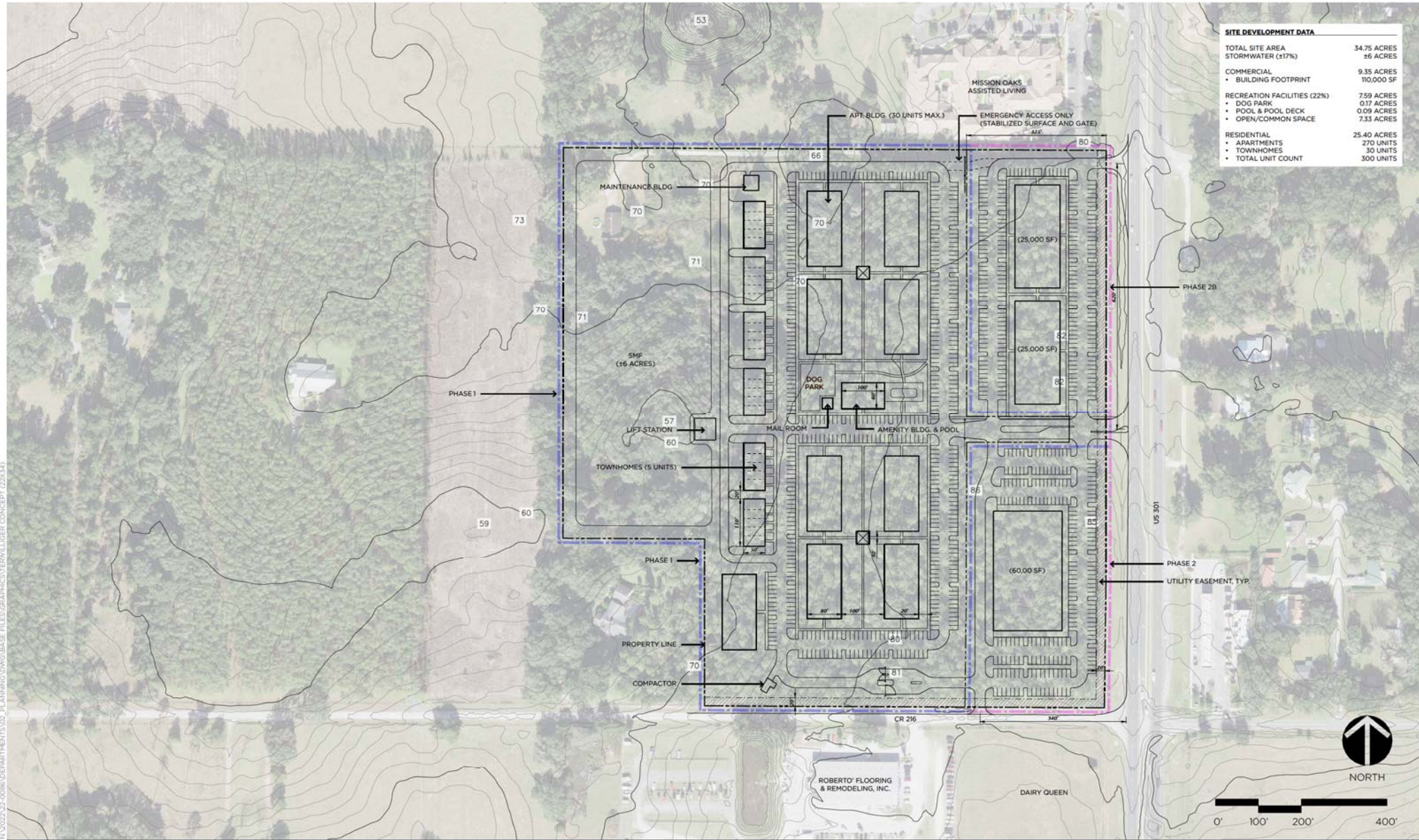
THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

LESS AND EXCEPT THE SOUTH 415.00 FEET OF THE WEST 330.00 FEET OF THE WEST 1/3 OF THE SOUTH 3/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

ALSO LESS RIGHT OF WAY FOR U.S. HIGHWAY NO. 301 ACROSS THE EAST SIDE THEREOF;

ALSO LESS RIGHT OF WAY FOR COUNTY ROAD NO. 216 ACROSS THE SOUTH SIDE THEREOF.

Exhibit B



11301 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com

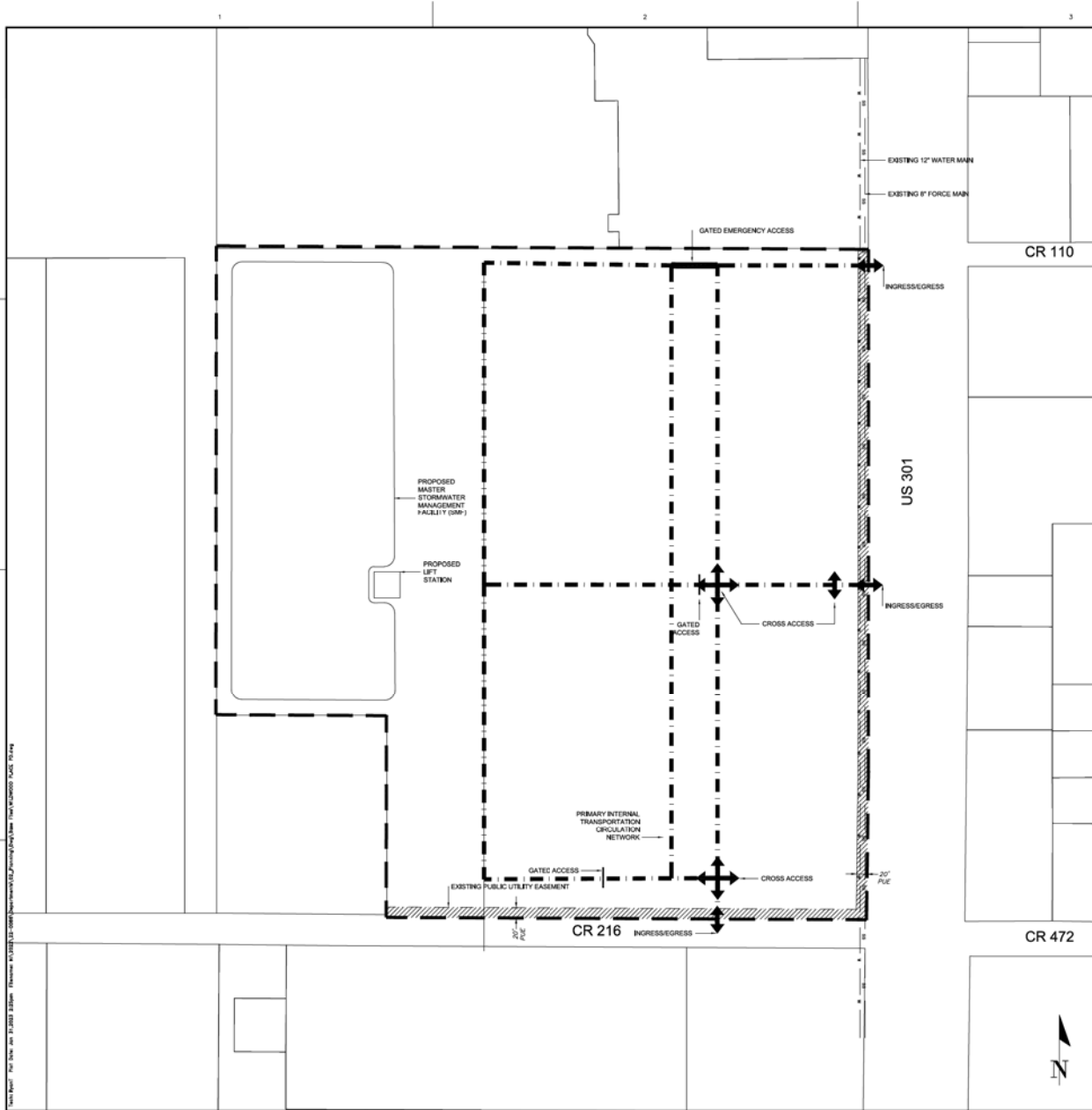
- IDENTIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
- IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

PHASING SCHEDULE	
PHASE 1	5 YEARS
PHASE 2	15 YEARS

THE PROJECT SHALL BE DEVELOPED IN A SINGLE PHASE OR IN TWO (2) PHASES.

THE PROJECT SHALL BE DEVELOPED IN A SINGLE PHASE OR IN TWO (2) PHASES.

A map of the study area showing the location of the site. The site is marked with a red dot and labeled 'SITE'. It is located near the intersection of CR 968 and CR 472. Other roads shown include CR 462 and US 90. The map also shows some water bodies and land use patterns.



WILDWOOD PLACE PLANNED DEVELOPMENT

NOTES

- POTABLE WATER: FUTURE DEVELOPMENT WILL CONNECT TO AN EXISTING 12" WATER MAIN ON THE WEST SIDE OF US 301, WITHIN AN EASEMENT ON THE SUBJECT PROPERTY.
- SANITARY SEWER: FUTURE DEVELOPMENT WILL CONNECT TO A FORCE MAIN ON THE WEST SIDE OF US 301, WITHIN AN EASEMENT ON THE SUBJECT PROPERTY. A LIFT STATION WILL BE CONSTRUCTED ON THE SUBJECT PROPERTY. THE LIFT STATION WILL SERVE THE ENTIRE SITE AND CONNECT TO THE FORCE MAIN.
- REUSE: NOT AVAILABLE TO SERVE THE SUBJECT PROPERTY. THE SITE WILL BE REQUIRED TO CONNECT TO THE REUSE SYSTEM IF AVAILABLE IN THE FUTURE.
- OPEN SPACE, STORMWATER MANAGEMENT FACILITIES (SMF), VEHICULAR CIRCULATION AND PARKING, AND PUBLIC AND PRIVATE INFRASTRUCTURE MAY OCCUR IN ANY LAND USE AREA.
- SIDEWALKS WILL BE LOCATED THROUGHOUT THE DEVELOPMENT, CONNECTING ONSITE USES AND COMMON AREAS INTEGRATED THROUGHOUT THE DEVELOPMENT, AS WELL AS EXTERNAL PUBLIC FACILITIES AS REQUESTED DURING DEVELOPMENT.
- ONSITE SMF, UTILITY EASEMENTS, AND INTERNAL DRIVES SHALL BE MASTER PLANNED AND SHARED BETWEEN THE RESIDENTIAL AND COMMERCIAL USES.
- ACCESS: THE PROJECT'S MAIN COMMERCIAL AREA ACCESS IS CENTRALLY LOCATED ON US 301 WITH THROUGH ACCESS TO THE MULTI-FAMILY RESIDENTIAL AREA. ONE (1) ADDITIONAL COMMERCIAL ACCESS IS AT THE SITE'S NORTH END ON US 301 AT A DIRECTIONAL MEDIAN OPENING AND ANOTHER ONE ON CR 216. THE PROJECT'S PRIMARY ACCESS TO THE MULTI-FAMILY RESIDENTIAL AREA SHARES THE COMMERCIAL ACCESS LOCATED ON THE SOUTHERN BOUNDARY OF THE PROPERTY ON CR 216. DRIVEWAY PERMITS FOR ACCESS ON US 301 AND CR 216 WILL BE OBTAINED FROM FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) AND SUMTER COUNTY, RESPECTIVELY.
- INTERNAL CIRCULATION ALIGNMENTS AND PARKING AREAS ARE CONCEPTUAL AND SUBJECT TO FINAL DESIGN.

LEGAL DESCRIPTION

(PER TITLE COMMITMENT NUMBER NCS-1111573-ORL, DATED JANUARY 18, 2022)

THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.
 LESS AND EXCEPT THE SOUTH 415.00 FEET OF THE WEST 330.00 FEET OF THE WEST 1/3 OF THE SOUTH 3/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.
 ALSO LESS RIGHT OF WAY FOR U.S. HIGHWAY NO. 301 ACROSS THE EAST SIDE THEREOF;
 ALSO LESS RIGHT OF WAY FOR COUNTY ROAD NO. 216 ACROSS THE SOUTH SIDE THEREOF.

1000 Wilwood Place
 Jacksonville, Florida 32206
 www.ch2m.com
 tel: 904.551.5000
 fax: 904.551.5001

CH2M
 HILL
 HILL

1" = 400'
 1" = 400'
 1" = 400'

CONSTRUCTION AND RECORD
 PREPARED BY: J. L. LEE, 2022
 CHECKED BY: J. L. LEE, 2022
 DESIGNED BY: J. L. LEE, 2022
 DRAWN BY: J. L. LEE, 2022

DATE: 01/18/2022
 PROJECT: WILDWOOD PLACE
 CLIENT: WILSON, FLORIDA
 SHEET NO.: 03 OF 03
 PROJECT NO.: 22-0056.03

LEGAL DESCRIPTION
 (PER TITLE COMMITMENT NUMBER NCS-1111573-ORL, DATED JANUARY 18, 2022)

Print**EXHIBIT C****Sumter County Traffic Impact Analysis (TIA) - Submission #39706****Date Submitted: 11/30/2022****First Name***

Brian

Last Name*

Snyder

Email Address*

brians@chw-inc.com

Address

11801 Research Drive

City

Alachua

State

FL

Zip Code

32615

Phone

13865185154

Alt Phone**Sumter County Traffic Impact Analysis (TIA)**

In accordance with the Interlocal Service Boundary and Joint Planning Agreement between the City of Bushnell, City of Center Hill, City of Coleman, City of Webster, and the City of Wildwood, within the municipal service area, the Cities and County agree that County will review all traffic impact studies for development accessing the City or County road networks.

Purpose and Applicability

The purpose of the TIA is to identify the potential traffic impacts of new development on the transportation system and to develop mitigation strategies to offset those impacts according to the methodologies and provisions as described herein. These guidelines apply to all new development within Sumter County, including its municipalities, submitting building and site plans for review. The TIA requirement applies to previously approved developments that are over five years old, changing land uses within the site plan, or extending the build-out date from a previously approved TIA. Unless otherwise required by the County Administrator or designee, a TIA, as it relates to a substandard roadway section, shall not be required for any single development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE). The following thresholds will determine the level of study that will need to be performed depending on the number of trips a development produces:

1. Applicants proposing developments that generate 50 but less than or equal to 1,000 average daily trips (ADT), according to the ITE Trip Generation Manual, current edition, must perform a Minor TIA.
2. A Major TIA shall be required for all proposed developments generating more than 1,000 ADT, as per the ITE Trip Generation Manual, current edition..

For purposes of this section, a "single development" shall include any development, parcel of land, lot, and tract, and contiguous or nearby developments, parcels, lots, or tracts that are:

1. Developed by the same or a related development or landowner;
2. Developed as part of the same zoning plan, preliminary plan, preliminary site plan, plat, or other unified or common plan of development.

These guidelines are in addition to the requirements of the access management regulations. In the event of any conflict between these guidelines and such regulations, the more stringent requirements shall apply.

Methodology Statement

Before conducting a Major TIA, a methodology statement shall be prepared by the applicant, the applicant's representative, or the applicant's engineer/consultant and submitted for review and approval by the County. Before conducting a Minor TIA, the applicant, the applicant's representative, or the applicant's engineer/consultant shall seek confirmation from County staff on the need for a methodology statement. The purpose of the methodology statement is to establish agreed-upon methodologies and assumptions before the start of the TIA. A methodology statement shall be prepared using the guidelines provided in the following paragraphs. The methodology statement will be first reviewed by County staff, if necessary, through a methodology meeting with the applicant and or the applicant's consultant. The applicant's consultant will then revise the statement based upon agreed-upon methodologies. The applicant shall ensure the consultant does not prepare a TIA without a methodology statement approved by the appropriate County representative.

Sumter County 2022 County Annual Traffic Reports Summary Table

[Click here to view the table.](#)

Exemption

[Choose File](#) No file chosen

Applicants can submit an exemption due to a development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE).

Please submit your Methodology Statement

[Choose File](#) No file chosen

Please submit your TIA

REPORT 221130.pdf

**Date of Methodology
Acceptance by County**

Sumter County Traffic Impact
Analysis (TIA) Acceptance

Steven Cohoon

Digitally signed by Steven Cohoon
DN: cn=Steven Cohoon, o, ou,
email=steven.cohoon@sumtercountyfl.gov, c=US
Date: 2022.12.13 11:53:00 -05'00'

Applicable Jurisdiction

Please check the applicable Jurisdiction:

- ☐ City of Bushnell
- ☐ City of Center Hill
- ☐ City of Coleman
- ☒ City of Wildwood
- ☐ Unincorporated Sumter County

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link

[Lake-Sumter MPO](#)

Link

[FDOT Traffic Information](#)

November 30, 2022

Steven Cohoon
Assistant Director – Planning & Design
Public Works
Board of Sumter County Commissioners

RE : Wildwood Place (TIA) – CHW Comment/Responses

Dear Steven:

Please see the responses below regarding your email comments dated November 21, 2022, related to the Terwilliger Multi-Family TIA - Wildwood Project.

- 1a. **Comment:** The intersection of US 301 and C 466 has a background deficiency that was not identified on Table four or Table 5.

Response: After review, there are no deficiencies during the AM or PM scenarios that were not highlighted. There is a LOS of F for the EBL and WBL movements at the intersection of US 301 at CR 466 during the AM and PM peaks, however, as noted on Page 17, the LOS of F is only a deficiency if it occurs for the main street through movements or the intersection total.

It is not uncommon for the minor streets and left turn movements to experience this level of delay and a LOS of F during peak hours, since green time is sacrificed for these minor movements and provided to the main movements. Since the v/c is less than 1.0 and the storage lengths are sufficient to hold the queue, cycle failures and spill overs are not expected.

- 1b. **Comment:** For all background deficiencies, identify the improvements, not the responsibility of the development, that could be made in the future.

Response: The recommended improvements have been provided to mitigate all deficiencies, see conclusion.

2. **Comment:** Regarding the intersection of US 301 and C 472/CR 216, update the proposed timings with those identified in the attached document. Confirm these new timings still address the deficiencies identified in your report.

Response: The signal timings have been updated in the analysis and provided in Appendix N. Proposed timings for the PM condition are still recommended. We forecasted significantly higher northbound through volumes than what was provided with the Synchro reports provided by Sumter County. Therefore, more green time should be provided for the northbound through movement.

- 3a. **Comment:** Sumter County would gladly accept the developer's proposed improvements on CR 216. However, please note that they are not eligible for any credits or reimbursement of any kind (impact fee or otherwise).

Response: Acknowledged.

- 3b. **Comment:** Offsite improvements should be submitted as a Sumter County right-of-way utilization permit when the design occurs.

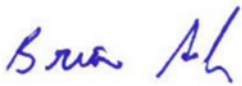
Response: Acknowledged.

4. **Comment:** Sumter County does not approve of or deny the proposed connections on US 301. If the Florida Department of Transportation (FDOT) does not approve the proposal, the analysis will need to be revised.

Response: Acknowledged.

We trust you will find this submittal package is sufficient for review and approval. Please feel free to contact me at 352-331-1976 or at brians@chw-inc.com should you have any questions or require any additional information to complete your review.

Sincerely,
CHW



Brian Snyder
Project Manager

N:\2022\22-0086\Departments\04_Engineering\04_Traffic\221010_Wildwood Place\Report\Comments Sumter County\LETTER 221130 Terwilliger Wildwood - Response to Sumter County.docx

Traffic Impact Analysis

Wildwood Place



Date: 11/30/2022
PN#: 22-0086
PM: Brian Snyder, PE

Prepared For: Terwilliger Brothers Residential

Submitted To: FDOT, Sumter County

CHW
11801 Research Drive
Alachua, FL 32615

www.chw-inc.com

CHW
Professional Consultants

CHW | PLANNING.DESIGN.SURVEYING.ENGINEERING.CONSTRUCTION

JACKSONVILLE | GAINESVILLE | OCALA

CONTENTS

1.	Executive Summary.....	3
2.	Study Intersections and Segments.....	4
3.	Trip Generation	6
4.	Data Collection	7
5.	Trip Distribution	10
6.	Analysis	14
6.1	Access Management.....	14
6.2	Intersection Analysis	17
6.3	Substandard Road Evaluation	22
6.4	Roadway Segment Level of Service Analysis.....	22
7.	Conclusions and Recommendations	25

List of Figures

- Figure 1: Study Area Roadway Segments and Intersections
- Figure 2: Existing (Peak Season) Conditions
- Figure 3: Background Conditions
- Figure 4: Project Trips
- Figure 5: Off-site Build-Out Condition
- Figure 6: Site Access Build-Out Condition (One CR 216 Access Point)
- Figure 7: Access Management Map

List of Tables

- Table 1: Study Area Roadway Segments and Intersections
- Table 2: Wildwood Place Trip Generation
- Table 3: FDOT Access Management Standards
- Table 4: AM Intersection Analysis Summary
- Table 5: PM Intersection Analysis Summary
- Table 6: Proposed PM Max Green Times – US HWY 301 at CR 216
- Table 7: Proposed PM Max Green Times – US HWY 301 at CR 466
- Table 8: Roadway Segment Level of Service Analysis

List of Appendices

- Appendix A: Site Concept
- Appendix B: Methodology Letter and Approval
- Appendix C: Study Area Roadway Segments
- Appendix D: Trip Generation
- Appendix E: Turning Movement Counts
- Appendix F: Seasonal Adjustment Factor and Historical Growth Rates
- Appendix G: Background Tables
- Appendix H: Committed Trips
- Appendix I: Trip Distribution Calculations
- Appendix J: Straight Line Diagram
- Appendix K: Synchro and HCS Reports
- Appendix L: Programmed Improvements
- Appendix M: Roadway Segment Level of Service Analysis Documentation

1. EXECUTIVE SUMMARY

CHW has prepared this Traffic Impact Analysis (TIA) for the proposed Wildwood Place development. The site is located on the northwest corner of US HWY 301 and CR 216 in Sumter County, Florida, as illustrated in **Figure 1**.

The site is anticipated to include a Strip Retail Plaza and multi-family housing, as illustrated in **Appendix A**. The full build-out of the site is anticipated in 2024. The following ITE Land Uses will be used to determine the trip generation:

- 300 Dwelling Units – Multi-family Housing (Low-Rise)
- 25 KSF – Shopping Plaza (<40k)

The following site access locations are being proposed:

- A directional access to US HWY 301 along the north side of the property aligned with the existing directional median opening;
- A right-in/right-out connection to US HWY 301 between CR 216 and the proposed directional median opening; and
- A single access point on CR 216.

The purpose of this TIA is to:

- Determine the appropriate access management plan for the proposed development in accordance with the FDOT access management spacing standards;
- Determine if there are traffic related deficiencies created by the proposed project; and
- Provide mitigation strategies to correct any deficiencies.

The expected build-out year is 2024 based on the anticipated schedule below:

- January 2023 – Small-scale Comprehensive Plan Amendment, Rezoning, and Planned Development Approvals
- June 2023 – Development Plan Approval
- July 2023 – Begin Construction
- October / November 2024 – Complete Construction

The report is in conformance with the “*Sumter County Public Works Department Traffic Impact Analysis (TIA) Guidelines*” and the methodology letter dated October 11th, 2022, as provided in **Appendix B**.

The Conclusion and Recommendations section provides the improvements recommended to support this project.

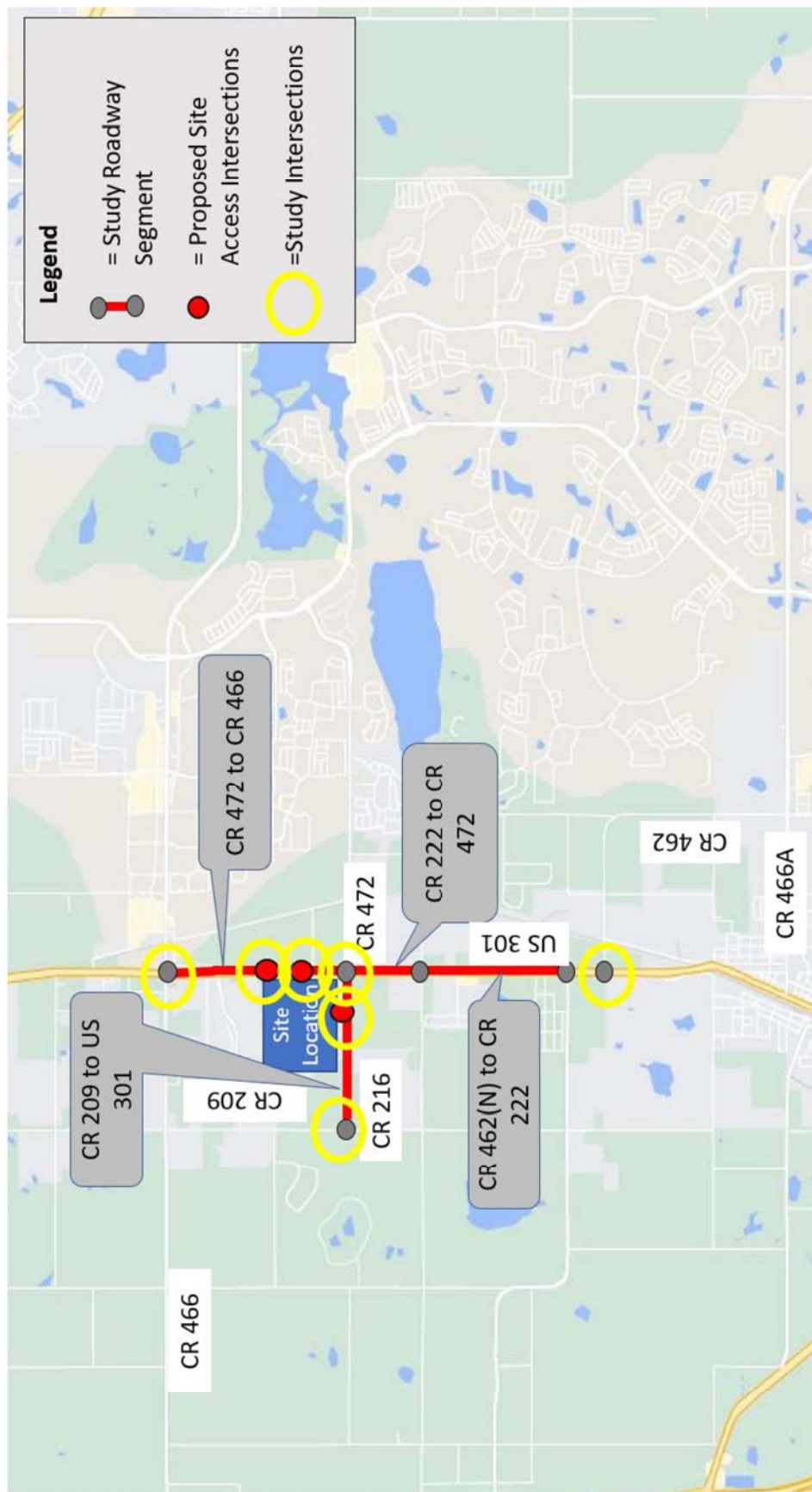
2. STUDY INTERSECTIONS AND SEGMENTS

The study area roadway segments will consist of all road segments where the project trips exceed 3% of the Generalized Peak Hour Two-Way Maximum Service Volume, or more than 70 peak hour two-way trips, in accordance with the *Sumter County Public Works Department Traffic Impact Analysis (TIA) Guidelines*. The roadway segment study area documentation is provided in **Appendix C**.

The study area intersections include all proposed site access intersections and all intersections determined to be significantly impacted through the methodology process. The study area roadway segments and study area intersections are provided in **Table 1** and illustrated in **Figure 1**.

Table 1: Study Area Roadway Segments and Intersections	
Road Segment	Intersections
CR 216 from CR 209 to US 301	- CR 216 at CR 209 (un-signalized) - CR 216 at Proposed Site Access (un-signalized)
US 301 from C – 462 (N) to CR 222	US 301 at C- 462 (S and N) (signalized)
US 301 from CR 222 to C - 472	US 301 at C – 472 (signalized)
US 301 from C – 472 to C - 466	- US 301 at Proposed Right-in/right-out Site Access (un-signalized) - US 301 at Proposed Directional Site Access (un-signalized) - US 301 at C – 466 (signalized)

Figure 1 | Study Area Roadway Segments and Intersections



3. TRIP GENERATION

The trip generation for the site is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition. The estimated trip generation, with internal capture reduction applied, is provided below. The trip generation documentation is provided in **Appendix D**.

Table 2: Wildwood Place Trip Generation											
Land Use	ITE LU Code	Variable Type	Variable Size	Daily		AM Peak			PM Peak		
				Total		Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	220	DU	300	1,998		116	28	88	150	95	55
Multifamily Housing (Low-Rise) with Internal Capture Reduction	220	DU	300	1,828		114	27	87	127	77	50
Strip Retail Plaza (<40k) ¹	822	KSF GLA	25,000	1,285		53	32	21	149	75	74
Strip Retail Plaza (<40k) with Internal Capture Reduction	822	KSF GLA	25,000	1,175		51	31	20	129	70	59
Gross Project Trips				3,283		169	60	109	299	170	129
Project Trips with Internal Capture Reduction ^{1,2}				3,003		165	58	107	256	147	109

(1) The internal capture is capped at 20% in accordance with the Sumter County TIA Guidelines.

(2) The internal capture of daily is based on the average of the AM and PM internal capture rated percentages.

4. DATA COLLECTION

Turning movement counts were performed during the AM and PM peak hours on June 28th, 2022. The raw count data is provided in **Appendix E**.

The count data was adjusted based on the seasonal adjustment factor. **Figure 2** provides the existing (peak season) turning movements at the study intersections.

The project has an anticipated full build-out in 2024. Growth rates were determined based on historical ADT derived from FDOT Traffic Online data, where available, to derive the 2024 background volumes. A minimum of 1.0% yearly growth rate was used for roadways with historical growth rates less than 1.0% and 2.0% for roadways where historical growth rate data is not available. **Appendix F** provides the data used to determine the peak season and background traffic volumes. **Appendix G** provides the peak season and background turning movements at all study intersections in tabular form. **Figure 3** illustrates the background conditions for 2024 at all study intersections.

Committed project trips from following locations, were added to the background trips, where applicable, as provided in **Appendix H**.

- Oxford Crossing (all phases)
- Twisted Oaks
- The Keys at Wildwood I
- The Keys at Wildwood II
- Wildwood Storage Facility
- Oxford Residential
- Stonegate Lakeside Landing
- DQ Grill and Chill

Figure 2 | Existing (Peak Season) Conditions

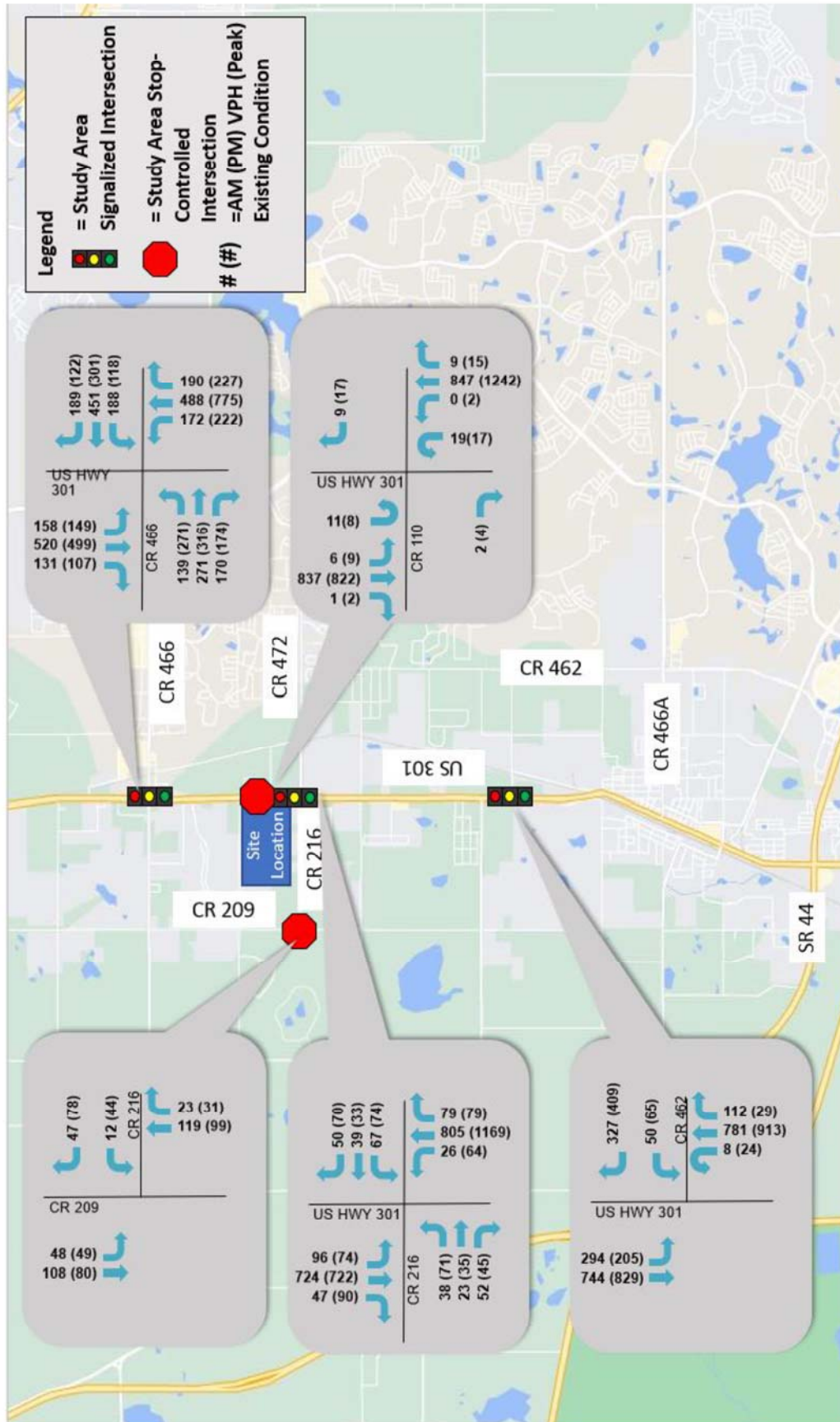
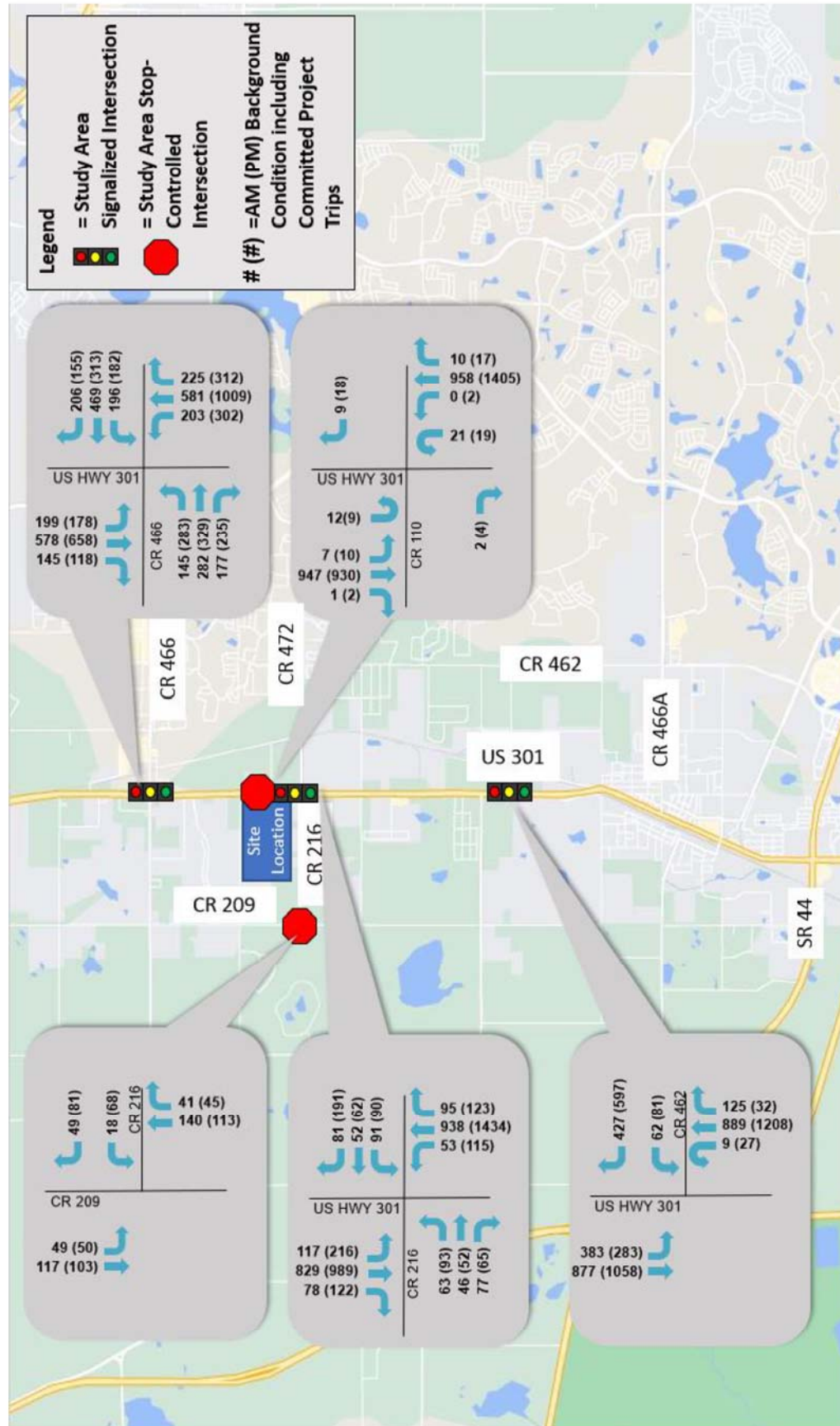


Figure 3 | Background Conditions



5. TRIP DISTRIBUTION

CHW has coordinated with FuturePlans Consulting, LLC to obtain a trip distribution based on the Central Florida Regional Planning Model. The model data and proposed project trip distribution are provided in **Appendix I**.

The project trips are shown in **Figure 4** and the combined background (including committed trips), and project trips form the off-site build-out condition illustrated in **Figure 5**.

The build-out condition was modeled with a single connection on CR 216 serving the multi-family and retail land uses. **Figure 6** provides the build-out condition at the project site access points and the US 301/CR 216 intersection.

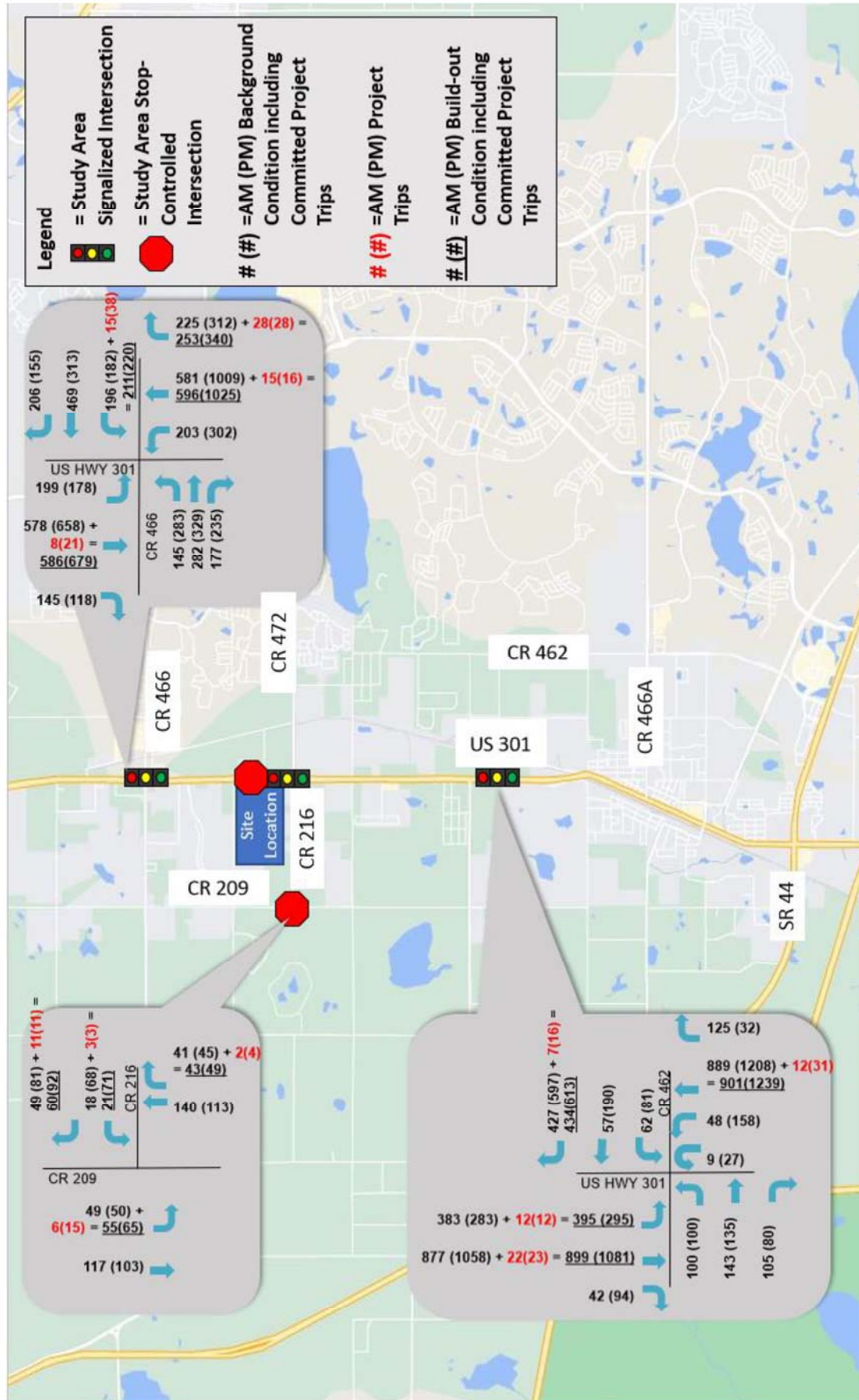
Legend

- Study Area = Study Area
- ● ● = Signalized Intersection
- = Study Area Stop-Controlled Intersection
- # (#) = AM (PM) Project Trips

Map Details:

- Site Location:** CR 209 and CR 472
- Intersections and Trips:**
 - US HWY 301 / CR 466: 8 (21) left, 15 (38) right, 28 (28) through, 15 (16) left
 - CR 466 / CR 209: 10% left, 10% right, 11 (11) left, 3 (3) right, 2 (4) through
 - CR 209 / CR 472: 3% left, 13% right, 11% left, 36% right
 - CR 472 / CR 462: 32% left, 11% right, 21% left, 11% right
 - US HWY 301 / CR 462: 12 (12) left, 22 (23) right, 7 (16) left, 12 (31) right

Figure 5 | Off-site Build-Out Condition



Legend

- = Study Area Stop-controlled Intersections
- = Study Area Signalized Intersections
- # (#)** = AM (PM) Background Condition (plus committed trips when applicable)
- # (#)** = AM (PM) Project Trips
- # (#)** = AM (PM) Build-out Condition

50% of the inbound trips from US 301 North are estimated to use Access B and the remaining 50% are estimated to use access C. 75% of outbound trips to US 301 North are estimated to use Access A and the other 25% of the outbound trips are estimated to use Access B.

100% of trips to/from CR 216 West are estimated to use Access A.

75% of trips to/from CR 472 East are estimated to use Access A. 25% of trips to/from CR 301 South are estimated to use Access C. 25% of trips to/from US 301 South are estimated to use Access B.

Traffic Volume Data:

- US 301 Northbound:** 23(59) + 43(44) = 86(103)
- US 301 Southbound:** 11(11) + 117(216) + 3(3) = 120(219)
- CR 110 Eastbound:** 10(17) + 958(1405) + 43(44) = 1001(1449)
- CR 110 Westbound:** 0(2) + 3(8) = 2(10)
- US HWY 301 Eastbound:** 12(9) + 7(10) + 947(930) + 11(29) = 958(959)
- US HWY 301 Westbound:** 1(2) + 12(30) = 12(31)
- CR 216 Eastbound:** 2(4) + 6(6) = 8(10)
- CR 216 Westbound:** 21(52) + 183(299) = 204(351)
- CR 472 Eastbound:** 1082(1718) + 49(61) = 1131(1779)
- CR 472 Westbound:** 14(38) + 18(18) = 32(56)
- CR 301 Southbound:** 39(39) + 21(53) = 60(92)
- CR 301 Northbound:** 81(191) + 1(1) = 82(195)
- CR 301 Westbound:** 52(62) + 5(1) = 57(63)
- CR 301 Eastbound:** 91(90) + 938(1434) + 5(13) = 943(1447)
- CR 301 Westbound:** 53(115) + 16(40) = 69(155)
- CR 301 Eastbound:** 63(93) + 32(33) = 95(126)
- CR 301 Westbound:** 46(52) + 8(9) = 54(61)
- CR 301 Eastbound:** 77(65) + 29(29) = 106(94)

Scale: 0 to 800 Feet

6. ANALYSIS

The analysis/evaluations are divided into four parts: 1) access management review, 2) analysis of intersections, 3) substandard road evaluation, and 4) roadway segment LOS analysis.

6.1 Access Management

The FDOT adheres to access management standards to reduce conflicts along the roadway system. The FDOT access management standards are provided in Chapter 14-97 of the Florida Administrative Code. Spacing standards are a function of the access class and posted roadway speeds. US HWY 301 is a class 4 roadway as indicated on the FDOT straight-line diagram. A copy of the straight-line diagram is provided in **Appendix J**.

Based on this access class designation and a posted speed of 55 MPH, Chapter 14-97 provides the spacing standards shown in **Table 2**.

Table 3 | FDOT Access Management Standards

Access Class	Median Type	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		>45 mph	≤45 mph	Directional	Full	
2	Restrictive with Service Roads	1320	660	1320	2640	2640
3	Restrictive	660	440	1320	2640	2640
4	Non-Restrictive	660	440			2640
5	Restrictive	440	245	660	2640 >45 mph 1320 ≤ 45 mph	
6	Non-Restrictive	440	245			1320
7	Both Median Types	125		330	660	1320

Notes:

1. "Restrictive" physically prevent vehicle crossing.
2. "Non-Restrictive" allow turns across at any point.
3. Speeds shown in this table are posted speeds.

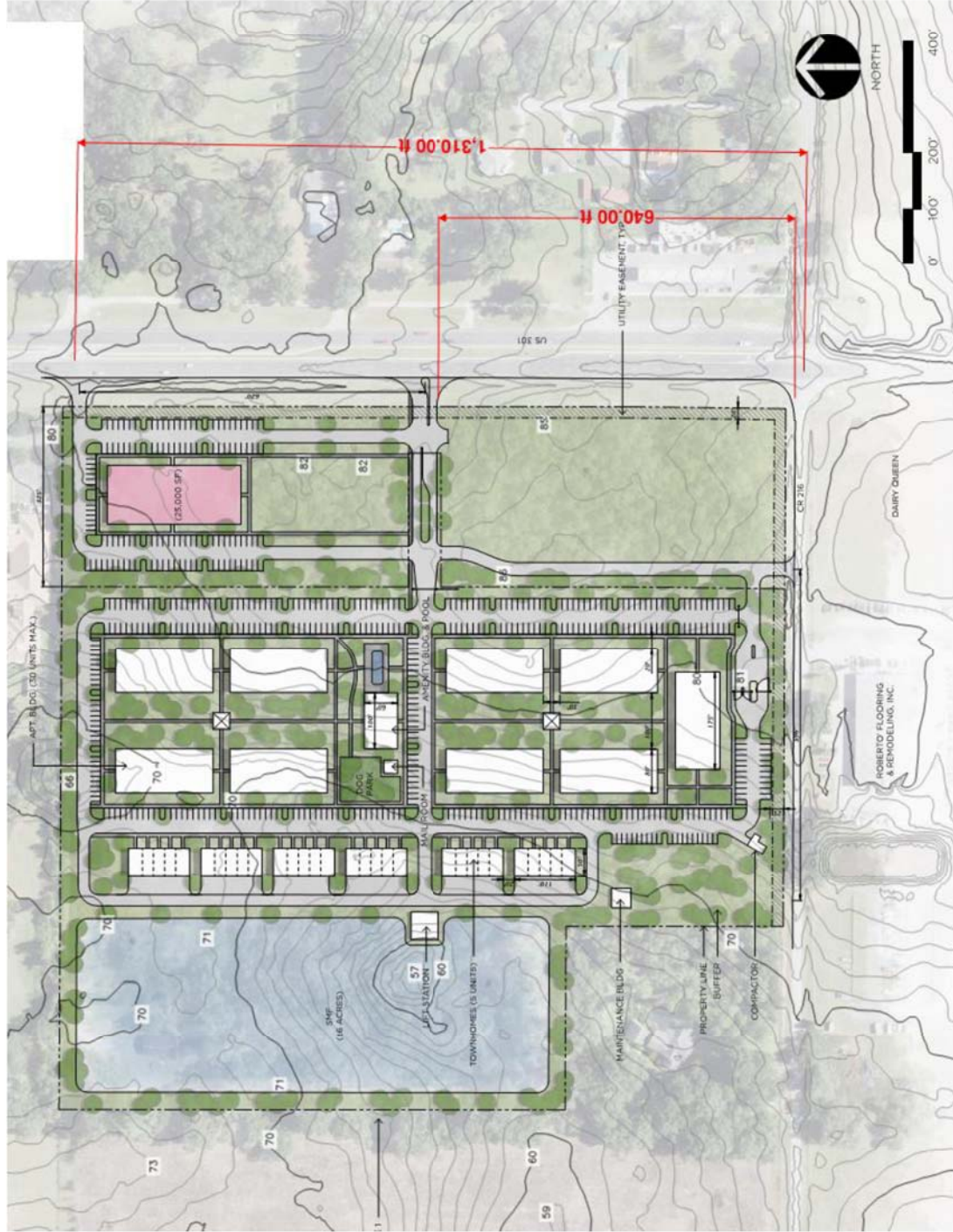
Connection Spacing Near Interchange Ramps:

Connections and median openings located within 1,320 feet of interchange ramps require the following spacing (measured from the ramp furthest from the interchange):

- 440 feet ≤ 45 mph
- 660 feet > 45 mph
- 1,320 feet on Access Class 2 Facilities > 45 mph

Based on **Table 2**, a roadway with an Access Class 4 designation has a median type that is non-restrictive. Since US HWY 301 provides a grassed median the class 4 designation does not apply. Using a class 3 designation, the connection spacing and directional median opening for a 55 MPH road is 660 FT and 1,320 FT respectively. As illustrated in **Figure 9** the project proposes a right-in/right-out connection approximately 640 FT north of the US HWY 301/CR 216 intersection. Additionally, the existing directional median opening proposed to serve the north site access, is located approximately 1,310 FT north of the US HWY 301/CR 216 intersection. **Therefore, the proposed access along US HWY 301 is just short of the FDOT access management standard and should be supported as proposed.**

Figure 9 | Access Management Map



6.2 Intersection Analysis

The analysis of the study intersections covered four scenarios, as follows:

- Existing (Peak Season) Conditions;
- Background Conditions;
- Build-out Conditions; and
- Build-out Conditions with Improvements.

All study intersections were analyzed during the AM and PM peak hours. The objectives of the analysis were to identify level of service or operational deficiencies and if necessary, model potential improvements to mitigate deficiencies. Resulting indicators for intersection operational performance include level of service (LOS), delay, volume to capacity (v/c) ratio, and the 95th percentile queue length.

For this analysis, Highway Capacity Software 7 (HCS 7) was used to analyze stop sign controlled intersections and Synchro 11 was used to analyze signalized intersections.

The operational performance of the intersections is provided in **Table 3** and **Table 4**. The HCS and Synchro reports are provided in **Appendix K**. Intersection deficiencies are highlighted in **Table 3** and **Table 4**. A yellow highlight indicates that a deficiency occurs before project trips are added and therefore, not the responsibility of the project's developer. A red highlight indicates that the deficiency occurs with the addition of project trips, therefore, transportation improvements should be considered to mitigate the deficiency. Deficiencies are v/c greater than 1.0, 95th percentile queue lengths exceeding storage lengths, and LOS of F for the main street through movements and intersection totals.

The following programmed improvements are included are anticipated by 2024 and are therefore modeled with the background and buildout conditions. The documentation for these programmed improvements are provided in **Appendix L**.

US HWY 301 at CR 472

- Eastbound configuration consisting of:
 - Eastbound left
 - Eastbound through/right
- Westbound configuration consisting of:
 - Westbound left
 - Westbound through/right
- Northbound right turn lane addition

US HWY 301 at CR 462

The CR 462 north leg is planned to be realigned with the south leg of CR 462. The following configurations are planned with this realignment.

- Eastbound configuration consisting of:
 - Eastbound dual left turn lanes
 - Eastbound dual through lanes
 - Eastbound right turn lane
- Westbound configuration consisting of:
 - Westbound left turn lane
 - Westbound through lane
 - Westbound dual right turn lanes
- Northbound left turn lane addition
- Southbound left turn lane addition
- Southbound right turn lane addition

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				Background				Build-out				Build-out with Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
CR 216/CR 209	WBL/R	N/A	A	9.8	0.08	25	B	10.3	0.10	25	B	10.5	0.12	25				
	SBL/T	N/A	A	7.7	0.04	25	A	7.8	0.04	25	A	7.8	0.04	25				
	Int. Total			2.8				2.7				3.0						
	WBL/T	N/A										7.7	0.01	0				
CR 216/Proposed West Access	SBL/R	N/A										11.9	0.15	25				
	Int. Total											2.2						
	EBR	N/A										13.1	0.04	25				
	Int. Total											0.1						
US 301/Proposed South Access	EBR	N/A	B	11.3	0.00	0	B	11.9	0.00	0	B	12.1	0.02	0				
	WBR	N/A	B	11.5	0.02	25	B	12.1	0.02	25	B	12.4	0.02	25				
	NBL	415	B	14.7	0.05	25	C	16.7	0.07	25	A	17.1	0.09	25				
	Int. Total			13.2	0.04	25	B	14.7	0.05	25	A	15.4	0.05	25				
US 301/CR 110 (Proposed North Access)	SBL	415	B	13.2	0.04	25	B	14.7	0.05	25	A	15.4	0.05	25				
	Int. Total			0.4				0.4				0.5						
US 301 at CR 462	EBL	N/A					D	45.8	0.36	75	D	45.8	0.36	75				
	EBT	N/A					D	38.3	0.28	100	D	38.2	0.28	100				
	EBR	N/A					A	3.7	0.29	25	C	3.7	0.29	25				
	WBL	N/A	C	29.7	0.23	75	C	34.0	0.33	75	C	33.9	0.33	75				
	WBT	N/A					D	46.4	0.34	100	D	46.4	0.34	100				
	WBR	250	B	16.3	0.74	125	A	9.6	0.68	50	A	9.6	0.69	50				
	NBL/L	190	A	5.0	0.02	25	D	51.7	0.35	50	D	51.7	0.35	50				
	NBL/T	N/A	C	20.3	0.74	275	C	29.4	0.78	450	C	29.9	0.79	450				
	SBL	320	B	18.7	0.70	200	E	69.8	0.92	250	E	74.9	0.95	275				
	SBT	N/A	A	7.6	0.37	200	B	17.3	0.52	300	B	17.6	0.53	325				
	SBR	N/A					A	0.1	0.05	0	A	0.1	0.05	0				
	Int. Total			15.6			C	28.7			C	29.6						
	EBL	200	C	29.2	0.23	50	D	35.0	0.36	100	D	39.2	0.49	125				
	EBT/R	N/A	B	14.8	0.29	50	C	23.6	0.44	100	C	25.8	0.52	150				
	WBL	N/A	C	31.4	0.37	75	D	38.3	0.49	125	D	38.1	0.47	125				
	WBT/R	N/A	B	19.8	0.33	75	C	24.7	0.46	125	C	25.5	0.45	125				
US 301 at CR 472	NBL	380	N/A	6.4	0.07	25	A	8.1	0.17	50	A	9.3	0.22	50				
	NBT	N/A	B	18.8	0.64	250	C	22.7	0.73	350	C	24.2	0.73	375				
	NBR	400	A	0.6	0.12	25	A	1.1	0.14	25	A	1.2	0.14	25				
	SBL	380	A	7.7	0.26	50	B	10.6	0.39	75	B	12.1	0.44	75				
	SBT/R	N/A	B	12.5	0.47	225	C	18.0	0.60	300	C	19.1	0.61	325				
	Int. Total			15.6			C	20.4			C	21.9						
	EBL	220/475*	F	81.9	0.69	275	F	92.9	0.75	300	F	93.6	0.76	325				
	EBT	N/A	D	41.4	0.44	375	D	46.0	0.46	425	D	47.3	0.47	425				
	EBR	220	B	10.3	0.28	100	B	12.4	0.29	125	B	12.7	0.29	125				
	WBL	390	E	72.9	0.59	175	E	80.0	0.64	175	F	80.2	0.66	200				
	WBT	N/A	E	57.4	0.80	675	E	62.7	0.82	825	E	63.4	0.83	825				
	WBR	260	B	19.2	0.35	175	C	21.8	0.37	200	C	22.0	0.37	200				
	NBL	300/475*	D	42.7	0.68	200	E	60.7	0.82	275	E	61.0	0.82	275				
	NBT	N/A	D	51.5	0.59	325	E	56.7	0.67	400	E	56.8	0.68	425				
	NBR	400	A	7.4	0.37	75	A	7.0	0.41	75	A	6.9	0.44	75				
	SBL	310	C	54.5	0.50	175	D	40.4	0.66	225	D	40.8	0.67	225				
	Int. Total			59.7	0.81	450	E	64.8	0.85	525	E	64.6	0.85	525				
US 301 at CR 466	SBT/R	N/A	E	59.7	0.81	450	D	52.8			D	52.9						
	Int. Total			47.5			D	52.8			D	52.9						
	EBL	220/475*	F	81.9	0.69	275	F	92.9	0.75	300	F	93.6	0.76	325				
	EBT	N/A	D	41.4	0.44	375	D	46.0	0.46	425	D	47.3	0.47	425				
	EBR	220	B	10.3	0.28	100	B	12.4	0.29	125	B	12.7	0.29	125				
	WBL	390	E	72.9	0.59	175	E	80.0	0.64	175	F	80.2	0.66	200				
	WBT	N/A	E	57.4	0.80	675	E	62.7	0.82	825	E	63.4	0.83	825				
	WBR	260	B	19.2	0.35	175	C	21.8	0.37	200	C	22.0	0.37	200				
	NBL	300/475*	D	42.7	0.68	200	E	60.7	0.82	275	E	61.0	0.82	275				
	NBT	N/A	D	51.5	0.59	325	E	56.7	0.67	400	E	56.8	0.68	425				
	NBR	400	A	7.4	0.37	75	A	7.0	0.41	75	A	6.9	0.44	75				
	SBL	310	C	54.5	0.50	175	D	40.4	0.66	225	D	40.8	0.67	225				
	Int. Total			59.7	0.81	450	E	64.8	0.85	525	E	64.6	0.85	525				
	SBT/R	N/A	E	59.7	0.81	450	D	52.8			D	52.9						
	Int. Total			47.5			D	52.8			D	52.9						
	EBL	220/475*	F	81.9	0.69	275	F	92.9	0.75	300	F	93.6	0.76	325				
	EBT	N/A	D	41.4	0.44	375	D	46.0	0.46	425	D	47.3	0.47	425				
	EBR	220	B	10.3	0.28	100	B	12.4	0.29	125	B	12.7	0.29	125				
	WBL	390	E	72.9	0.59	175	E	80.0	0.64	175	F	80.2	0.66	200				
	WBT	N/A	E	57.4	0.80	675	E	62.7	0.82	825	E	63.4	0.83	825				
	WBR	260	B	19.2	0.35	175	C	21.8	0.37	200	C	22.0	0.37	200				
	NBL	300/475*	D	42.7	0.68	200	E	60.7	0.82	275	E	61.0	0.82	275				
	NBT	N/A	D	51.5	0.59	325	E	56.7	0.67	400	E	56.8	0.68	425				
	NBR	400	A	7.4	0.37	75	A	7.0	0.41	75	A	6.9	0.44	75				
	SBL	310	C	54.5	0.50	175	D	40.4	0.66	225	D	40.8	0.67	225				
	Int. Total			59.7	0.81	450	E	64.8	0.85	525	E	64.6	0.85	525				
	SBT/R	N/A	E	59.7	0.81	450	D	52.8			D	52.9						
	Int. Total			47.5			D	52.8			D	52.9						

Yellow highlight = deficiency occurring without project traffic
Red highlight = deficiency occurs due to added project trips
* 475 FT is the recommended storage length.

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				Background				Build-out				Build-out with Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
CR 216/CR 209	WBL/R	N/A	B	10.4	0.17	25	B	11.3	0.22	25	B	11.6	0.25	25				
	SBL/T	N/A	A	7.7	0.04	25	A	7.7	0.04	25	A	7.8	0.05	25				
	Int. Total			4.5				4.6				5.0						
	EBL/T	N/A									A	8.1	0.02	25				
CR 216/Proposed West Access	SBL/R	N/A									B	14.6	0.20	25				
	Int. Total											2.1						
	EBR	N/A									C	15.7	0.05	25				
	Int. Total											0.1						
US 301/Proposed South Access	EBR	N/A	B	11.3	0.01	0	B	11.8	0.01	0								
	WBR	N/A	B	14.1	0.04	25	C	15.4	0.05	25	C	15.8	0.05	25				
	NBL	415	B	13.8	0.05	25	C	15.6	0.06	25	C	16.2	0.11	25				
	SBL	415	C	18.0	0.06	25	C	21.9	0.08	25	C	23.1	0.09	25				
US 301/CR 110 (Proposed North Access)	Int. Total			0.4				0.4				0.6						
	EBL	N/A					E	72.2	0.50	100	E	73.2	0.51	100				
	EBT	N/A					D	54.6	0.29	125	D	55.0	0.28	125				
	EBR	N/A					A	5.4	0.26	25	A	5.3	0.26	25				
US 301 at CR 462	WBL	N/A	C	30.0	0.23	75	D	41.9	0.30	125	D	42.1	0.30	125				
	WBT	N/A					E	66.6	0.69	275	E	66.7	0.68	275				
	WBR	250	D	36.0	0.9	275	D	35.1	0.87	225	D	38.5	0.89	250				
	NBL/U/L	190	A	5.8	0.07	25	E	66.8	0.59	150	E	67.9	0.60	150				
US 301 at CR 472	NBL	N/A	C	24.0	0.8	300	D	45.4	0.93	725	D	47.8	0.94	750				
	NBL/T/R	320	B	17.5	0.60	125	E	70.1	0.74	200	E	72.7	0.77	225				
	SBL	N/A	B	11.0	0.44	200	C	29.4	0.66	525	C	29.7	0.67	550				
	SBR	N/A					A	3.3	0.12	50	A	3.2	0.12	50				
US 301 at CR 472	Int. Total						D	42.6			D	44.3						
	EBL	N/A	D	21.4	0.44	100	F	138.6	1.02	175	F	116.7	0.99	200				
	EBT/R	200	C	20.6	0.32	75	C	23.5	0.37	100	C	22.6	0.40	125				
	WBL	N/A	D	41	0.45	100	D	42.3	0.47	125	D	38.2	0.40	125				
US 301 at CR 472	WBL/T	N/A	B	17.5	0.39	75	C	29.5	0.72	175	C	29.9	0.68	225				
	NBL	380	A	6.5	0.17	50	B	14.8	0.44	75	C	29.5	0.63	150				
	NBL/T	N/A	B	18.6	0.70	375	D	45.2	0.97	800	E	69.9	1.95	900				
	NBR	400	A	1.7	0.10	25	A	4.5	0.17	50	A	5.2	0.18	50				
US 301 at CR 466	SBL	380	A	3.2	0.29	50	D	38.5	0.76	225	D	47.7	0.82	300				
	SBL/T/R	N/A	B	14.8	0.53	250	C	23.8	0.73	500	C	30.6	0.79	625				
	SBR	N/A					D	36.0			D	48.3						
	Int. Total						F	252.5	1.39	800	F	258.5	1.41	800				
US 301 at CR 466	EBL	220/475*	F	118.3	1.10	650	F	252.5	1.39	800	F	258.5	1.41	800				
	EBT	N/A	D	49.3	0.62	475	E	70.5	0.76	575	E	75.6	0.79	575				
	EBR	220	B	13.5	0.33	125	C	22.4	0.49	200	C	23.5	0.50	200				
	WBL	390	E	68.9	0.46	125	F	83.6	0.62	175	F	83.3	0.66	225				
US 301 at CR 466	NBL	N/A	E	62.5	0.76	450	E	77.7	0.81	525	E	77.9	0.81	525				
	WBR	260	B	13.1	0.29	75	B	15.5	0.36	125	B	15.5	0.36	125				
	NBL	300/475*	C	33.4	0.68	225	E	61.4	0.89	500	E	64.1	0.89	525				
	NBT	N/A	D	49.9	0.78	525	E	59.2	0.87	825	E	59.4	0.88	825				
US 301 at CR 466	NBR	400	A	5.1	0.38	75	B	11.0	0.46	175	B	11.5	0.49	175				
	SBL	310	C	31.8	0.58	150	E	57.3	0.71	275	E	59.3	0.71	275				
	SBL/T/R	N/A	D	47.7	0.68	400	D	54.6	0.75	575	E	56.0	0.77	600				
	Int. Total			50.3			E	67.8			E	68.9						

* 475 FT is the recommended storage length.

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

Based on the analysis results provided in **Tables 3** and **4**, the following recommendations are provided to mitigate the deficiency caused by project traffic.

US HWY 301/CR 216(CR 472) Intersection

During the PM peak buildout condition the eastbound left turn movement operates with a volume to capacity (v/c) ratio of 1.06. This signalized intersection has sufficient capacity to accommodate the added eastbound left turning vehicles with signal timing adjustments. Additionally, the alignment and right-of-way restrictions prohibit capacity improvements at this intersection, such as turn lane additions. **The timing plan provided in Table 6, will remove the eastbound left deficiency based on the analysis, and is recommended to be implemented to the signal controller at this intersection.**

Table 6 | Proposed PM Max Green Times – US HWY 301 at CR 216

Phase/Movement	1 (SBL)	2 (NBT)	4 (EB)	5 (NBL)	6 (SBT)	8 (WB)
Max Green (s)	14	54	30	8	60	30

The results of the proposed timing changes are included in **Tables 3** and **4** under the Build-out with Improvements column. The Synchro reports that model these improvements are provided in **Appendix K**.

US HWY 301/CR 466 Intersection

During the AM and PM peak hours of all scenarios, the eastbound left operates with a 95th percentile queue exceeding the storage length. Additionally, this movement operates with volumes exceeding capacity under the PM peak hours of all scenarios. It is recommended that the eastbound left turn lane be extended so that it ties into the two-way/left-turn lane further to the west and that the signal timing is adjusted, as provided in **Tables 7**.

During the PM peak of the background and build-out scenario, the northbound left operates with a 95th percentile queue length exceeding the storage length. It is recommended that the northbound left-turn lane is extended to abut the southbound left-turn lane to the south, approximately 490 FT in length, and that the signal timings are adjusted, as provided in **Tables 7**.

The results of the proposed timing changes are included in **Tables 3 and 4** under the Build-out with Improvements column. The Synchro reports that model these improvements are provided in **Appendix K**.

Because these deficiencies occur during the existing or background scenarios, without the addition of project traffic, these recommended improvements should not be the responsibility of the developer of Wildwood Place.

Table 7 | Proposed PM Max Green Times – US HWY 301 at CR 466

Phase/Movement	1 (NBL)	2 (SBT)	3 (EBL)	4 (WBT)	5 (SBL)	6 (NBT)	7 (WBL)	8 (EBT)
Max Green (s)	22	36	26	28	17	47	12	42

6.3 Substandard Road Evaluation

Developments accessing County roads are required by the “*Sumter County Public Works Department Traffic Impact Analysis (TIA) Guidelines*” to evaluate the roadway conditions to ensure that the road meets the standards from the FDOT Greenbook in order to support the traffic added by the development. Based on Google Earth aerial images from May 2021, CR 216 is a narrow roadway, approximately 18 FT wide, without striping, and appears to be in poor condition. **It is recommended that the roadway is widened, repaved, and striped, meeting FDOT Greenbook standards, from the proposed access on CR 216 to the improved portion of CR 216 where the eastbound turn-lane was constructed to support the DQ Grill and Chill site.**

6.4 Roadway Segment Level of Service Analysis

The roadway segment analysis was completed for roadway segments within the study area.

PM peak hour volumes from FDOT Traffic Online were used as the base volumes of the US HWY 301 roadway segments. Growth rates were determined based on historical ADT derived from FDOT Traffic Online data, to derive the 2024 background volumes for the US HWY 301 segments.

The CR 216 segment is not provided in the Sumter County TMS Segment Report. Additionally, FDOT does not include a count station along CR 216. Therefore, turning movement counts were used to determine the bi-directional volumes along CR 216 and a 2.0% growth rate was assumed since historical growth rate data is not available.

Committed project trips were added to the background trips for all roadway segments, where applicable, as provided in **Appendix H**. Build-out project trips were added to the background trips and committed trips and applied to each roadway segment. **Table 8** shows that the addition of project trips does not cause any roadway segments in the study area to exceed acceptable levels of operating service. **Therefore, no roadway segment improvements are needed or recommended.**

Table 8 | Roadway Segment Level of Service Analysis

ROAD NAME	FROM	TO	Maintaining Agency	Jurisdiction	Functional Class	FDOT LOS Standard	Divided/ Undivided	# of Lanes (Two-way)	State Rd (Y/N)	Speed Limit	LOS Capacity	Generalized Peak Hour Directional Maximum Service	Two-way MSV	PM Peak Hour Total -	PM Peak Hour Total - From FDOT Online (2021)	Growth Rates ³	2024 Growth Factor	Background Trips - 2024 PM Peak	Committed Trips ⁴	Trip Dist % ⁵	Net New Total Project Trips	Build-out - 2024 PM Peak	Background w/ Committed - 2024	Build-out - 2024 v/c
CR 216	CR 209	US 301/SR 35	COUNTY	WILDWOOD	N/A	D	Undivided	2	N	40	D	675	1,120	341	-	2.00%	1.040	355	66	13%	33	454	0.38	0.41
US 301/SR 35	C - 462 (N)	CR 222	STATE	WILDWOOD	PRINCIPAL ARTERIAL	D	Divided	4	Y	40	D	2,000	3,580	-	2,003	5.86%	1.176	2,362	0	36%	92	2,454	0.66	0.69
US 301/SR 35	CR 222	C - 472	STATE	WILDWOOD	PRINCIPAL ARTERIAL	D	Divided	4	Y	40	D	2,000	3,580	-	2,125	6.57%	1.197	2,545	458	36%	92	3,095	0.84	0.86
US 301/SR 35	C - 472	C - 466	STATE	WILDWOOD	PRINCIPAL ARTERIAL	D	Divided	4	Y	40	D	2,000	3,580	-	2,243	9.09%	1.273	2,855	524	40%	102	3,481	0.94	0.97

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

- (1) Calculated as part of trip generation, based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition.
- (2) From Sumter County TMS Segment Report, counts collected 2014
- (3) From FDOT Traffic Online data. A minimum 1% growth rate was applied if the historical growth rate was less than 1% and 2% on roadways where historical ADT is not available.
- (4) From information provided by Sumter County
- (5) From Transportation Demand Model trip distribution

7. CONCLUSIONS AND RECOMMENDATIONS

This analysis demonstrated that the proposed access connections on US HWY 301 meet FDOT spacing standards, that the roadway segments will continue to operate under capacity through build-out, and that the intersections with the improvements recommended below will operate acceptably.

Based on this analysis, the following transportation improvement are recommended to support the Wildwood Place development:

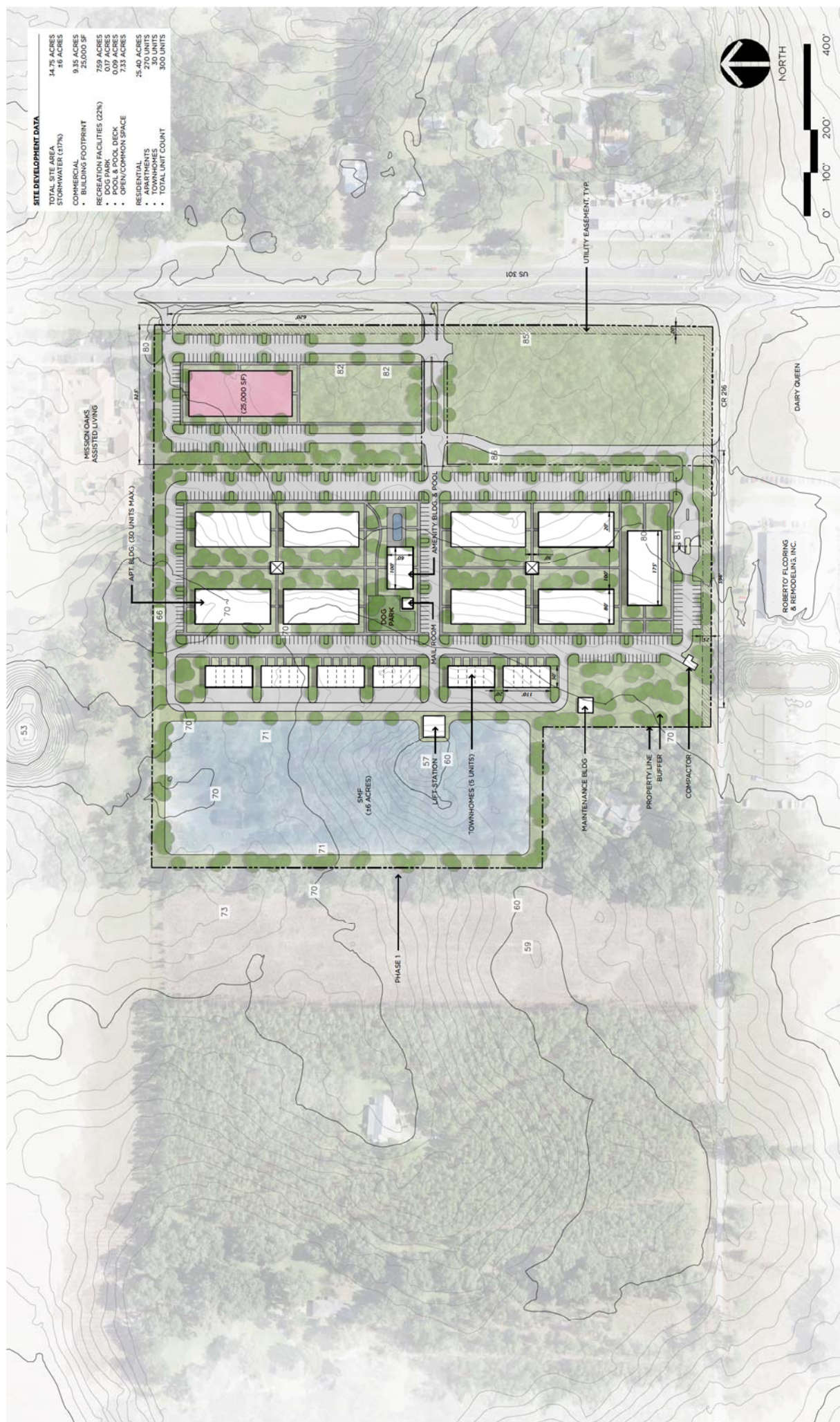
- **Adjust the PM maximum green signal times for the PM peak scenario to match the signal times provided in Table 6, at the US HWY 301/CR 216(CR 472) intersection. This improvement reduces the v/c ratio, of the northbound through movement, to below 1.0.**
- **Widen, repave, and stripe CR 216 in accordance with FDOT Greenbook Standards, from the proposed west access to the improved portion of CR 216 where the eastbound turn-lane was recently constructed to support the DQ Grill and Chill site.**

Based on the analysis, multiple deficiencies at the US HWY 301/CR 466 intersection occur during the existing and background scenarios. Because these deficiencies occur during the existing and background conditions, and are not due to the addition of project trips, the developer should not be responsible for the improvements. The following improvements, at the US HWY 301/CR 466 intersection, are recommended to Sumter County and FDOT, in order to remove these deficiencies:

- **Adjust the PM maximum green signal times for the PM peak scenario to match the signal times provided in Table 7, at the US HWY 301/CR 466 intersection. This improvement reduces the queue lengths for the eastbound left and northbound left movements and reduces the v/c ratio of the eastbound left movement to below 1.0.**
- **Extend the eastbound left-turn lane so that it ties into the two-way/left-turn lane further to the west.**
- **Extend the northbound left-turn lane so that it abuts the southbound left-turn lane to the south.**

Appendix A

Site Concept



Appendix B

Methodology Letter and Approval

Print**Sumter County Traffic Impact Analysis (TIA) - Submission #38657****Date Submitted: 10/20/2022****First Name***

Sherry

Last Name*

Stinson

Email Address*

sherrys@chw-inc.com

Address

11801 Research Drive

City

Alachua

State

FL

Zip Code

32615

Phone

13865185114

Alt Phone

3523311976

Sumter County Traffic Impact Analysis (TIA)

In accordance with the Interlocal Service Boundary and Joint Planning Agreement between the City of Bushnell, City of Center Hill, City of Coleman, City of Webster, and the City of Wildwood, within the municipal service area, the Cities and County agree that County will review all traffic impact studies for development accessing the City or County road networks.

Purpose and Applicability

The purpose of the TIA is to identify the potential traffic impacts of new development on the transportation system and to develop mitigation strategies to offset those impacts according to the methodologies and provisions as described herein. These guidelines apply to all new development within Sumter County, including its municipalities, submitting building and site plans for review. The TIA requirement applies to previously approved developments that are over five years old, changing land uses within the site plan, or extending the build-out date from a previously approved TIA. Unless otherwise required by the County Administrator or designee, a TIA, as it relates to a substandard roadway section, shall not be required for any single development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE). The following thresholds will determine the level of study that will need to be performed depending on the number of trips a development produces:

1. Applicants proposing developments that generate 50 but less than or equal to 1,000 average daily trips (ADT), according to the ITE Trip Generation Manual, current edition, must perform a Minor TIA.
2. A Major TIA shall be required for all proposed developments generating more than 1,000 ADT, as per the ITE Trip Generation Manual, current edition..

For purposes of this section, a "single development" shall include any development, parcel of land, lot, and tract, and contiguous or nearby developments, parcels, lots, or tracts that are:

1. Developed by the same or a related development or landowner;
2. Developed as part of the same zoning plan, preliminary plan, preliminary site plan, plat, or other unified or common plan of development.

These guidelines are in addition to the requirements of the access management regulations. In the event of any conflict between these guidelines and such regulations, the more stringent requirements shall apply.

Methodology Statement

Before conducting a Major TIA, a methodology statement shall be prepared by the applicant, the applicant's representative, or the applicant's engineer/consultant and submitted for review and approval by the County. Before conducting a Minor TIA, the applicant, the applicant's representative, or the applicant's engineer/consultant shall seek confirmation from County staff on the need for a methodology statement. The purpose of the methodology statement is to establish agreed-upon methodologies and assumptions before the start of the TIA. A methodology statement shall be prepared using the guidelines provided in the following paragraphs. The methodology statement will be first reviewed by County staff, if necessary, through a methodology meeting with the applicant and or the applicant's consultant. The applicant's consultant will then revise the statement based upon agreed-upon methodologies. The applicant shall ensure the consultant does not prepare a TIA without a methodology statement approved by the appropriate County representative.

Sumter County 2022 County Annual Traffic Reports Summary Table

[Click here to view the table.](#)

Exemption

[Choose File](#) No file chosen

Applicants can submit an exemption due to a development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE).

Please submit your Methodology Statement

LETTER 221011.pdf

Please submit your TIA

[Choose File](#) No file chosen

Date of Methodology Acceptance by County

Applicable Jurisdiction

Please check the applicable Jurisdiction:

- ☐ City of Bushnell
- ☐ City of Center Hill
- ☐ City of Coleman
- ☐ City of Wildwood
- ☐ Unincorporated Sumter County

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link

[Lake-Sumter MPO](#)

Link

[FDOT Traffic Information](#)

Sumter County Traffic Impact Analysis (TIA) Methodology Acceptance.

- If the TIA is not accepted before the end of the year, the buildout year will need to be updated to reflect 2025 or later.
- As other phases are developed/ planned, be mindful of the following language from the TIA guidelines.
 - o The trip generation estimate shall consider the total traffic generation of the accumulative development (including traffic from previously developed or approved phases) for purposes of study network identification.
- As identified in the Methodology submittal, a new Traffic Impact Analysis will be required for any proposed development exceeding those identified within the analysis.

October 11, 2022

Steven Cohoon
Assistant Director – Public Works Planning and Design
319 E. Anderson Ave.
Bushnell, FL 33513

Chad Lingenfelter, AICP, PTP, RSP
Traffic Services Manager
Florida Department of Transportation – District Five
719 South Woodland Blvd.
Deland, FL 32720

Re: Traffic Impact Analysis Methodology – Revised, Wildwood Place, Wildwood, FL

Dear Steven, Chad,

CHW is preparing a Traffic Impact Analysis (TIA) for the proposed Wildwood Place located on the northwest corner of US HWY 301 and CR 216 in Sumter County, Florida. A site location map is provided in **Attachment A**.

This project proposes 25,000 SF Strip Retail Plaza and 300 DUs of multi-family with an anticipated build-out of 2024. The previous TIA methodology proposed 300 DUs of multi-family and 110,000 KSF of commercial with a build-out during 2027. The methodology has been revised to consider only a portion of the commercial and all of the multi-family. A separate TIA will be provided when the remainder of the commercial portion is planned. It is recommended that a separate TIA be required when the commercial portion of the property exceeds 149 PM peak hour gross trips, which matches the commercial trip generation of what is currently being proposed, as shown in the Trip Generation table on page 3.

The project proposes the following access as provided in **Attachment A**:

- A connection to US HWY 301 along the north side of the property aligned with the existing directional median opening
- A right-in/right-out connection to US HWY 301 between CR 216 and the proposed directional median opening
- One access point on CR 216 shared by both the residential and commercial land uses.

According to the *Sumpter County Public Works Department Traffic Impact Analysis (TIA) Guidelines*, this site requires a Major TIA based on the trips exceeding 1,000 ADT.

Please review the methodology and either provide comment for the purposes of modification/clarification or provide acceptance.

Study Area

The study area roadway segments will consist of all road segments where the project trips exceed 3% of the Generalized Peak Hour Directional Maximum Service Volume, or more than 70 peak hour two-way trips, in accordance with the *Sumpter County Public Works Department Traffic Impact Analysis (TIA) Guidelines*, or roadway segments abutting the project. The study area intersections include all proposed site access intersections and all signalized intersections along the study area segments except at the US 301/Pepper Tree Lane intersection where nearly 100% of the project trips will be through movements on US 301 and will therefore not significantly impact the intersection.

The study area roadway segments and intersections are provided in the table below. The study are calculations are provided in **Attachment B**.

Study Area Roadway Segments and Intersections	
Road Segment	Intersections
CR 216 from CR 209 to US 301	- CR 216 at CR 209 (un-signalized) - CR 216 at Proposed Site Access (un-signalized)
US 301 from C – 462 (N) to CR 222	US 301 at C- 462 (S and N) (signalized)
US 301 from CR 222 to C - 472	US 301 at C – 472 (signalized)
US 301 from C – 472 to C - 466	- US 301 at Proposed Right-in/right-out Site Access (un-signalized) - US 301 at Proposed Directional Site Access (un-signalized) - US 301 at C – 466 (signalized)

Land Use and Trip Generation

The trip generation for the site is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition. The estimated trip generation with internal capture applied is provided below. The trip generation and internal capture documentation is provided in **Attachment C**.

Terwilliger Trip Generation									
Land Use	ITE LU Code	Variable Type	Variable Size	Daily Total	AM Peak		PM Peak		
					Total	In	Total	In	Out
Multifamily Housing (Low-Rise)	220	DU	300	1,998	116	28	150	95	55
Multifamily Housing (Low-Rise) with Internal Capture Reduction	220	DU	300	1,828	114	27	127	77	50
Strip Retail Plaza (<40k) ¹	822	KSF GLA	25,000	1,285	53	32	149	75	74
Strip Retail Plaza (<40k) with Internal Capture Reduction	822	KSF GLA	25,000	1,175	51	31	129	70	59
Gross Project Trips				3,283	169	60	299	170	129
Project Trips with Internal Capture Reduction^{1,2}				3,003	165	58	256	147	109

(1) The internal capture is capped at 20% in accordance with the Sumter County TIA Guidelines.

(2) The daily internal capture is not provided in the ITE Trip Generation Manual, 11th Edition, therefore the average internal capture rate of the AM and PM is used to derive the daily internal capture.

Data Collection

Turning movement counts were collected on June 28, 2022. The counts included pedestrians, trucks, in addition to passenger vehicles. The counts were performed at the following intersections during the AM and PM peak two hours on a single day, however only the highlighted counts will be utilized with the revised TIA:

- US HWY 301 at SR 44
- US HWY 301 at CR 462 (South)
- US HWY 301 at CR 216/CR 472
- US HWY 301 at CR 110
- US HWY 301 at CR 466
- CR 462/Powell Rd at CR 466A
- CR 466 at Buena Vista Boulevard
- CR 466 at CR 209
- CR 209 at CR 216

Background Traffic Volumes

A peak season factor and historical growth rate will be derived from FDOT Traffic Online data and applied to the count data to derive the background turning movement volumes for the anticipated 2024 build-out build-out of this site. A minimum 1% growth rate will be applied if the historical growth rate is less than 1% and 2% on roadways where historical ADT is not available.

Committed project trips from following developments will be included with the background trips provided above.

- Oxford Crossing (all phases)
- Twisted Oaks
- The Keys at Wildwood I
- The Keys at Wildwood II
- Wildwood Storage Facility
- Oxford Residential
- Stonegate Lakeside Landing
- DQ Grill and Chill

Trip Distribution

CHW has coordinated with FuturePlans Consulting, LLC to obtain a trip distribution based on the transportation demand model. The model data and proposed project trip distribution is provided in **Attachment B**.

Analysis

The analysis will be performed at the intersections and segments provided in the study area under the following scenarios, in accordance with the Sumter County TIA guidelines:

- Existing (peak season) scenario
- Future scenario
- Base scenario
- Future scenario with mitigation, if applicable

The intersection operation analysis will review the delay, LOS, V/C, and 95th percentile queue length of each intersection movement as well as the intersection as a whole. The non-signalized intersections will be analyzed using HCS 7 and the signalized intersections will be analyzed using Synchro 11. The reports will be provided in the appendices.

The following programed improvements will be modeled as existing during the analysis:

- US HWY 301 at CR 216/CR 472
 - Eastbound left-turn lane
 - Eastbound through/right lane
 - Westbound left-turn lane
 - Northbound right-turn lane
- Realigned CR 462 N aligned with CR 462 S with the following configuration (per concept from the Master Site Plan dated 10/19/21)
 - Eastbound dual lefts, eastbound through, and eastbound right
 - Westbound left, westbound through, and westbound right
 - Northbound left, northbound through, and northbound through/right
 - Southbound left, southbound through X 2, and southbound right

The roadway segment LOS analysis will be based peak hour two-way traffic volumes. Traffic volumes from FDOT Traffic Online, where available, will be the base volumes used to derive the existing (peak season) volumes and the background traffic volumes used in the roadway segment LOS analysis. The LOS standards for all major road segments shall be consistent with the latest standards per the *FDOT's latest Quality/Level of Service (Q/LOS) Handbook* and the latest version of the adopted *Sumter County Unified Comprehensive Plan*.

Access management will be reviewed for the proposed directional median opening and right-in/right-out site access intersections on US HWY 301, based on FDOT spacing standards. The Traffic Study will provide recommendations regarding the access type and location.

Any needed roadway modifications based on this analysis will be identified and modeled to demonstrate that the improvement mitigates the deficiency.

Report

A draft report, including the following at a minimum, will be submitted for review and comment.

- Study Area Map
- Trip Generation
- Background Traffic Volumes
- Trip Distribution
- Analysis
 - AM and PM Intersection Analysis
 - Roadway Segment LOS Analysis
 - Access Management Review
- Conclusion and Recommendations
- Appendices with Supporting Documentation

Following any revisions, based upon staff comments, we will prepare a final signed and sealed report.

If your office agrees with the methodology provided, please provide concurrence.

Thank you for your review and consideration.

Sincerely,

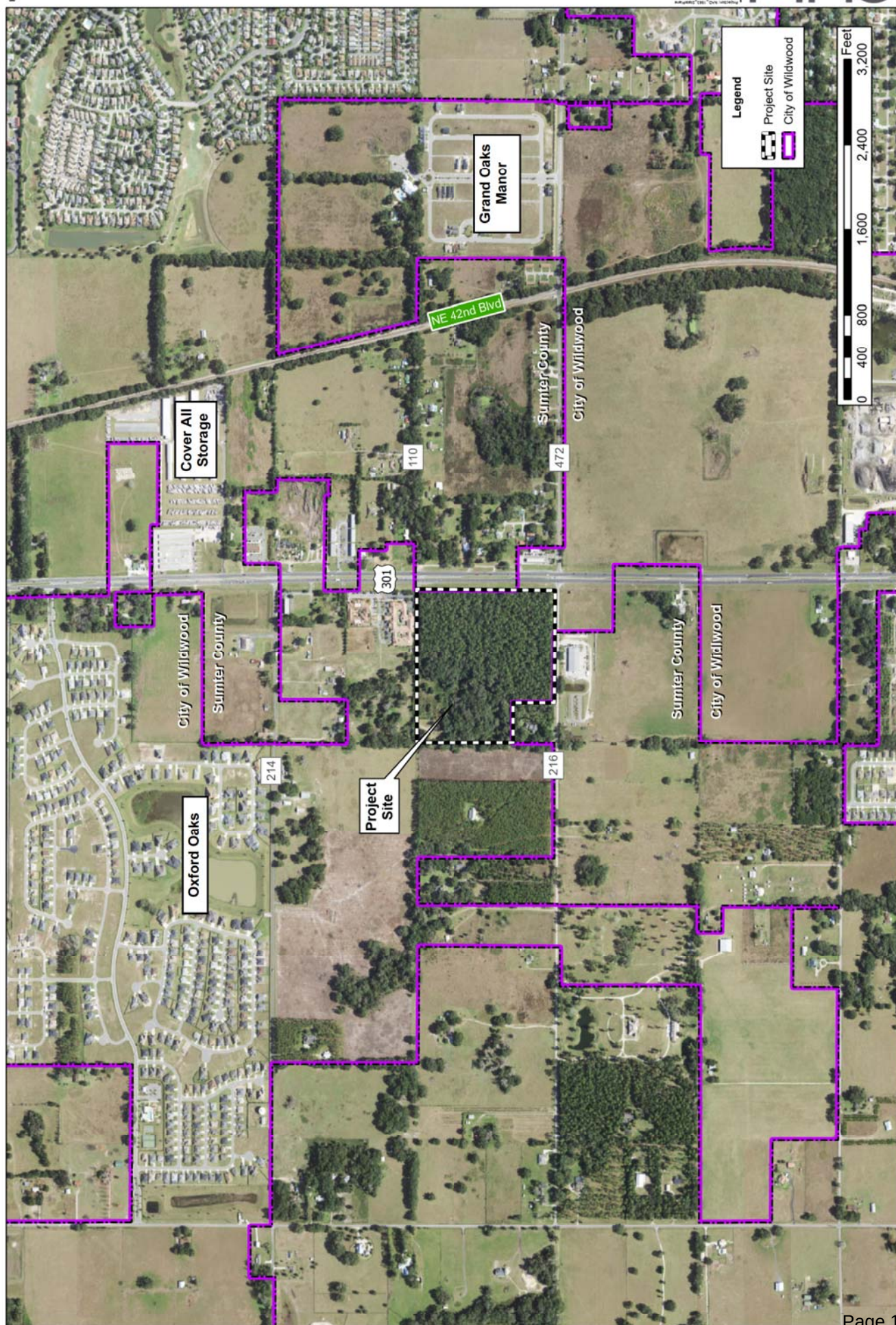
CHW

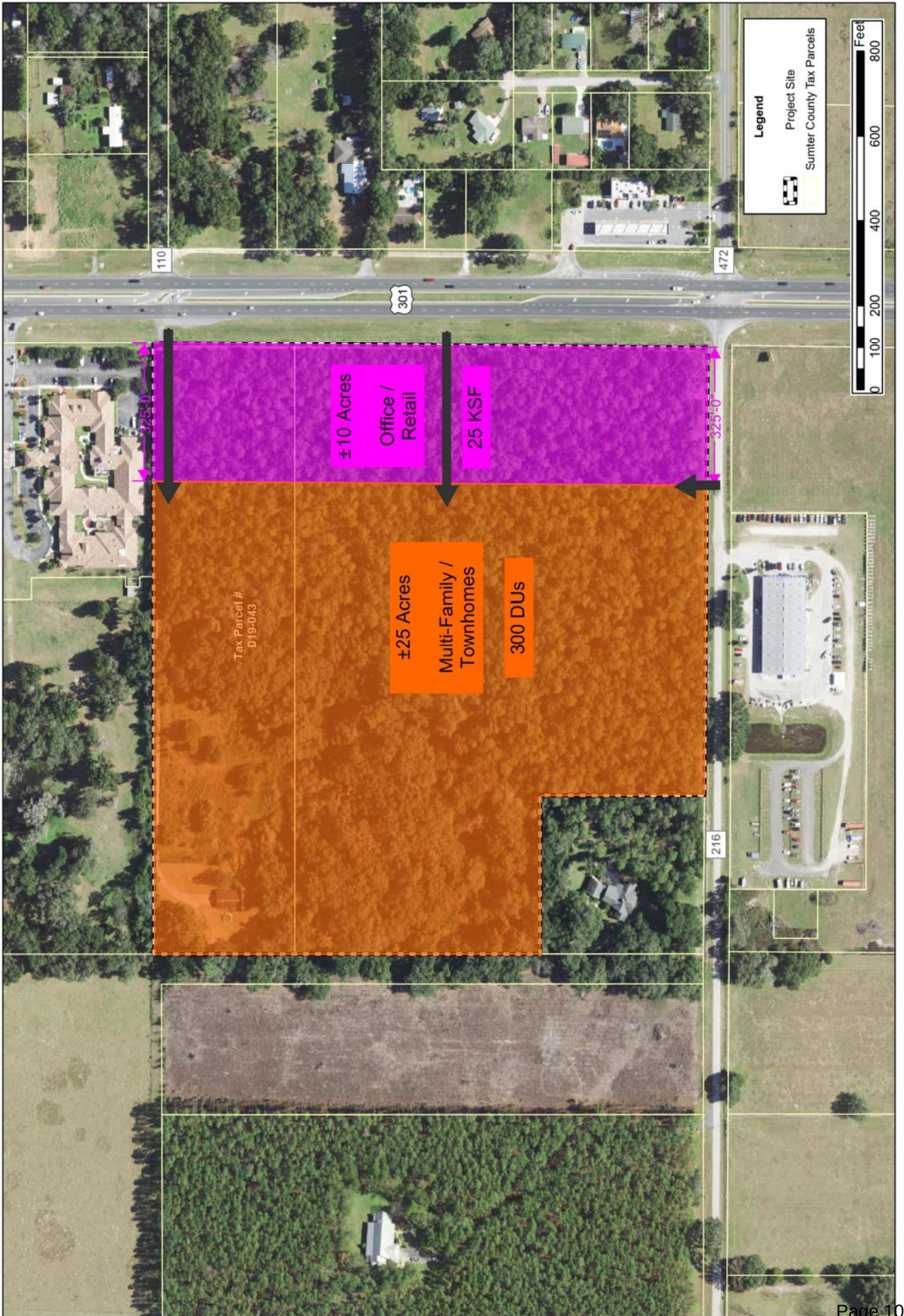


Brian Snyder, P.E.
Project Manager

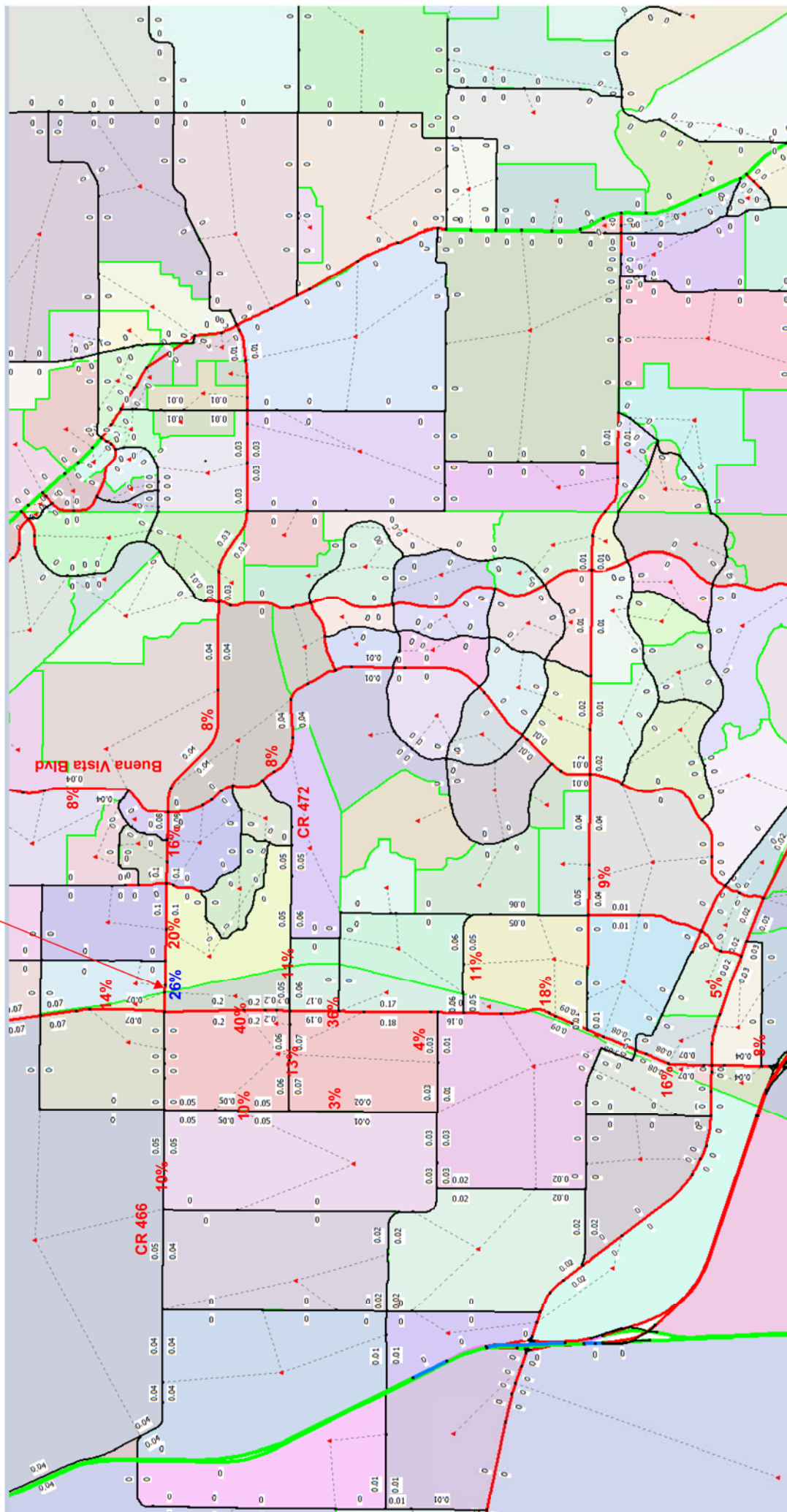
N:\2022\22-0086\Departments\04_Engineering\04_Traffic\221010_Wildwood Place\Report\Methodology\LETTER 221011_Terwilligers Methodology REV 2.docx

Attachment A: Site Location Map





Attachment B Trip Distribution and Study Area Calculations



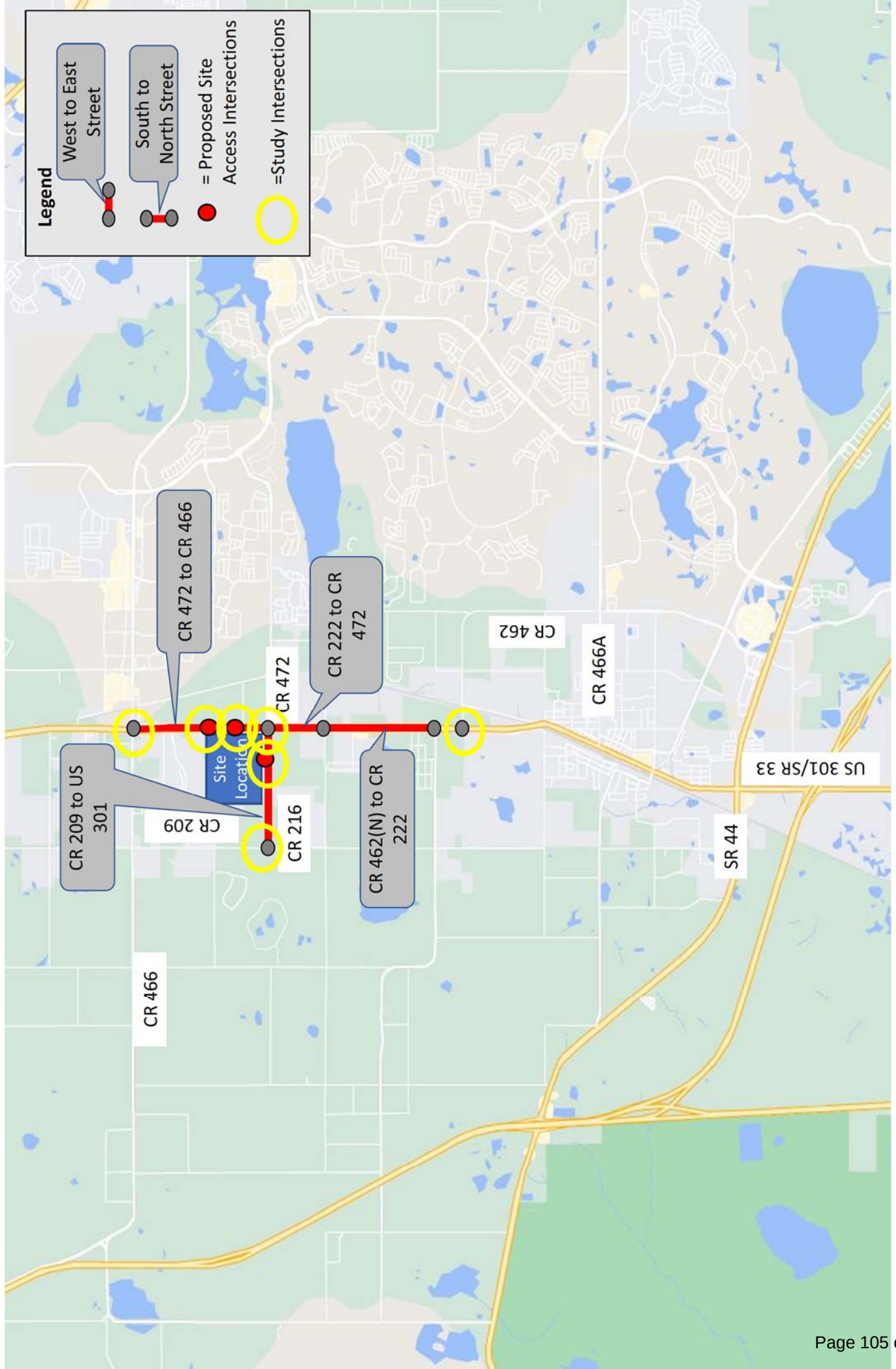
Net New PM Peak Hour Trips																	
Total ³																	
256																	
ROAD NAME	FROM	TO	Generalized Peak Hour Directional Service Volume ³	Two-way MSV	Divided/Undivided	# of Lanes (Two-Way)	State Rd (Y/N)	Speed Limit	LOS Capacity	PM Peak Hour Total - From 2018 Sumter County TMS Segment Report	Trip Dist % ²	Net New Total Project Trips - Two-Way	% (Net New Total Project Trips/Generalized Peak Hour Directional Service Volume ³)	>70 Peak Hour Two-Way Trips	Segment Abuts Development	Include in Study Area (> 3% or >70 peak hour new trips) - Y/N	
CR 216	CR 209	US 301/58 35	675	1120	Undivided	2	N	40	D	264	10%	26	2.32%	N	Y	Y	
C -462	US 301/58 35	CR 113	720	1480	Undivided	2	N	40	F	766	11%	28	1.94%	N	N	N	
C -466	CR 209	US 301/58 35	750	913	Undivided	2	N	45	D	692	0%	0	0.00%	N	N	N	
C -466	US 301/58 35	CR 105	2000	322	Divided	4	N	45	D	2006	26%	67	2.08%	N	N	N	
C -472	US 301/58 35	CR 117	675	1110	Undivided	2	N	45	D	390	11%	28	2.50%	N	N	N	
C -472	US 301/58 35	CR 105	2000	322	Divided	2	N	45	D	2006	26%	67	2.08%	N	N	N	
US 301/58 35	C -462(N)	CR 222	2000	3540	Divided	4	Y	45	D	2287	36%	92	2.57%	Y	N	Y	
US 301/58 35	CR 222	CR 222	2000	3540	Divided	4	Y	45	D	2034	36%	92	2.57%	Y	N	Y	
US 301/58 35	C -472	C -466	2000	3540	Divided	4	Y	40	D	2085	40%	102	2.85%	Y	Y	Y	

(1) Calculated as part of trip generation, based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition.

(2) From 2015 Sumter County TMS Segment Report

(3) From Transportation Demand Mode trip distribution

(4) The table provides all roadway segments within 1 mile of the project



Attachment C: Trip Generation Documentation

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

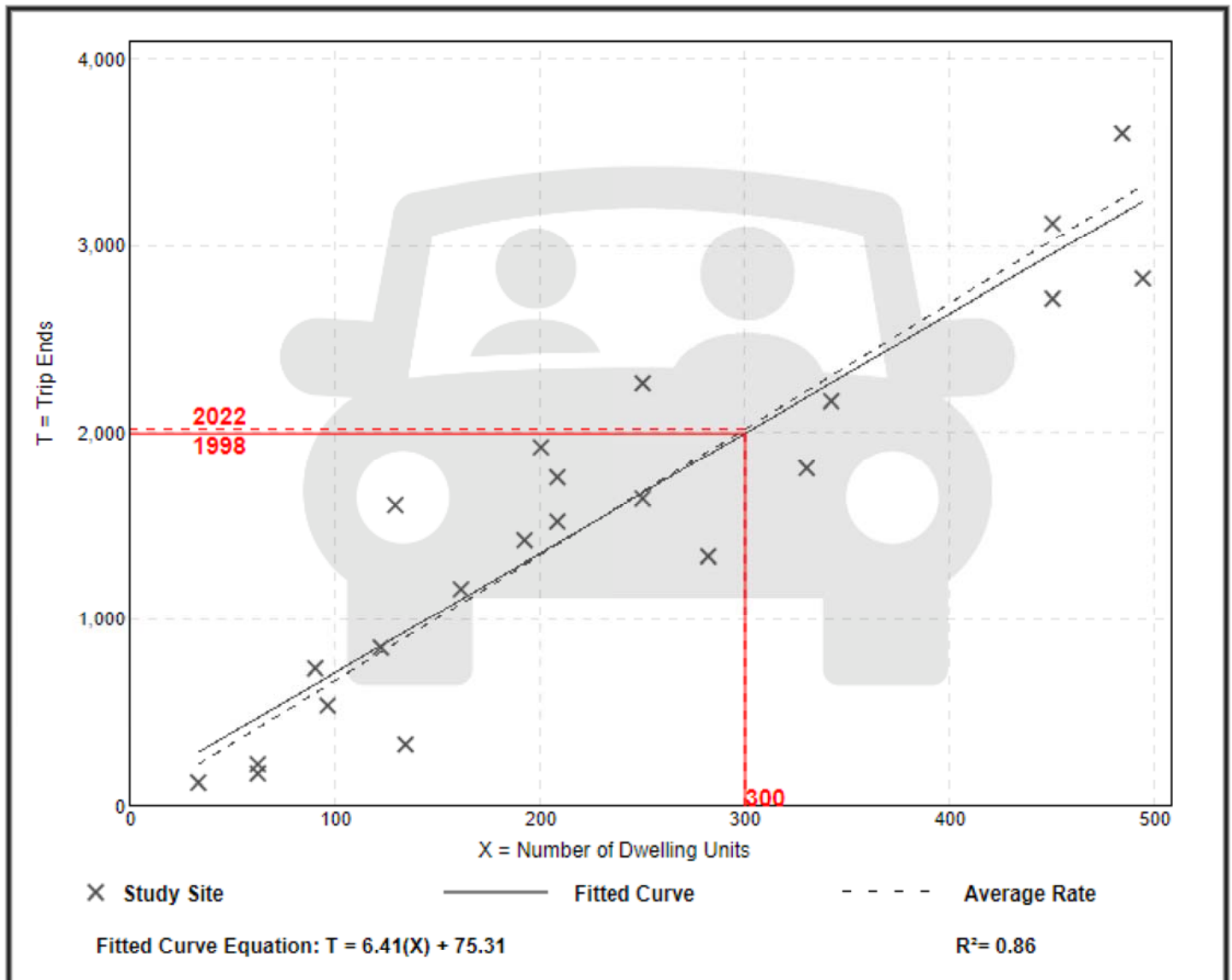
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise)

Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

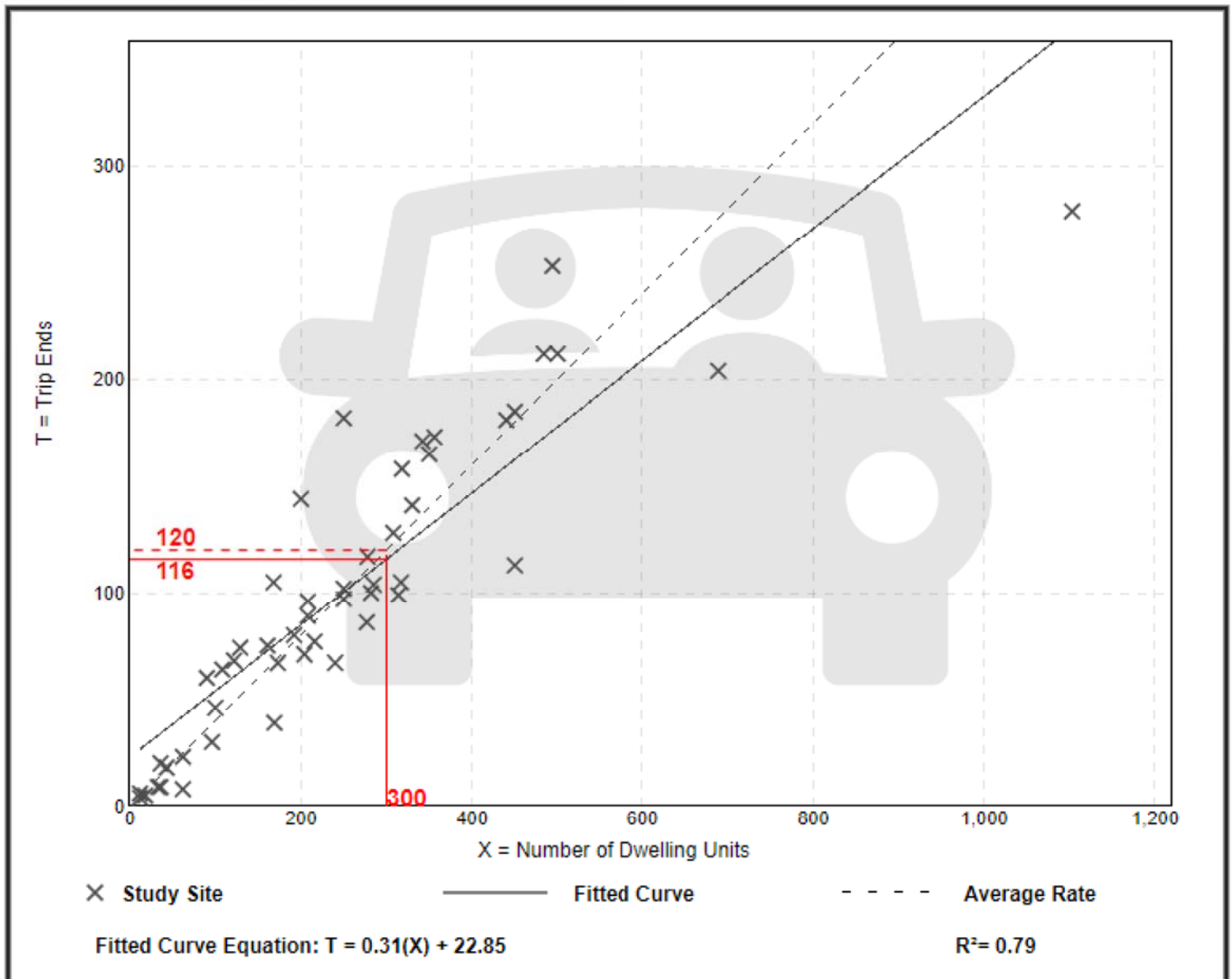
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

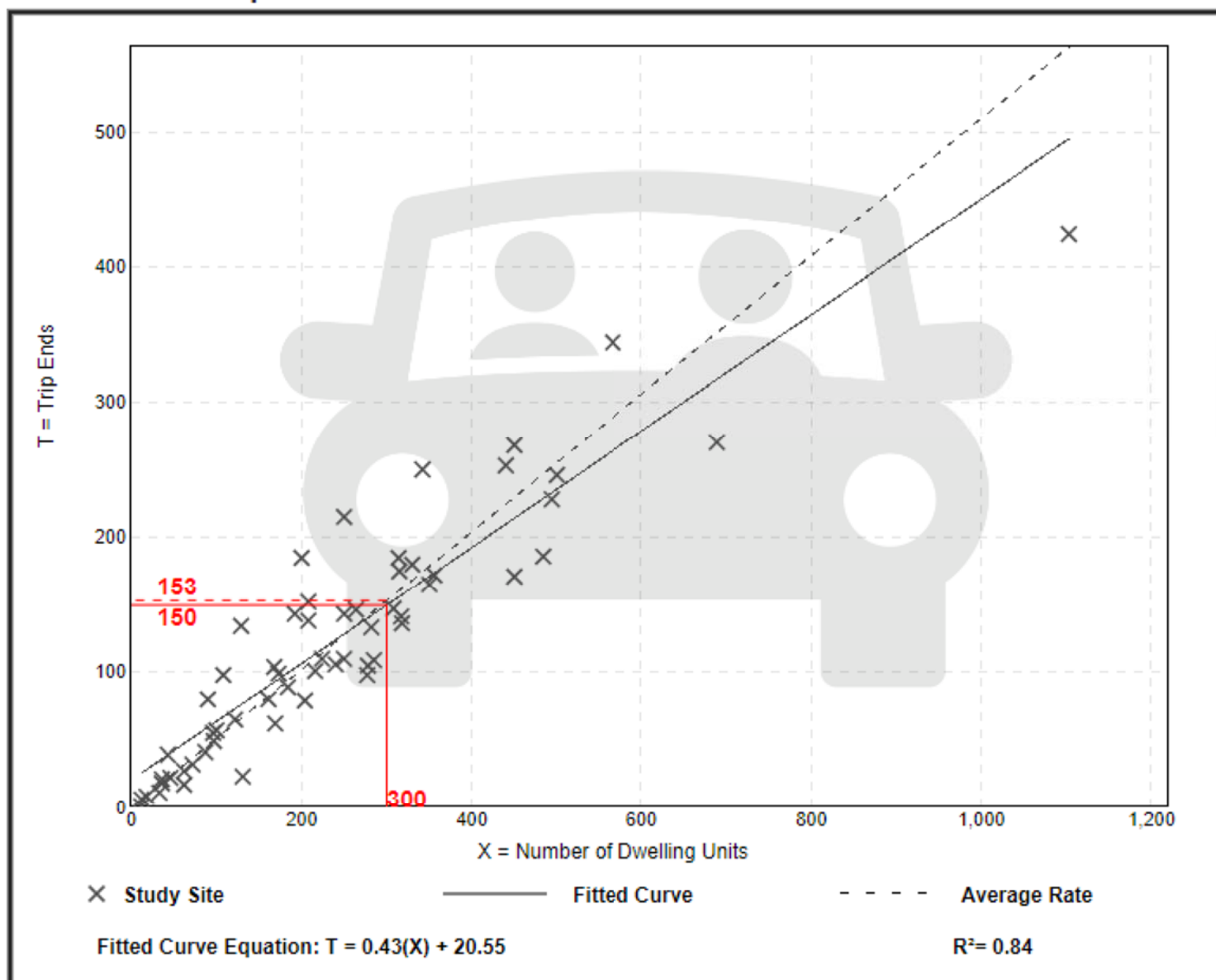
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

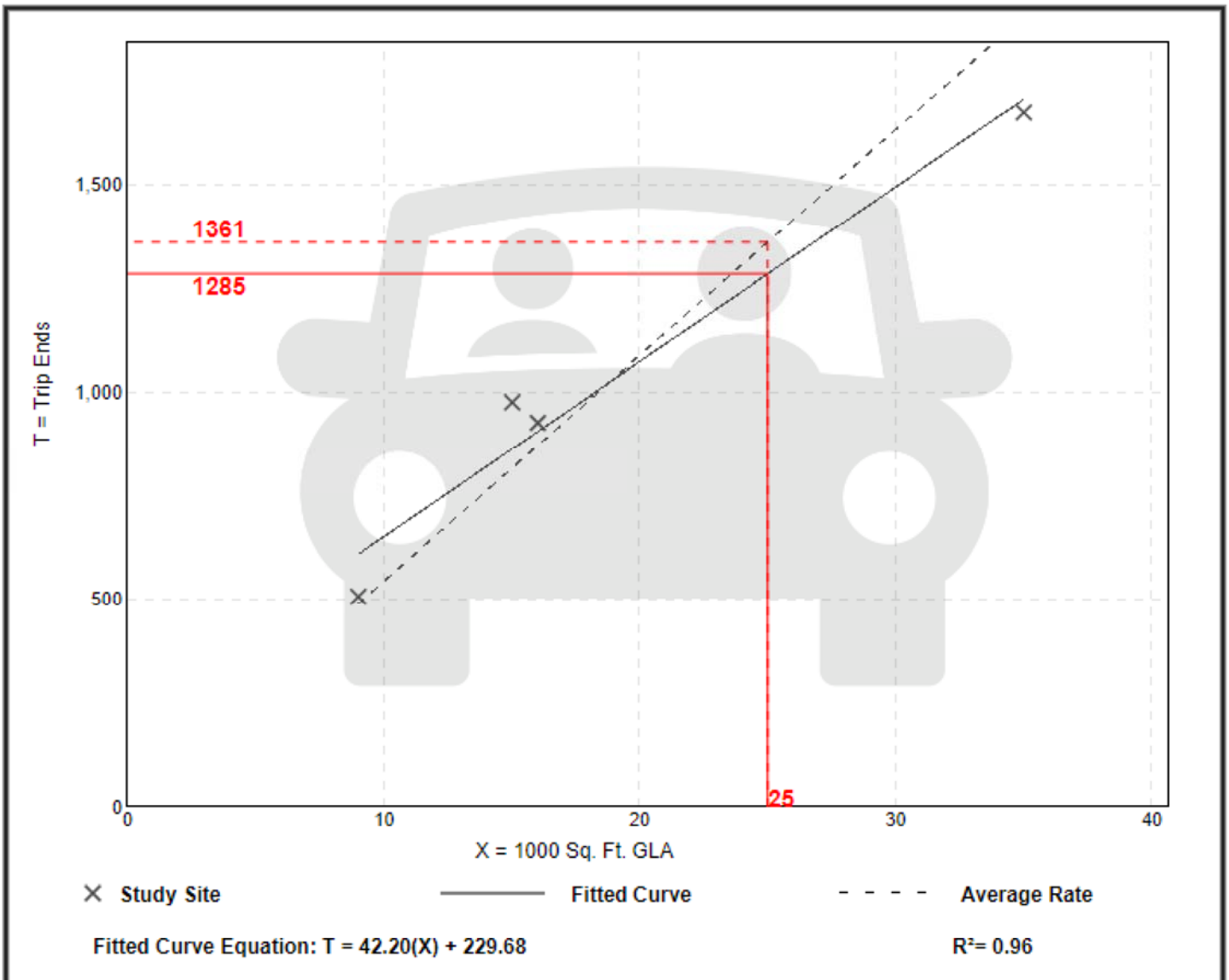
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

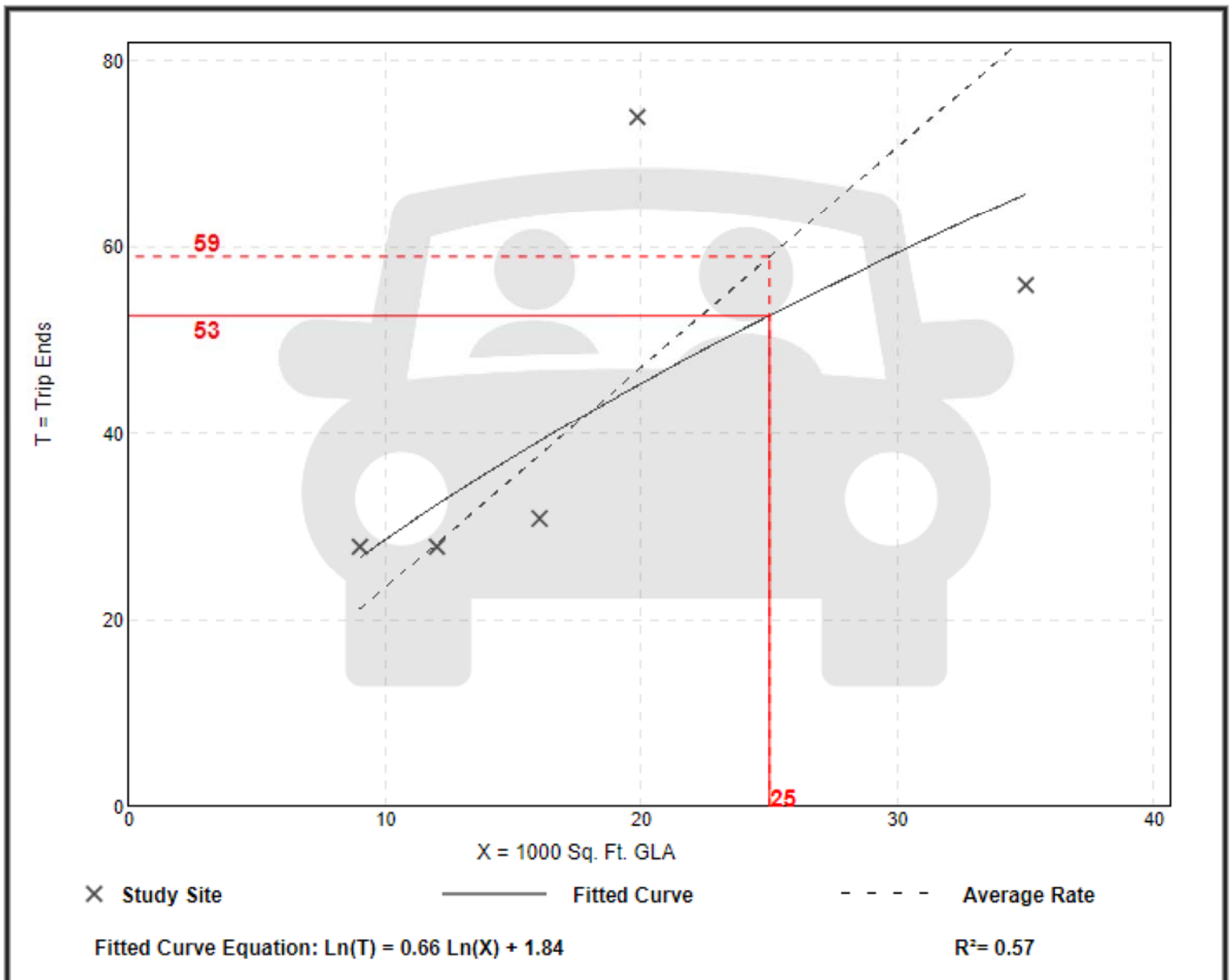
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

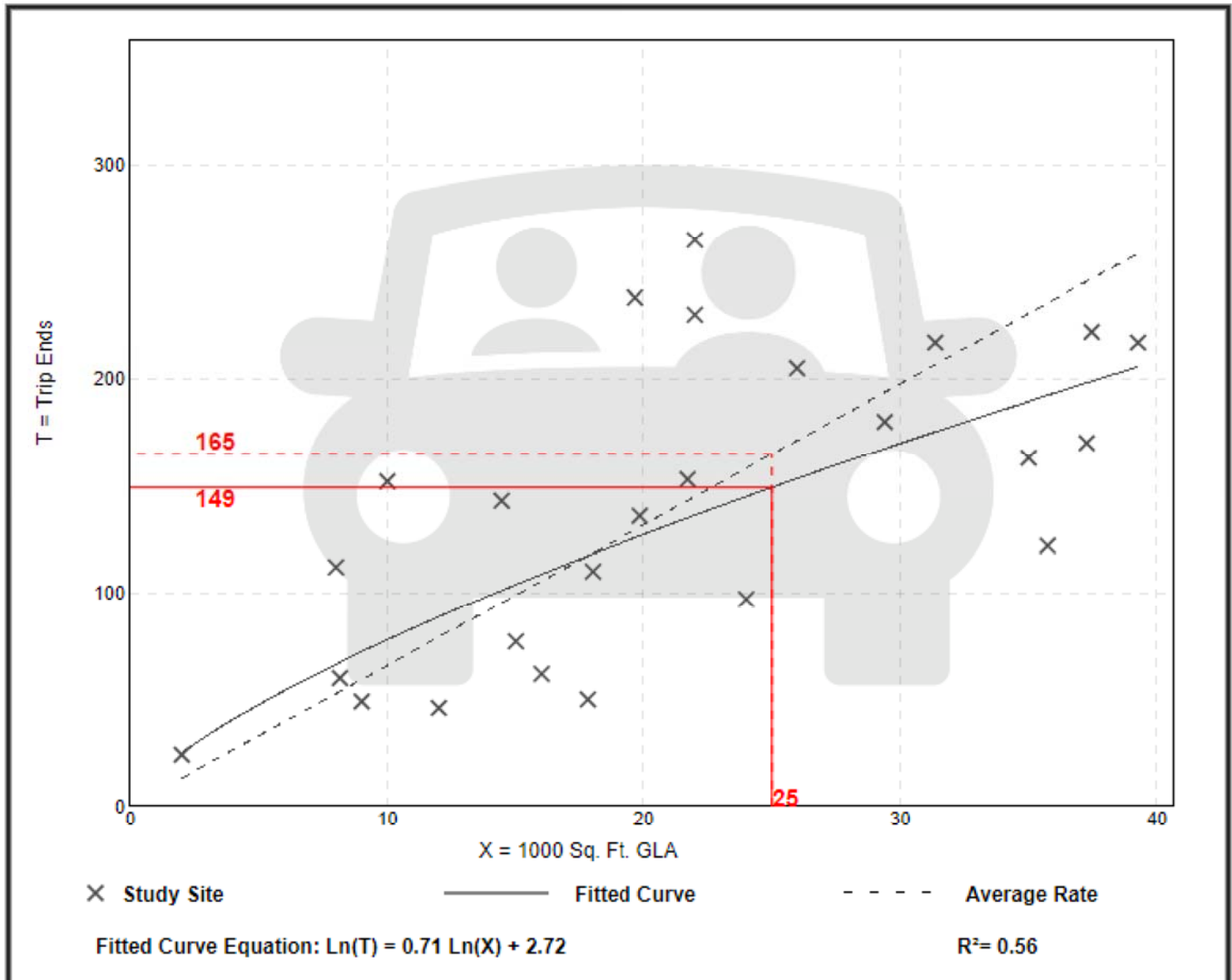
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	villiger Multi-Family Residential and Retail Develop			Organization:	CHW
Project Location:	US HWY 301 at CR 216, Wildwood, FL			Performed By:	Brian Snyder
Scenario Description:				Date:	10/6/2022
Analysis Year:	2024			Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office						
Retail				53	32	21
Restaurant				0		
Cinema/Entertainment				0		
Residential				116	28	88
Hotel				0		
All Other Land Uses ²				0		
				169	60	109

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail	1.17	0%	0%	1.16	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	0%	1.09	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	189	69	120
Internal Capture Percentage	2%	3%	2%
External Vehicle-Trips ⁵	165	58	107
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	4%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	3%	1%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Illiger Multi-Family Residential and Retail Develop
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.17	32	37	1.16	21	24
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	28	32	1.09	88	96
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	7		3	0	3	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	19	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	3		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	6	0	0		0
Hotel	0	1	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	36	37	31	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	31	32	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	23	24	20	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	95	96	87	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Illiger Multi-Family Residential and Retail Develop	Organization:	CHW
Project Location:	US HWY 301 at CR 216, Wildwood, FL	Performed By:	Brian Snyder
Scenario Description:		Date:	10/6/2022
Analysis Year:	2024	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				149	75	74
Restaurant				0		
Cinema/Entertainment				0		
Residential				150	95	55
Hotel				0		
All Other Land Uses ²				0		
				299	170	129

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	0%	1.21	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1200	
Restaurant						
Cinema/Entertainment						
Residential		1200				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	20	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	6	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	354	200	154
Internal Capture Percentage	15%	13%	17%
External Vehicle-Trips ⁵	254	147	107
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	18%	9%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Irwilliger Multi-Family Residential and Retail Developm
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	75	91	1.18	74	87
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	95	109	1.21	55	67
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		25	3	20	4
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	20	14	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	0	0	4	0
Retail	0		0	0	50	0
Restaurant	0	46		0	17	0
Cinema/Entertainment	0	4	0		4	0
Residential	0	6	0	0		0
Hotel	0	2	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	6	85	91	70	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	20	89	109	77	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	20	67	87	57	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	6	61	67	50	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Subject: FW: Online Form Submittal: Sumter County Traffic Impact Analysis (TIA)
Attachments: TIA#38657_COW_Methodology.pdf

From: Cohoon, Steven <Steven.Cohoon@sumtercountyfl.gov>
Sent: Monday, October 31, 2022 11:49 AM
To: Sherry Stinson <sherrys@chw-inc.com>
Cc: Snyder, Deborah <Deborah.Snyder@sumtercountyfl.gov>; Adibfar, Hootan <Hootan.Adibfar@sumtercountyfl.gov>; Tadlock, Matthew <Matthew.Tadlock@sumtercountyfl.gov>; Melanie Peavy <mpeavy@wildwood-fl.gov>; 'Shaun Raja' <sraja@wildwood-fl.gov>; 'Amanda Bush' <abush@wildwood-fl.gov>; Brian Snyder <brians@chw-inc.com>; Terri O'Neal <toneal@wildwood-fl.gov>; Lingenfelter, Chad <Chad.Lingenfelter@dot.state.fl.us>
Subject: RE: Online Form Submittal: Sumter County Traffic Impact Analysis (TIA)

Sherry,

Please see below comments:

- I have concern with the proposed buildout date. If the TIA is not accepted before the end of the year, the buildout year will need to be updated to reflect 2025 or later. Additionally, we will require a proposed build-out schedule be submitted, with the TIA, as identified in part one, item f, of the analysis submittal section of the TIA guidelines.
- As other phases are developed/planned, be mindful of the following language from the TIA guidelines.
 - *The trip generation estimate shall consider the total traffic generation of the accumulative development (including traffic from previously developed or approved phases) for purposes of study network identification.*
- As identified in the Methodology submittal, a new Traffic Impact Analysis will be required for any proposed development exceeding those identified within the analysis.

You may proceed with developing the TIA for the development identified as “Wildwood Place”, previously identified as “Terwilligers Multi-family and Retail”.

Sincerely,

Steven Cohoon
Assistant Director – Planning and Design
Public Works
Board of Sumter County Commissioners
Tel: 352-689-4400
Fax: 352-689-4401
www.sumtercountyfl.gov

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Thursday, October 20, 2022 2:52 PM
To: Cohoon, Steven <Steven.Cohoon@sumtercountyfl.gov>; @Administrative Services (Wildwood) <administrative.services@sumtercountyfl.gov>; Adibfar, Hootan <Hootan.Adibfar@sumtercountyfl.gov>; Snyder, Deborah <Deborah.Snyder@sumtercountyfl.gov>; toneal@wildwood-fl.gov; sraja@wildwood-fl.gov; mpeavy@wildwood-fl.gov
Subject: Online Form Submittal: Sumter County Traffic Impact Analysis (TIA)

Sumter County Traffic Impact Analysis (TIA)

First Name	Sherry
Last Name	Stinson
Email Address	sherrys@chw-inc.com
Address	11801 Research Drive
City	Alachua
State	FL
Zip Code	32615
Phone	13865185114
Alt Phone	3523311976

Sumter County Traffic Impact Analysis (TIA)

In accordance with the Interlocal Service Boundary and Joint Planning Agreement between the City of Bushnell, City of Center Hill, City of Coleman, City of Webster, and the City of Wildwood, within the municipal service area, the Cities and County agree that County will review all traffic impact studies for development accessing the City or County road networks.

Purpose and Applicability

The purpose of the TIA is to identify the potential traffic impacts of new development on the transportation system and to develop mitigation strategies to offset those impacts according to the methodologies and provisions as described herein. These guidelines apply to all new development within Sumter County, including its municipalities, submitting building and site plans for review. The TIA requirement applies to previously approved developments that are over five years old, changing land uses within the site plan, or extending the build-out date from a previously approved TIA. Unless otherwise required by the County Administrator or designee, a TIA, as it relates to a substandard roadway section, shall not be required for any single development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE). The following thresholds will determine the level of study that will need to be performed depending on the number of trips a development produces:

Applicants proposing developments that generate 50 but less than or equal to 1,000 average daily trips (ADT), according to the ITE Trip Generation Manual, current edition, must perform a Minor TIA.

A Major TIA shall be required for all proposed developments generating more than 1,000 ADT, as per the ITE Trip Generation Manual, current edition..

For purposes of this section, a "single development" shall include any development, parcel of land, lot, and tract, and contiguous or nearby developments, parcels, lots, or tracts that are:

Developed by the same or a related development or landowner;

Developed as part of the same zoning plan, preliminary plan, preliminary site plan, plat, or other unified or common plan of development.

These guidelines are in addition to the requirements of the access management regulations. In the event of any conflict between these guidelines and such regulations, the more stringent requirements shall apply.

Methodology Statement

Before conducting a Major TIA, a methodology statement shall be prepared by the applicant, the applicant's representative, or the applicant's engineer/consultant and submitted for review and approval by the County. Before conducting a Minor TIA, the applicant, the applicant's representative, or the applicant's engineer/consultant shall seek confirmation from County staff on the need for a methodology statement. The purpose of the methodology statement is to establish agreed-upon methodologies and assumptions before the start of the TIA. A methodology statement shall be prepared using the guidelines provided in the following paragraphs. The methodology statement will be first reviewed by County staff, if necessary, through a methodology meeting with the applicant and or the applicant's consultant. The applicant's consultant will then revise the statement based upon agreed-upon methodologies. The applicant shall ensure the consultant does not prepare a TIA without a methodology statement approved by the appropriate County representative.

Sumter County 2022
County Annual Traffic
Reports Summary Table

[Click here to view the table.](#)

Exemption

Field not completed.

Please submit your
Methodology Statement

[LETTER 221011 Wildwood Place TIA Methodology.pdf](#)

Please submit your TIA

Field not completed.

Date of Methodology
Acceptance by County

Field not completed.

Applicable Jurisdiction

Field not completed.

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link [Lake-Sumter MPO](#)

Link [FDOT Traffic Information](#)

Email not displaying correctly? [View it in your browser.](#)

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

Appendix C Study Area Roadway Segments

Net New PM Peak Hour Trips																
Total ¹																
236																
ROAD NAME	FROM	TO	Generalized Peak Hour Directional Maximum Service Volume ²	Two-way MSV	Divided/ Undivided	# of Lanes (Two Way)	State Rd (Y/N)	Speed Limit	LOS Capacity	PM Peak Hour Total - From 2015 Sumter County Segment Report	Trip Dist. % ³	Net New Total Project Trips - Two-way	% (Net New Total Project Trips/Generalized Peak Hour Directional Maximum Service Volume)	>70 Peak Hour Two-way trips	Segment Aborts Development	Include in Study Area (> 3% or >70 peak hour two-way trip) - Y/N
																</

(1) Calculated as part of trip generation, based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition.

(2) From 2015 Sumter County TMS Segment Report

(3) From Transportation Demand Model trip distribution

(4) The table provides all roadway segments within 1 mile of the project

Appnedix D

Trip Generation

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

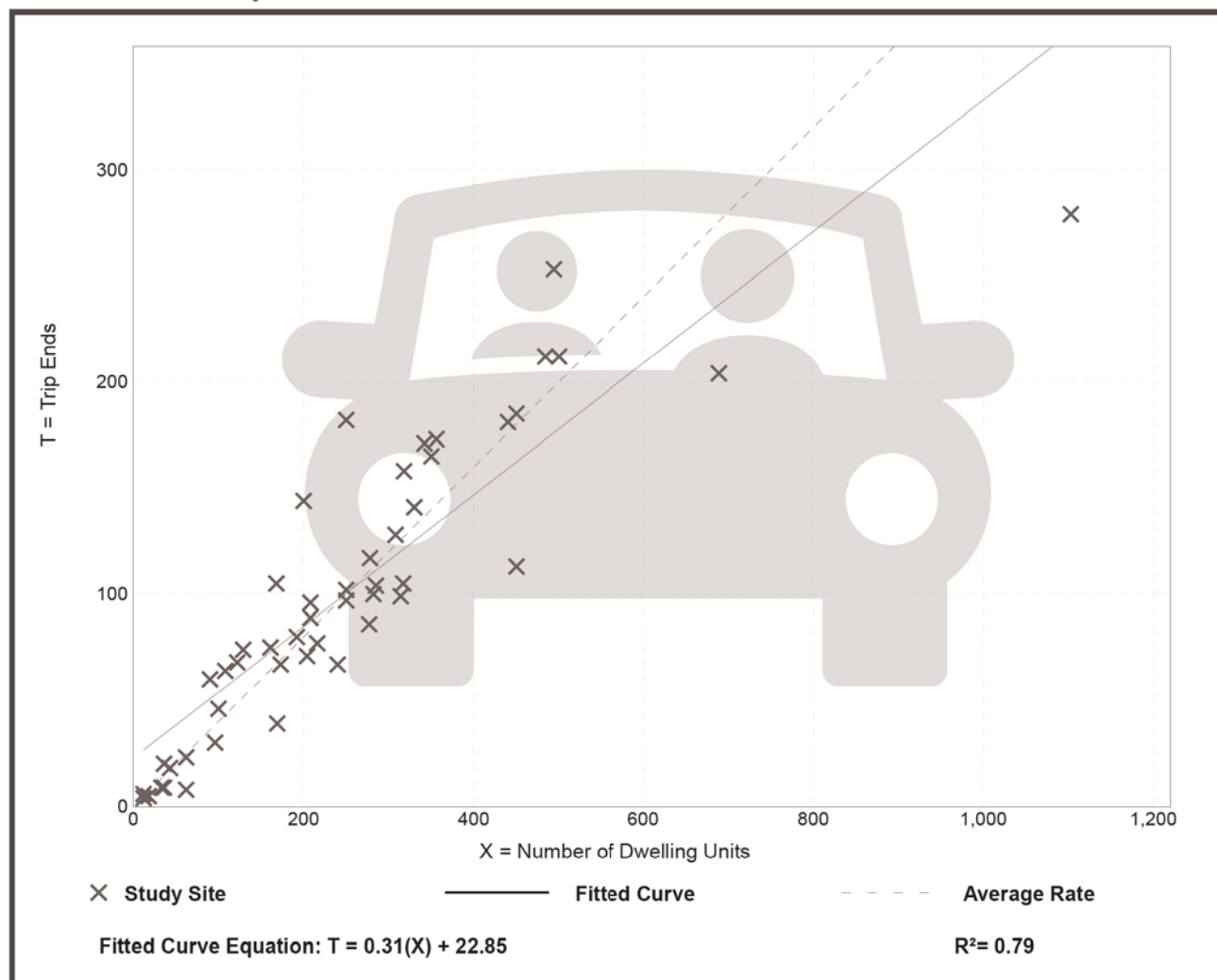
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

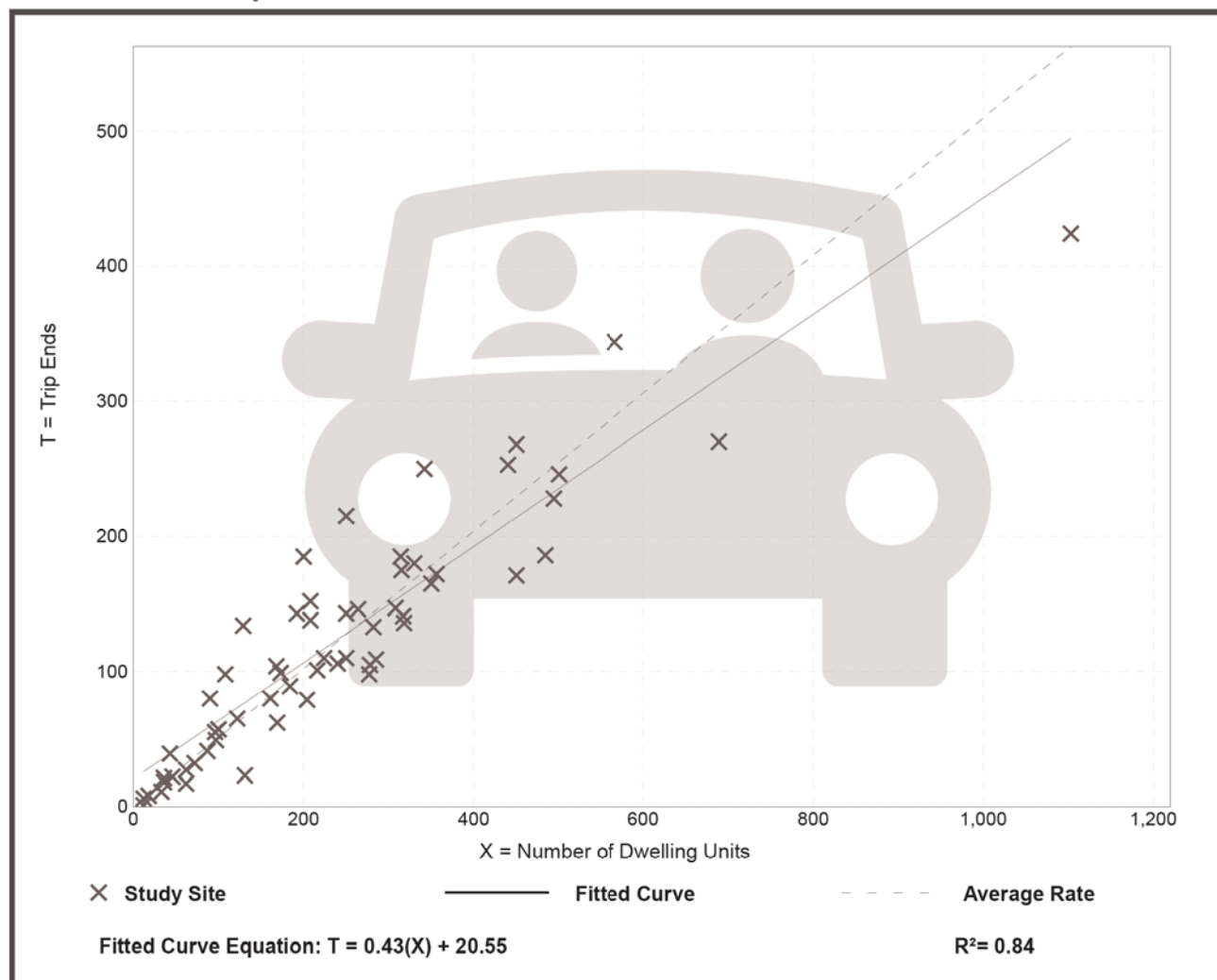
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

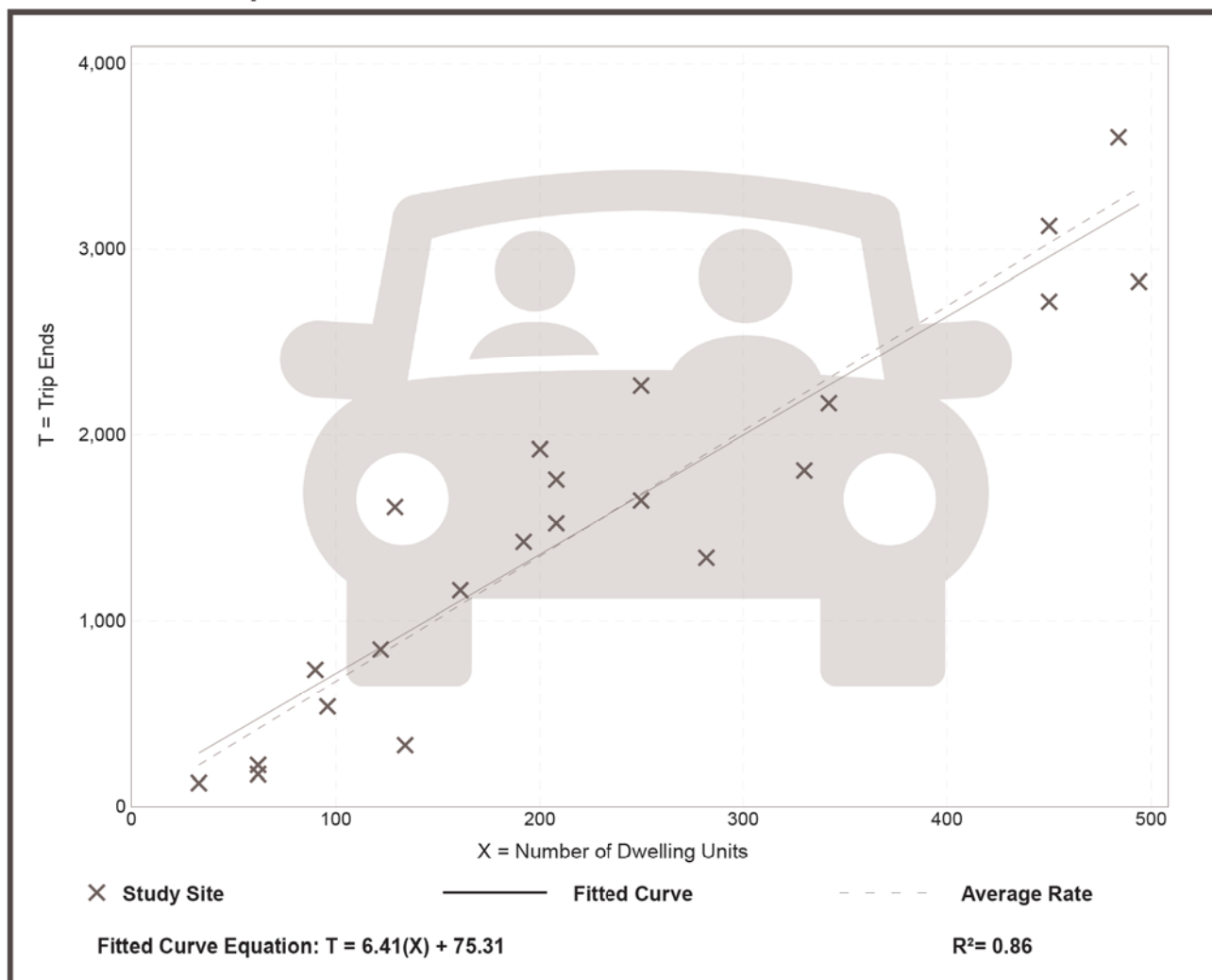
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

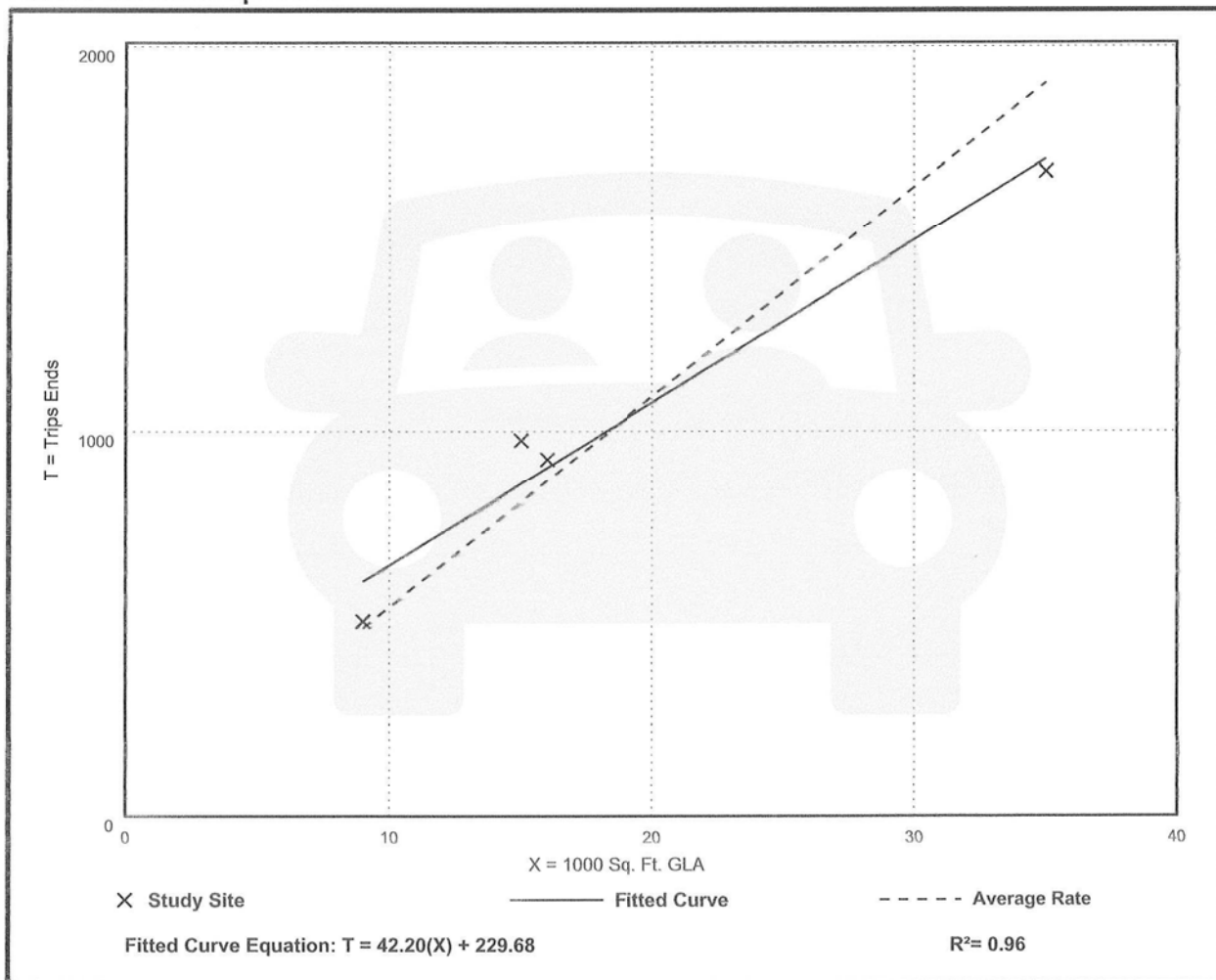
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

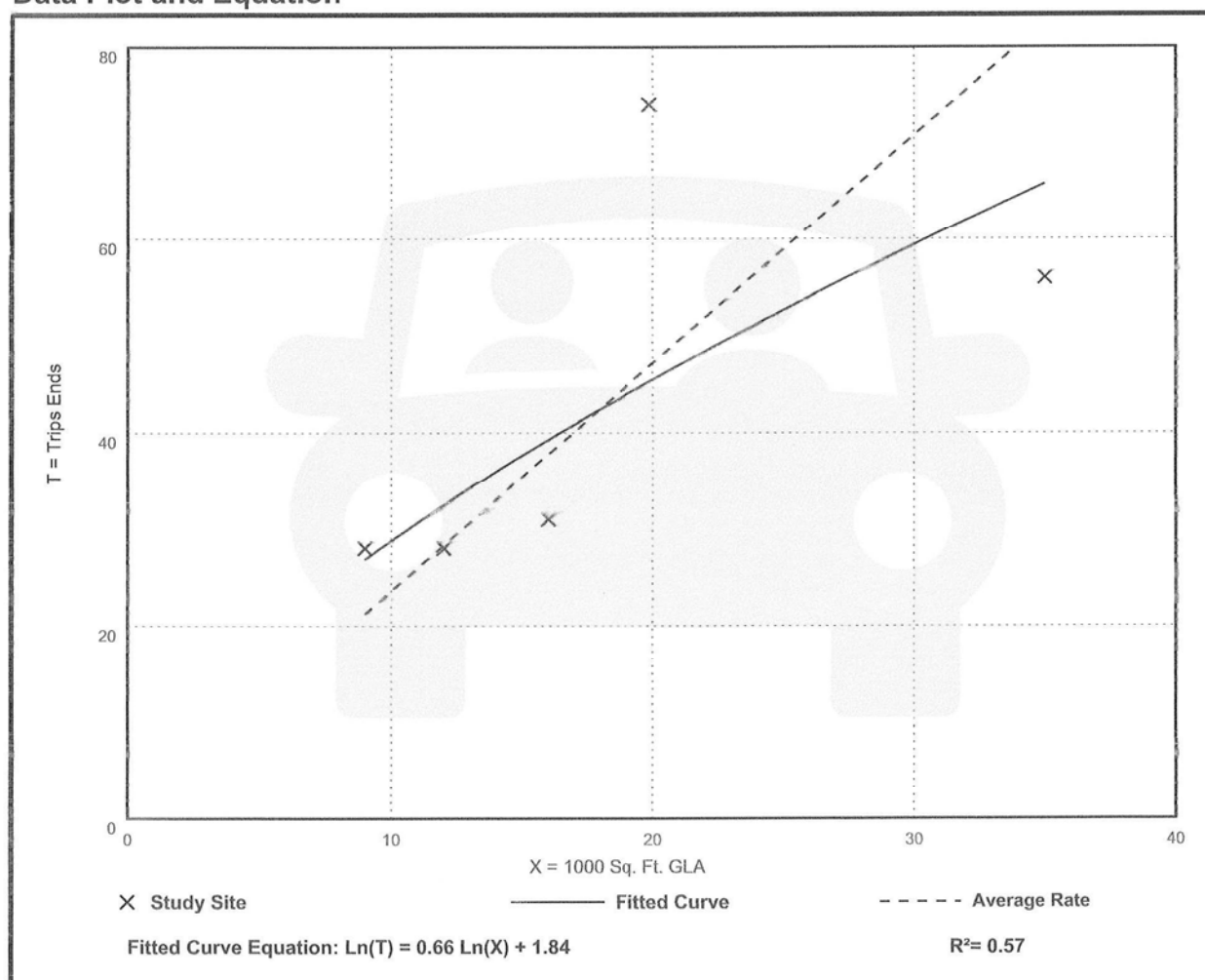
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

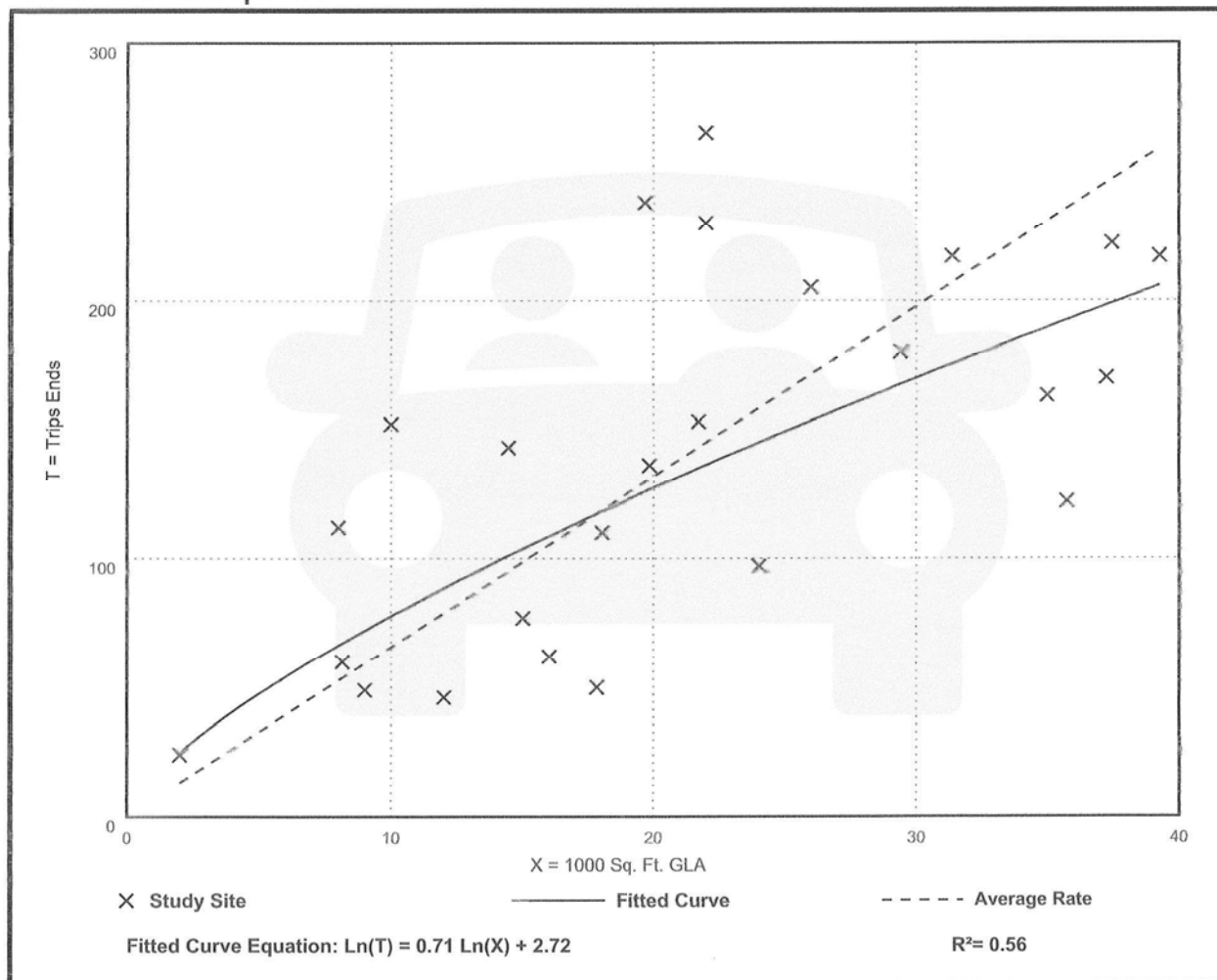
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Milliger Multi-Family Residential and Retail Develop			Organization:	CHW
Project Location:	US HWY 301 at CR 216, Wildwood, FL			Performed By:	Brian Snyder
Scenario Description:				Date:	10/6/2022
Analysis Year:	2024			Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office						
Retail				53	32	21
Restaurant				0		
Cinema/Entertainment				0		
Residential				116	28	88
Hotel				0		
All Other Land Uses ²				0		
				169	60	109

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail	1.17	0%	0%	1.16	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	0%	1.09	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	189	69	120
Internal Capture Percentage	2%	3%	2%
External Vehicle-Trips ⁵	165	58	107
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	4%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	3%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Milliger Multi-Family Residential and Retail Develop
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.17	32	37	1.16	21	24
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	28	32	1.09	88	96
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	7		3	0	3	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	19	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	3		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	6	0	0		0
Hotel	0	1	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	36	37	31	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	31	32	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	23	24	20	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	95	96	87	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Milliger Multi-Family Residential and Retail Develop	Organization:	CHW
Project Location:	US HWY 301 at CR 216, Wildwood, FL	Performed By:	Brian Snyder
Scenario Description:		Date:	10/6/2022
Analysis Year:	2024	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				149	75	74
Restaurant				0		
Cinema/Entertainment				0		
Residential				150	95	55
Hotel				0		
All Other Land Uses ²				0		
				299	170	129

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	0%	1.21	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1200	
Restaurant						
Cinema/Entertainment						
Residential		1200				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	20	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	6	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	354	200	154
Internal Capture Percentage	15%	13%	17%
External Vehicle-Trips ⁵	254	147	107
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	18%	9%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	rwiliger Multi-Family Residential and Retail Developm
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	75	91	1.18	74	87
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	95	109	1.21	55	67
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		25	3	20	4
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	20	14	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	0	0	4	0
Retail	0		0	0	50	0
Restaurant	0	46		0	17	0
Cinema/Entertainment	0	4	0		4	0
Residential	0	6	0	0		0
Hotel	0	2	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	6	85	91	70	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	20	89	109	77	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	20	67	87	57	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	6	61	67	50	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Appendix E

Turning Movement Counts

DE TRAFFIC

detraffic.com

(386) 341-4186

US 301 at CR 462 E

Sumter County, FL

File Name : 02 US 301 at CR 462 E

Site Code : 00000003

Start Date : 6/29/2022

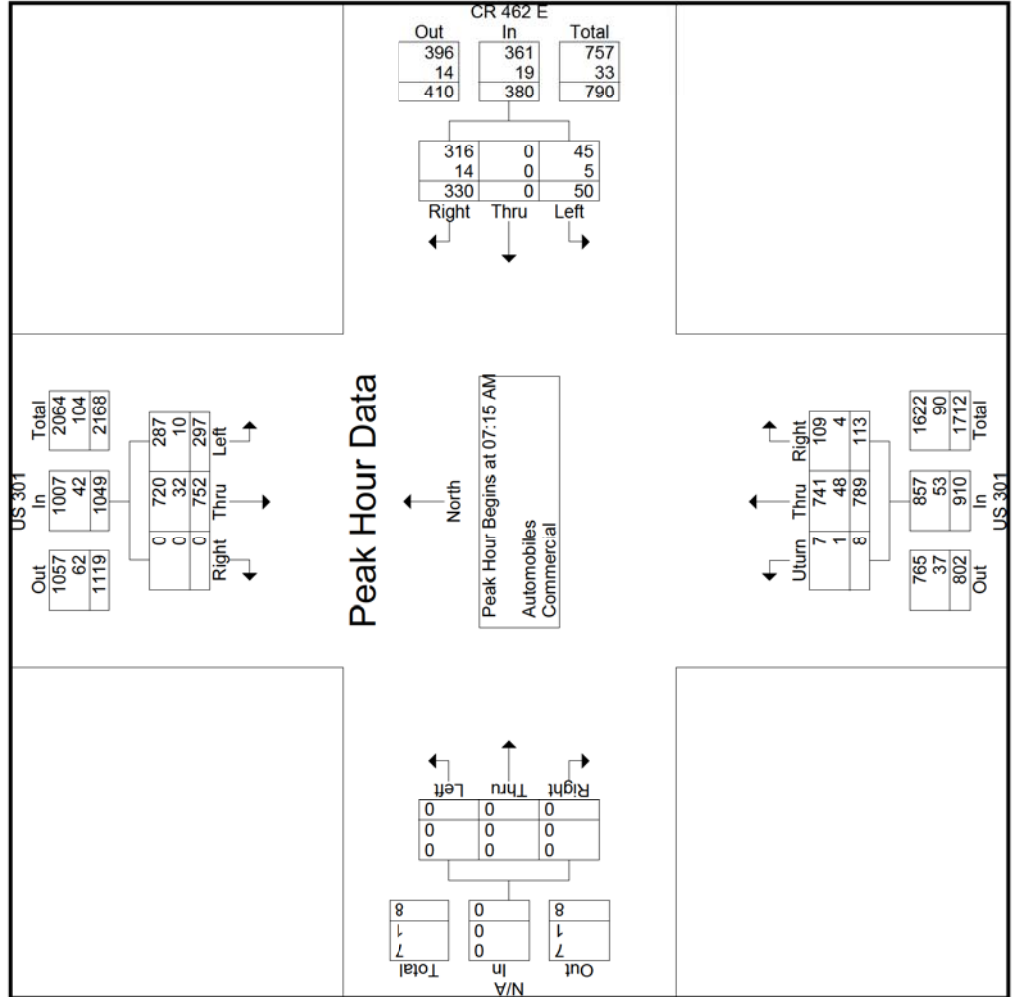
Page No : 1

Groups Printed- Automobiles - Commercial

	US 301 Southbound						CR 462 E Westbound						US 301 Northbound						N/A Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total							
Start Time	57	133	0	190	6	0	63	69	1	133	13	147	0	0	0	0	406							
06:45 AM	57	133	0	190	6	0	63	69	1	133	13	147	0	0	0	0	406							
Total	57	133	0	190	6	0	63	69	1	133	13	147	0	0	0	0	406							
07:00 AM	62	153	0	215	5	0	56	61	1	122	23	146	0	0	0	0	422							
07:15 AM	73	175	0	248	11	0	79	90	4	175	24	203	0	0	0	0	541							
07:30 AM	83	203	0	286	19	0	85	104	2	186	30	218	0	0	0	0	608							
07:45 AM	85	190	0	275	10	0	78	88	2	214	35	251	0	0	0	0	614							
Total	303	721	0	1024	45	0	298	343	9	697	112	818	0	0	0	0	2185							
08:00 AM	56	184	0	240	10	0	88	98	0	214	24	238	0	0	0	0	576							
08:15 AM	60	146	0	206	10	0	80	90	2	186	20	208	0	0	0	0	504							
08:30 AM	77	127	0	204	8	0	88	96	2	157	23	182	0	0	0	0	482							
Total	193	457	0	650	28	0	256	284	4	557	67	628	0	0	0	0	1562							
04:15 PM	39	191	0	230	11	0	86	97	3	200	10	213	0	0	0	0	540							
04:30 PM	52	207	0	259	12	0	79	91	6	190	9	205	0	0	0	0	555							
04:45 PM	45	222	0	267	19	0	90	109	4	180	8	192	0	0	0	0	568							
Total	136	620	0	756	42	0	255	297	13	570	27	610	0	0	0	0	1663							
05:00 PM	59	191	0	250	13	0	123	136	8	271	11	290	0	0	0	0	676							
05:15 PM	55	220	0	275	16	0	112	128	4	242	5	251	0	0	0	0	654							
05:30 PM	48	204	0	252	18	0	88	106	8	229	5	242	0	0	0	0	600							
05:45 PM	48	188	0	236	18	0	80	98	7	209	6	222	0	0	0	0	556							
Total	210	803	0	1013	65	0	403	468	27	951	27	1005	0	0	0	0	2486							
06:00 PM	44	156	0	200	12	0	86	98	8	182	7	197	0	0	0	0	495							
Grand Total	943	2890	0	3833	198	0	1361	1559	62	3090	253	3405	0	0	0	0	8797							
Approch %	24.6	75.4	0		12.7	0	87.3		1.8	90.7	7.4		0	0	0									
Total %	10.7	32.9	0	43.6	2.3	0	15.5	17.7	0.7	35.1	2.9	38.7	0	0	0	0								
Automobiles	897	2784	0	3681	183	0	1296	1479	61	2917	233	3211	0	0	0	0	8371							
% Automobiles	95.1	96.3	0	96	92.4	0	95.2	94.9	98.4	94.4	92.1	94.3	0	0	0	0	95.2							
Commercial	46	106	0	152	15	0	65	80	1	173	20	194	0	0	0	0	426							
% Commercial	4.9	3.7	0	4	7.6	0	4.8	5.1	1.6	5.6	7.9	5.7	0	0	0	0	4.8							

File Name : 02 US 301 at CR 462 E
Site Code : 00000003
Start Date : 6/29/2022
Page No : 3

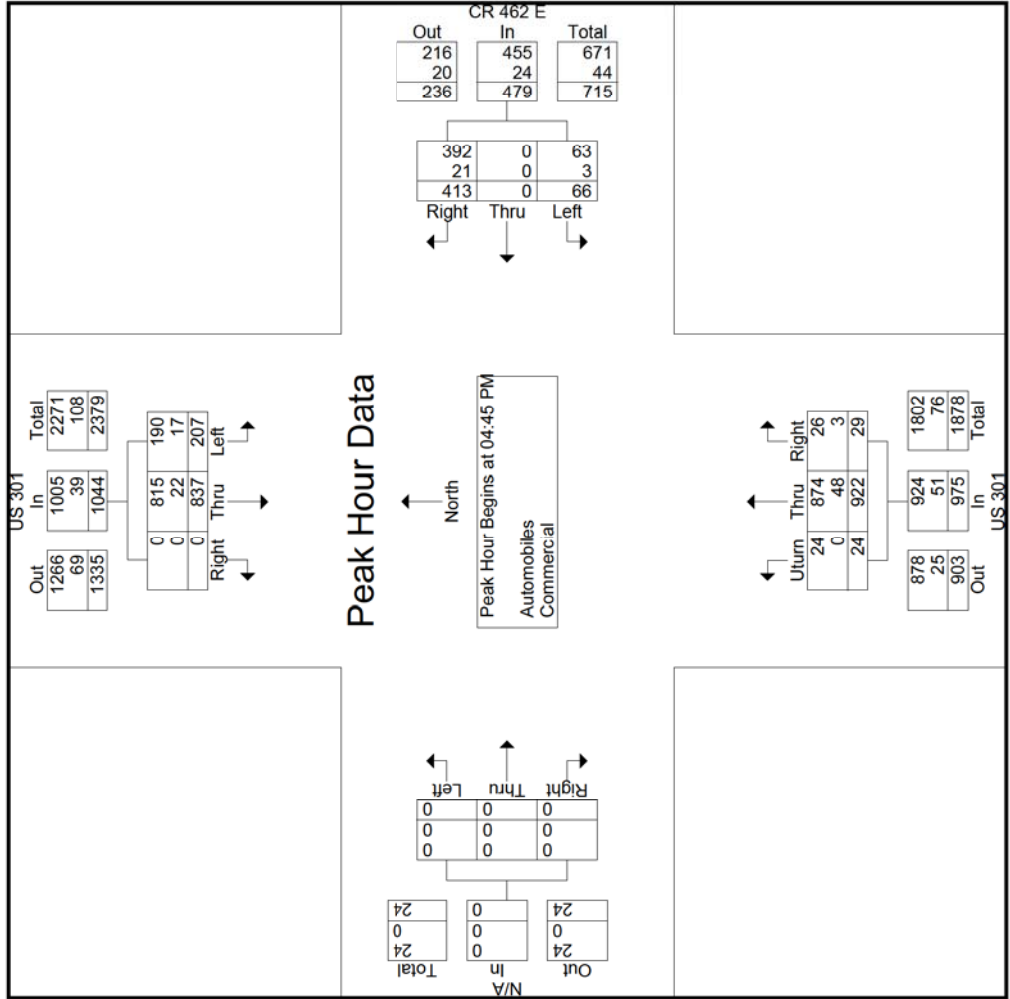
	US 301 Southbound					CR 462 E Westbound					US 301 Northbound					N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:15 AM																				
07:15 AM	73	175	0	248	11	0	79	90	4	175	24	203	0	0	0	0	541			
07:30 AM	83	203	0	286	19	0	85	104	2	186	30	218	0	0	0	0	608			
07:45 AM	85	190	0	275	10	0	78	88	2	214	35	251	0	0	0	0	614			
08:00 AM	56	184	0	240	10	0	88	98	0	214	24	238	0	0	0	0	576			
Total Volume	297	752	0	1049	50	0	330	380	8	789	113	910	0	0	0	0	2339			
% App. Total	28.3	71.7	0		13.2	0	86.8		0.9	86.7	12.4		0	0	0					
PHF	.874	.926	.000	.917	.658	.000	.938	.913	.500	.922	.807	.906	.000	.000	.000	.000	.952			
Automobiles	287	720	0	1007	45	0	316	361	7	741	109	857	0	0	0	0	2225			
% Automobiles	96.6	95.7	0	96.0	90.0	0	95.8	95.0	87.5	93.9	96.5	94.2	0	0	0	0	95.1			
Commercial	10	32	0	42	5	0	14	19	1	48	4	53	0	0	0	0	114			
% Commercial	3.4	4.3	0	4.0	10.0	0	4.2	5.0	12.5	6.1	3.5	5.8	0	0	0	0	4.9			



DE TRAFFIC
detraffic.com
(386) 341-4186
US 301 at CR 462 E
Sumter County, FL

File Name : 02 US 301 at CR 462 E
Site Code : 00000003
Start Date : 6/29/2022
Page No : 5

Start Time	US 301 Southbound					CR 462 E Westbound					US 301 Northbound					N/A Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:45 PM																				
04:45 PM	45	222	0	267		19	0	90	109		4	180	8	192		0	0	0	568	
05:00 PM	59	191	0	250		13	0	123	136		8	271	11	290		0	0	0	676	
05:15 PM	55	220	0	275		16	0	112	128		4	242	5	251		0	0	0	654	
05:30 PM	48	204	0	252		18	0	88	106		8	229	5	242		0	0	0	600	
Total Volume	207	837	0	1044		66	0	413	479		24	922	29	975		0	0	0	2498	
% App. Total	19.8	80.2	0			13.8	0	86.2			2.5	94.6	3			0	0	0		
PHF	.877	.943	.000	.949		.868	.000	.839	.881		.750	.851	.659	.841		.000	.000	.000	.924	
Automobiles	190	815	0	1005		63	0	392	455		24	874	26	924		0	0	0	2384	
% Automobiles	91.8	97.4	0	96.3		95.5	0	94.9	95.0		100	94.8	89.7	94.8		0	0	0	95.4	
Commercial	17	22	0	39		3	0	21	24		0	48	3	51		0	0	0	114	
% Commercial	8.2	2.6	0	3.7		4.5	0	5.1	5.0		0	5.2	10.3	5.2		0	0	0	4.6	



DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 462 E
Sumter County, FL

File Name : 02 US 301 at CR 462 E
Site Code : 000000003
Start Date : 6/29/2022
Page No : 6

Groups Printed- Peds																
Start Time	US 301 Southbound				CR 462 E Westbound				US 301 Northbound				N/A Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %																

DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 472
Sumter County, FL

File Name : 03 301 at 216
Site Code : 00000003
Start Date : 6/28/2022
Page No : 1

Groups Printed- Automobiles - Commercial																				
US 301					CR 472					US 301					CR 216					
Southbound					Westbound					Northbound					Eastbound					
Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		
19	130	6	155		10	6	9	25		4	167	12	183		7	6	7	20		
Total					10	6	9	25		4	167	12	183		7	6	7	20		
24	171	5	200		10	5	14	29		8	188	19	215		6	4	4	14		
34	192	7	233		13	8	8	29		6	207	24	237		8	8	5	21		
07:15 AM																				
26	182	11	219		17	10	12	39		8	223	18	249		11	4	13	28		
07:30 AM																				
19	185	15	219		18	13	14	45		4	203	17	224		10	5	17	32		
07:45 AM																				
Total					103	730	38	871		58	36	48	142		26	821	78	925		
					35	21	39	95		2033										
18	172	14	204		20	8	17	45		8	180	21	209		9	6	18	33		
08:00 AM																				
21	147	16	184		18	10	11	39		9	172	22	203		8	5	14	27		
08:15 AM																				
22	138	11	171		12	14	7	33		9	188	19	216		7	9	10	26		
08:30 AM																				
Total					61	457	41	559		50	32	35	117		26	540	62	628		
					24	20	42	86		1390										
10	168	19	197		11	5	11	27		19	272	11	302		11	7	11	29		
04:15 PM																				
11	158	19	188		11	5	11	27		18	271	19	308		19	4	13	36		
04:30 PM																				
18	181	20	219		17	8	15	40		18	309	18	345		19	8	14	41		
04:45 PM																				
Total					39	507	58	604		39	18	37	94		55	852	48	955		
					49	19	38	106		1759										
19	162	24	205		20	5	17	42		17	284	21	322		20	9	10	39		
05:00 PM																				
19	205	27	251		21	10	20	51		17	302	23	342		14	9	12	35		
05:15 PM																				
19	181	20	220		17	10	19	46		13	286	18	317		19	9	9	37		
05:30 PM																				
23	155	18	196		15	10	18	43		14	280	19	313		15	8	8	31		
05:45 PM																				
Total					80	703	89	872		73	35	74	182		61	1152	81	1294		
					68	35	39	142		2490										
19	149	18	186		11	8	12	31		13	242	16	271		12	8	15	35		
06:00 PM																				
Grand Total					321	2676	250	3247		241	135	215	591		185	3774	297	4256		
Approch %					9.9	82.4	7.7			40.8	22.8	36.4		4.3	88.7	7	40.3	22.5	37.2	
Total %					3.7	31.2	2.9	37.9		2.8	1.6	2.5	6.9		2.2	44	3.5	49.6		
					2.3	1.3	2.1	5.6		2.0	1.0	1.2	3.1		1.5	0.8	1.0	2.6		
Automobiles					307	2593	236	3136		221	119	197	537		167	3697	284	4148		
% Automobiles					95.6	96.9	94.4	96.6		91.7	88.1	91.6	90.9		90.3	98	95.6	97.5		
					92.3	94.5	90	91.9		8266										
					8266															
Commercial					14	83	14	111		20	16	18	54		18	77	13	108		
% Commercial					4.4	3.1	5.6	3.4		8.3	11.9	8.4	9.1		9.7	2	4.4	2.5		
					312															
					312															
					3.6															

detrtraffic.com

US 301 at CR 472

Sumter County, FL

Site Code : 00000003

Start Date : 6/28/2022

Page No : 2

Page 142 of 386

detraffic.com

(386) 341-4186

US 301 at CR 472

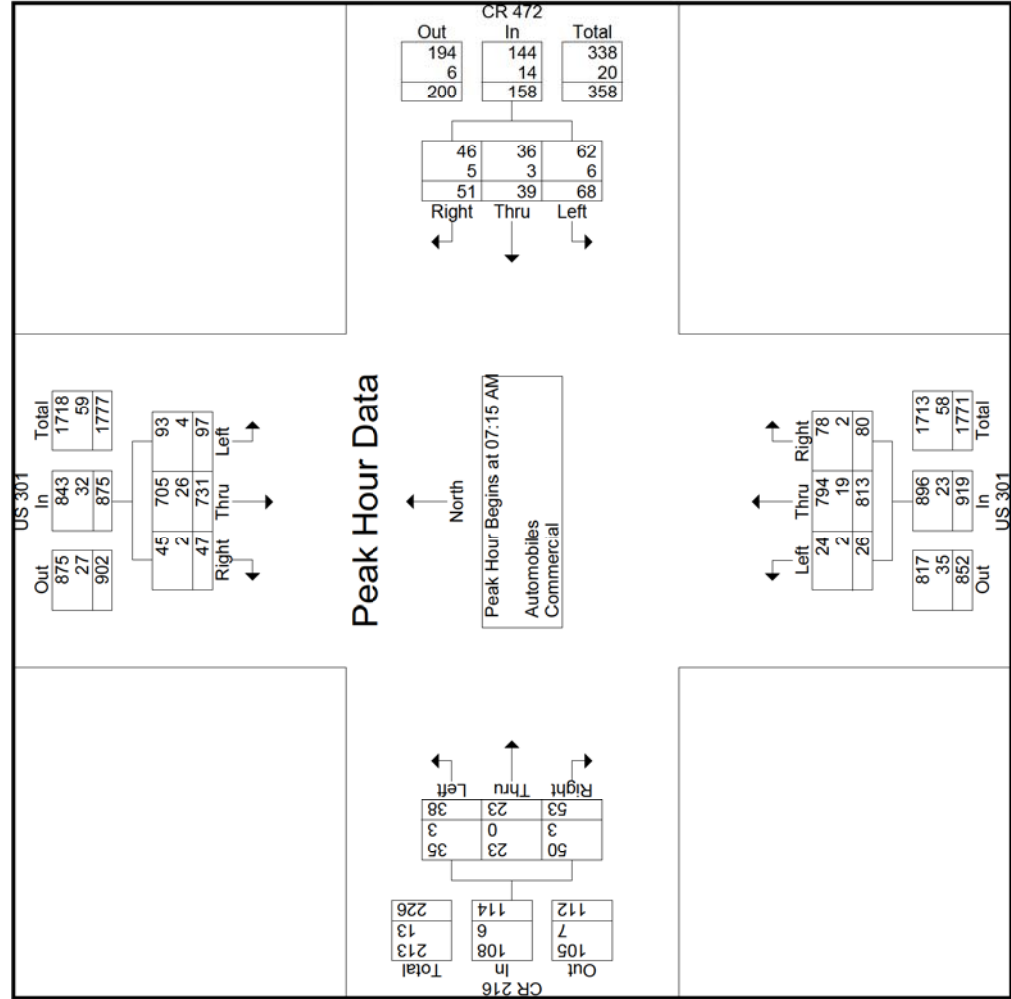
Sumter County, FL

File Name : 03 301 at 216

Site Code : 00000003

Start Date : 6/28/2022

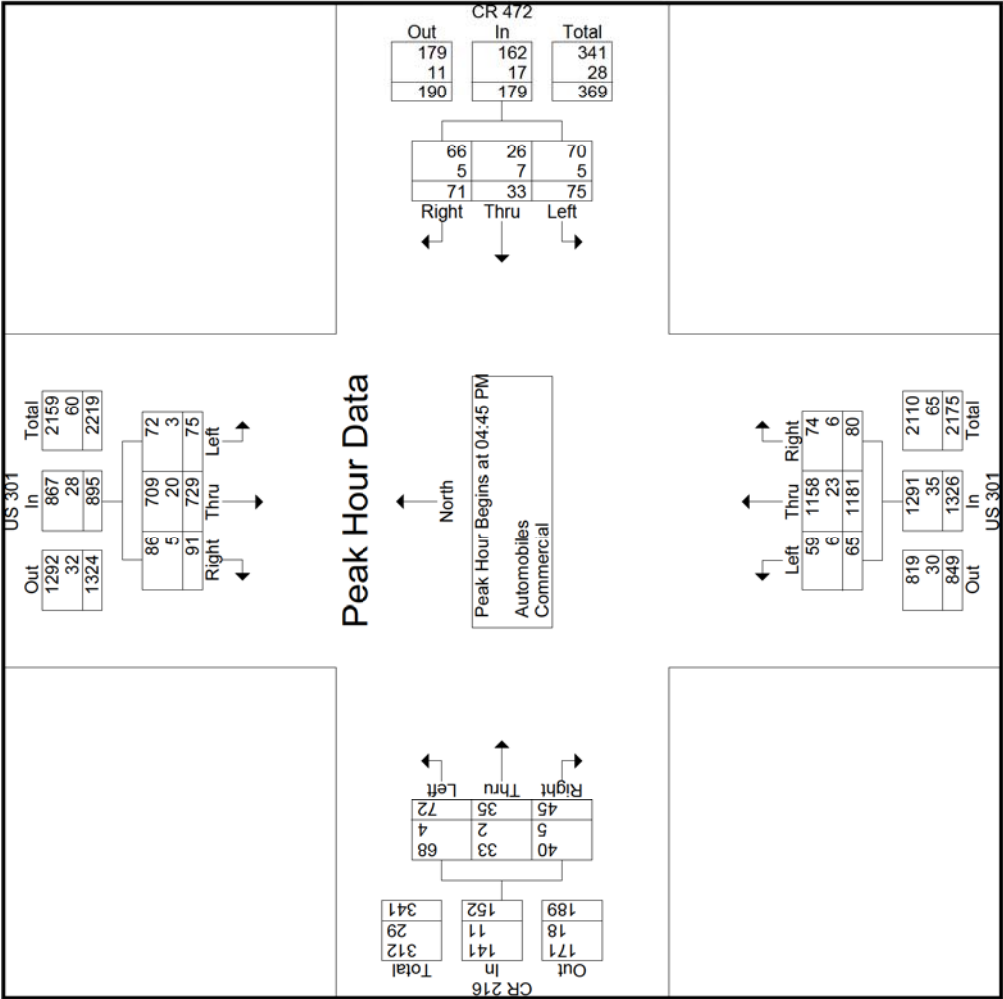
Page No : 3



Sumter County, FL

Page No : 4

	US 301				CR 472				US 301				CR 216			
	Southbound		Westbound		Northbound		Eastbound		Left		Right		App. Total		Int. Total	
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																
04:45 PM	18	181	20	219	17	8	15	40	18	309	18	345	19	8	14	41
05:00 PM	19	162	24	205	20	5	17	42	17	284	21	322	20	9	10	39
05:15 PM	19	205	27	251	21	10	20	51	17	302	23	342	14	9	12	35
05:30 PM	19	181	20	220	17	10	19	46	13	286	18	317	19	9	9	37
Total Volume	75	729	91	895	75	33	71	179	65	1181	80	1326	72	35	45	152
% App. Total	8.4	81.5	10.2		41.9	18.4	39.7		4.9	89.1	6		47.4	23	29.6	
PHF	.987	.889	.843	.891	.893	.825	.888	.877	.903	.956	.870	.961	.900	.972	.804	.927
Automobiles	72	709	86	867	70	26	66	162	59	1158	74	1291	68	33	40	141
% Automobiles	96.0	97.3	94.5	96.9	93.3	78.8	93.0	90.5	90.8	98.1	92.5	97.4	94.4	94.3	88.9	92.8
Commercial	3	20	5	28	5	7	5	17	6	23	6	35	4	2	5	11
% Commercial	4.0	2.7	5.5	3.1	6.7	21.2	7.0	9.5	9.2	1.9	7.5	2.6	5.6	5.7	11.1	7.2



Groups Printed- Peds													
Start Time	US 301 Southbound			CR 472 Westbound			US 301 Northbound			CR 216 Eastbound			Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %													

DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 110
Sumter County, FL

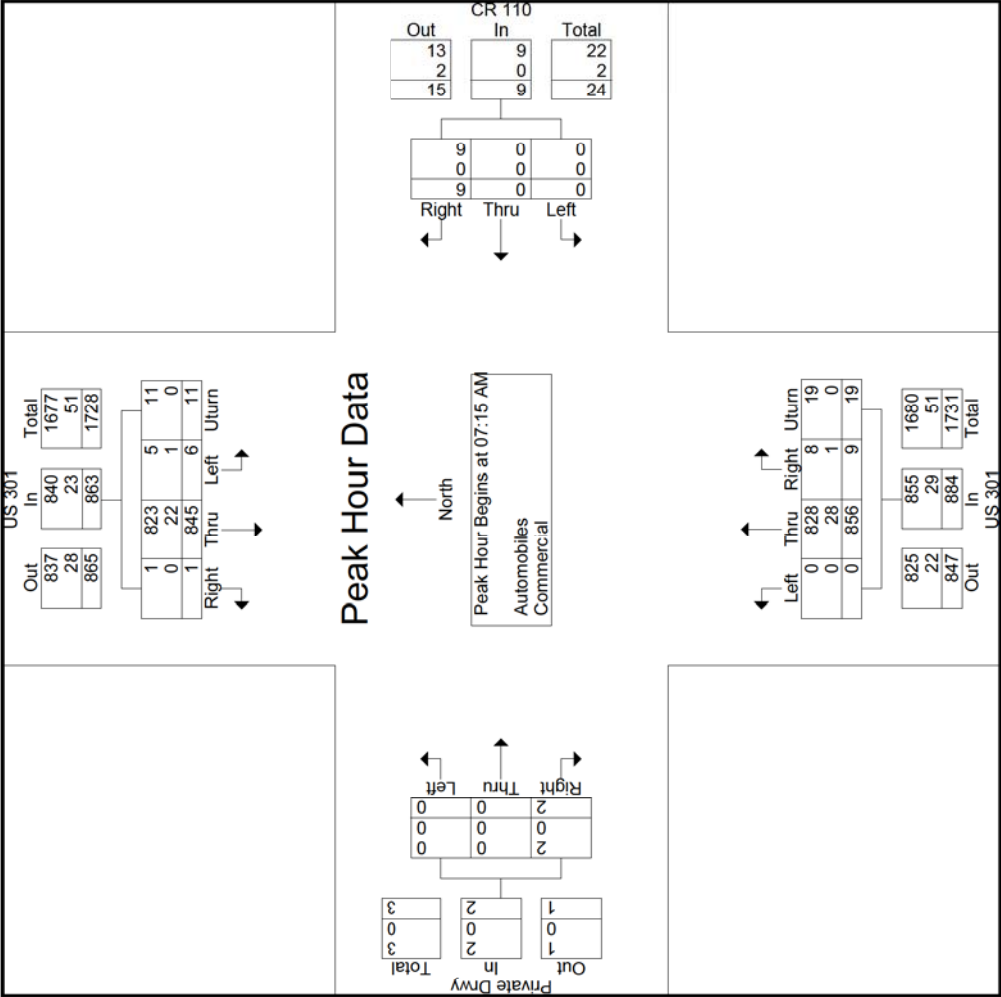
File Name : 04 301 at 110
Site Code : 00000004
Start Date : 6/28/2022
Page No : 1

Groups Printed- Automobiles - Commercial																					
US 301											US 301										
Southbound											Northbound										
CR 110											Private Drwy										
Westbound											Eastbound										
Start Time	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Int. Total		
06:45 AM	0	147	0	0	147	0	0	0	0	0	168	3	3	174	0	0	0	0	321		
Total	0	147	0	0	147	0	0	0	0	0	168	3	3	174	0	0	0	0	321		
07:00 AM	2	190	0	3	195	0	0	1	1	2	206	2	4	214	0	0	1	1	411		
07:15 AM	1	224	0	2	227	0	0	3	3	0	208	2	6	216	0	0	0	0	446		
07:30 AM	3	209	0	2	214	0	0	2	2	0	240	1	4	245	0	0	2	2	463		
07:45 AM	0	217	0	3	220	0	0	3	3	0	206	3	5	214	0	0	0	0	437		
Total	6	840	0	10	856	0	0	9	9	2	860	8	19	889	0	0	3	3	1757		
08:00 AM	2	195	1	4	202	0	0	1	1	0	202	3	4	209	0	0	0	0	412		
08:15 AM	2	181	0	2	185	0	0	2	2	1	183	2	3	189	0	0	0	0	376		
08:30 AM	1	161	0	0	162	0	0	0	0	0	202	1	2	205	0	0	0	0	367		
Total	5	537	1	6	549	0	0	3	3	1	587	6	9	603	0	0	0	0	1155		
04:00 PM	0	6	0	0	6	0	0	0	0	0	7	0	0	7	0	0	0	0	13		
04:15 PM	1	190	0	3	194	0	0	2	2	0	285	3	2	290	0	0	0	0	486		
04:30 PM	3	199	0	0	202	0	0	6	6	0	284	2	3	289	0	0	0	0	497		
04:45 PM	2	205	1	1	209	0	0	4	4	1	318	3	2	324	0	0	1	1	538		
Total	6	600	1	4	611	0	0	12	12	1	894	8	7	910	0	0	1	1	1534		
05:00 PM	4	188	0	3	195	0	0	6	6	0	309	4	5	318	0	0	2	2	521		
05:15 PM	2	227	1	1	231	0	0	4	4	0	319	2	6	327	0	0	1	1	563		
05:30 PM	1	210	0	3	214	0	0	3	3	1	309	6	4	320	0	0	0	0	537		
05:45 PM	2	183	0	0	185	0	0	1	1	0	296	4	5	305	0	0	1	1	492		
Total	9	808	1	7	825	0	0	14	14	1	1233	16	20	1270	0	0	4	4	2113		
06:00 PM	3	172	0	2	177	0	0	3	3	0	256	2	4	262	0	0	0	0	442		
Grand Total	29	3104	3	29	3165	0	0	41	41	5	3998	43	62	4108	0	0	8	8	7322		
Approch %	0.9	98.1	0.1	0.9		0	0	100		0.1	97.3	1	1.5		0	0	100				
Total %	0.4	42.4	0	0.4	43.2	0	0	0.6	0.6	0.1	54.6	0.6	0.8	56.1	0	0	0	0.1			
Automobiles	26	3016	3	27	3072	0	0	41	41	5	3879	42	60	3986	0	0	8	8	7107		
% Automobiles	89.7	97.2	100	93.1	97.1	0	0	100	100	100	97	97.7	96.8	97	0	0	100	100	97.1		
Commercial	3	88	0	2	93	0	0	0	0	0	119	1	2	122	0	0	0	0	215		
% Commercial	10.3	2.8	0	6.9	2.9	0	0	0	0	0	3	2.3	3.2	3	0	0	0	0	2.9		

Sumter County, FL

Page No : 2

	US 301 Southbound						CR 110 Westbound				US 301 Northbound				Private Drwy Eastbound						
Start Time	Left	Thru	Right	Uturn	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	224	0	2	227		0	0	3	3		0	208	2	6		0	0	0	0	446
07:30 AM	3	209	0	2	214		0	0	2	2		0	240	1	4		0	0	2	2	463
07:45 AM	0	217	0	3	220		0	0	3	3		0	206	3	5		0	0	0	0	437
08:00 AM	2	195	1	4	202		0	0	1	1		0	202	3	4		0	0	0	0	412
Total Volume	6	845	1	11	863		0	0	9	9		0	856	9	19		0	0	2	2	1758
% App. Total	0.7	97.9	0.1	1.3			0	0	100			0	96.8	1	2.1		0	0	100		
PHF	.500	.943	.250	.688	.950		.000	.000	.750	.750		.000	.892	.750	.792		.000	.000	.250	.250	.949
Automobiles	5	823	1	11	840		0	0	9	9		0	828	8	19		0	0	2	2	1706
% Automobiles	83.3	97.4	100	100	97.3		0	0	100	100		0	96.7	88.9	100		0	0	100	100	97.0
Commercial	1	22	0	0	23		0	0	0	0		0	28	1	0		0	0	0	0	52
% Commercial	16.7	2.6	0	0	2.7		0	0	0	0		0	3.3	11.1	0		0	0	0	0	3.0

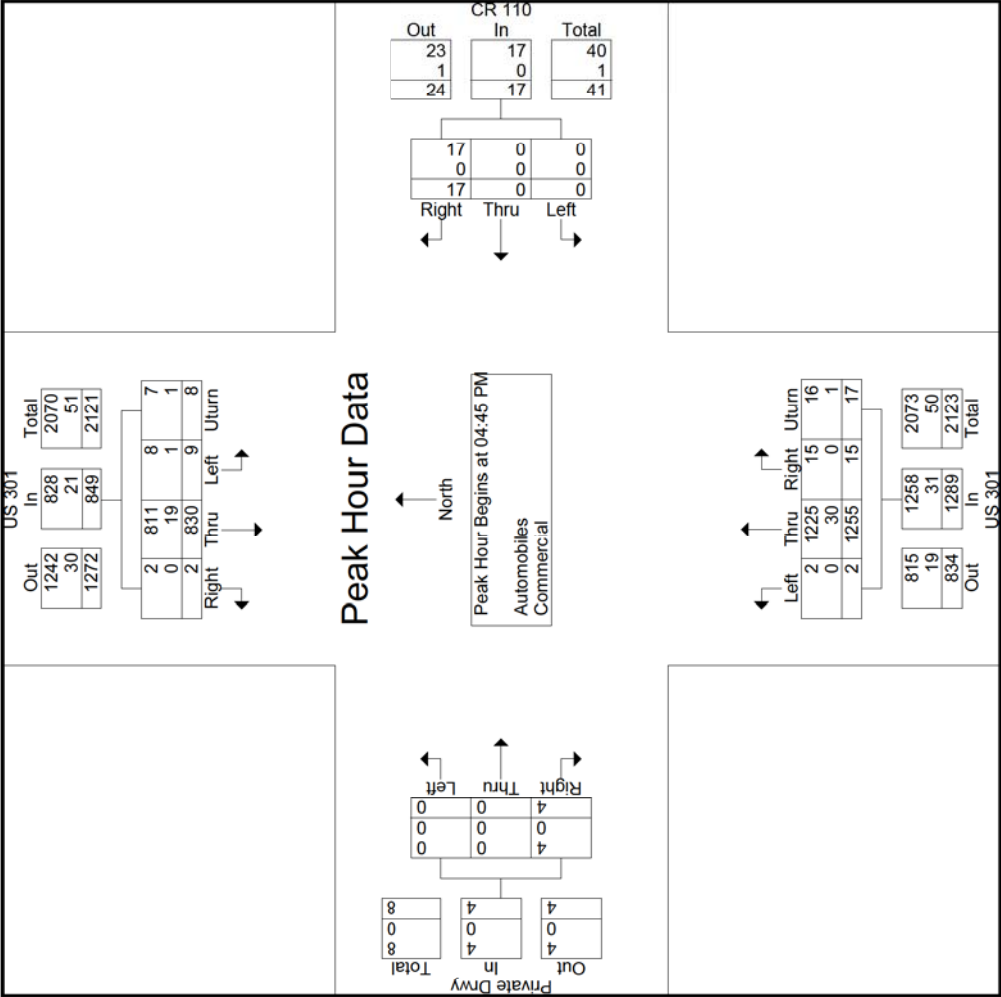


DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 110
Sumter County, FL

File Name : 04 301 at 110
Site Code : 00000004
Start Date : 6/28/2022
Page No : 4

Start Time	US 301 Southbound					CR 110 Westbound					US 301 Northbound					Private Drwy Eastbound				
	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:45 PM																				
04:45 PM	2	205	1	1	209	0	0	4	4	1	318	3	2	324	0	0	1	1	538	
05:00 PM	4	188	0	3	195	0	0	6	6	0	309	4	5	318	0	0	2	2	521	
05:15 PM	2	227	1	1	231	0	0	4	4	0	319	2	6	327	0	0	1	1	563	
05:30 PM	1	210	0	3	214	0	0	3	3	1	309	6	4	320	0	0	0	0	537	
Total Volume	9	830	2	8	849	0	0	17	17	2	1255	15	17	1289	0	0	4	4	2159	
% App. Total	1.1	97.8	0.2	0.9		0	0	100		0.2	97.4	1.2	1.3		0	0	100			
PHF	.563	.914	.500	.667	.919	.000	.000	.708	.708	.500	.984	.625	.708	.985	.000	.000	.500	.500	.959	
Automobiles	8	811	2	7	828	0	0	17	17	2	1225	15	16	1258	0	0	4	4	2107	
% Automobiles	88.9	97.7	100	87.5	97.5	0	0	100	100	100	97.6	100	94.1	97.6	0	0	100	100	97.6	
Commercial	1	19	0	1	21	0	0	0	0	0	30	0	1	31	0	0	0	0	52	
% Commercial	11.1	2.3	0	12.5	2.5	0	0	0	0	0	2.4	0	5.9	2.4	0	0	0	0	2.4	



DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 110
Sumter County, FL

File Name : 04 301 at 110
Site Code : 00000004
Start Date : 6/28/2022
Page No : 6

Groups Printed- Peds																		
US 301 Southbound						CR 110 Westbound					US 301 Northbound				Private Drwy Eastbound			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %																		

DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466
Sumter County, FL

File Name : 05 us 301 at cr 466
Site Code : 00000001
Start Date : 6/28/2022
Page No : 1

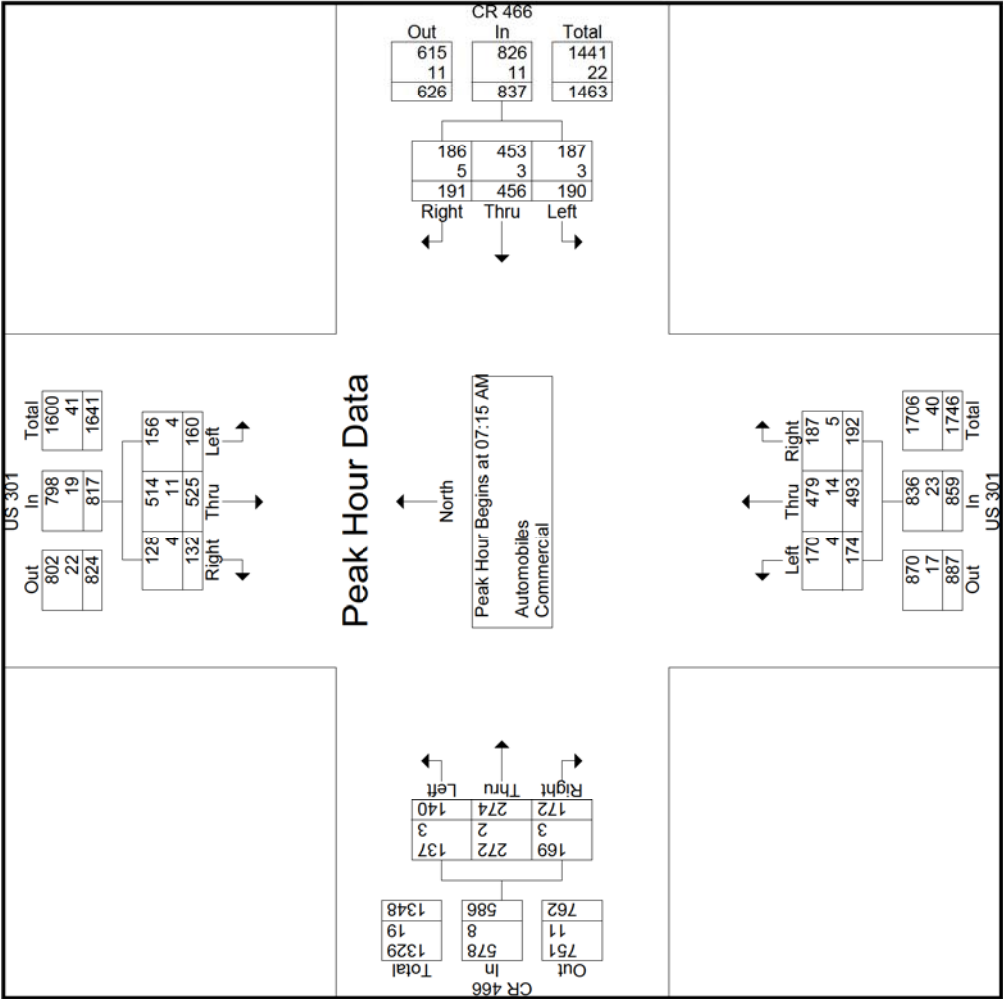
Groups Printed- Automobiles - Commercial																			
US 301					CR 466					US 301					CR 466				
Southbound					Westbound					Northbound					Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
06:45 AM	19	96	19	134	19	84	44	147	41	91	34	166	20	56	34	110	557		
Total	19	96	19	134	19	84	44	147	41	91	34	166	20	56	34	110	557		
07:00 AM	27	138	25	190	24	110	34	168	62	103	28	193	24	77	27	128	679		
07:15 AM	28	155	19	202	51	124	53	228	44	140	41	225	35	51	42	128	783		
07:30 AM	52	137	26	215	44	116	43	203	35	128	36	199	41	75	35	151	768		
07:45 AM	47	116	34	197	53	103	52	208	51	117	62	230	36	64	51	151	786		
Total	154	546	104	804	172	453	182	807	192	488	167	847	136	267	155	558	3016		
08:00 AM	33	117	53	203	42	113	43	198	44	108	53	205	28	84	44	156	762		
08:15 AM	31	86	42	159	35	107	38	180	38	101	43	182	27	75	56	158	679		
08:30 AM	32	68	52	152	41	117	34	192	42	105	51	198	26	70	43	139	681		
Total	96	271	147	514	118	337	115	570	124	314	147	585	81	229	143	453	2122		
04:15 PM	37	128	28	193	30	78	19	127	53	207	32	292	69	78	44	191	803		
04:30 PM	53	134	20	207	33	82	22	137	52	220	34	306	52	81	51	184	834		
04:45 PM	34	129	36	199	24	77	34	135	44	221	42	307	51	76	44	171	812		
Total	124	391	84	599	87	237	75	399	149	648	108	905	172	235	139	546	2449		
05:00 PM	37	143	25	205	31	65	29	125	45	193	63	301	66	86	54	206	837		
05:15 PM	36	117	27	180	35	86	26	147	62	182	52	296	72	82	43	197	820		
05:30 PM	43	115	20	178	29	76	34	139	73	187	72	332	85	75	35	195	844		
05:45 PM	34	110	26	170	26	86	29	141	53	189	44	286	74	67	52	193	790		
Total	150	485	98	733	121	313	118	552	233	751	231	1215	297	310	184	791	3291		
06:00 PM	28	119	35	182	27	77	23	127	43	185	32	260	67	77	42	186	755		
Grand Total	571	1908	487	2966	544	1501	557	2602	782	2477	719	3978	773	1174	697	2644	12190		
Approch %	19.3	64.3	16.4		20.9	57.7	21.4		19.7	62.3	18.1		29.2	44.4	26.4				
Total %	4.7	15.7	4	24.3	4.5	12.3	4.6	21.3	6.4	20.3	5.9	32.6	6.3	9.6	5.7	21.7			
Automobiles	553	1852	473	2878	532	1483	543	2558	766	2414	705	3885	758	1150	689	2597	11918		
% Automobiles	96.8	97.1	97.1	97	97.8	98.8	97.5	98.3	98	97.5	98.1	97.7	98.1	98	98.9	98.2	97.8		
Commercial	18	56	14	88	12	18	14	44	16	63	14	93	15	24	8	47	272		
% Commercial	3.2	2.9	2.9	3	2.2	1.2	2.5	1.7	2	2.5	1.9	2.3	1.9	2	1.1	1.8	2.2		

DE TRAFFIC

detrtraffic.com
(386) 341-4186
US 301 at CR 466
Sumter County, FL

File Name : 05 us 301 at cr 466
Site Code : 00000001
Start Date : 6/28/2022
Page No : 3

Start Time	US 301 Southbound					CR 466 Westbound					US 301 Northbound					CR 466 Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:15 AM																				
07:15 AM	28	155	19	202	51	124	53	228	44	140	41	225	35	51	42	128	35	51	42	128
07:30 AM	52	137	26	215	44	116	43	203	35	128	36	199	41	75	35	151	41	75	35	151
07:45 AM	47	116	34	197	53	103	52	208	51	117	62	230	36	64	51	151	36	64	51	151
08:00 AM	33	117	53	203	42	113	43	198	44	108	53	205	28	84	44	156	28	84	44	156
Total Volume	160	525	132	817	190	456	191	837	174	493	192	859	140	274	172	586	140	274	172	586
% App. Total	19.6	64.3	16.2		22.7	54.5	22.8		20.3	57.4	22.4		23.9	46.8	29.4		23.9	46.8	29.4	
PHF	.769	.847	.623	.950	.896	.919	.901	.918	.853	.880	.774	.934	.854	.815	.843	.939	.854	.815	.843	.986
Automobiles	156	514	128	798	187	453	186	826	170	479	187	836	137	272	169	578	137	272	169	3038
% Automobiles	97.5	97.9	97.0	97.7	98.4	99.3	97.4	98.7	97.7	97.2	97.4	97.3	97.9	99.3	98.3	98.6	97.9	99.3	98.3	98.6
Commercial	4	11	4	19	3	3	5	11	4	14	5	23	3	2	3	8	3	2	3	61
% Commercial	2.5	2.1	3.0	2.3	1.6	0.7	2.6	1.3	2.3	2.8	2.6	2.7	2.1	0.7	1.7	1.4	2.1	0.7	1.7	2.0



File Name : 05 us 301 at cr 466
Site Code : 00000001
Start Date : 6/28/2022
Page No : 5

	US 301 Southbound					CR 466 Westbound					US 301 Northbound					CR 466 Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:45 PM																				
04:45 PM	34	129	36	199	24	77	34	135	44	221	42	307	51	76	44	171	812			
05:00 PM	37	143	25	205	31	65	29	125	45	193	63	301	66	86	54	206	837			
05:15 PM	36	117	27	180	35	86	26	147	62	182	52	296	72	82	43	197	820			
05:30 PM	43	115	20	178	29	76	34	139	73	187	72	332	85	75	35	195	844			
Total Volume	150	504	108	762	119	304	123	546	224	783	229	1236	274	319	176	769	3313			
% App. Total	19.7	66.1	14.2		21.8	55.7	22.5		18.1	63.3	18.5		35.6	41.5	22.9					
PHF	.872	.881	.750	.929	.850	.884	.904	.929	.767	.886	.795	.931	.806	.927	.815	.933	.981			
Automobiles	143	491	105	739	114	298	121	533	221	763	225	1209	271	306	172	749	3230			
% Automobiles	95.3	97.4	97.2	97.0	95.8	98.0	98.4	97.6	98.7	97.4	98.3	97.8	98.9	95.9	97.7	97.4	97.5			
Commercial	7	13	3	23	5	6	2	13	3	20	4	27	3	13	4	20	83			
% Commercial	4.7	2.6	2.8	3.0	4.2	2.0	1.6	2.4	1.3	2.6	1.7	2.2	1.1	4.1	2.3	2.6	2.5			

Sumter County, FL

Page 157 of 386

detrtraffic.com

US 301 at CR 466

File Name : 05 us 301 at cr 466
Site Code : 00000001
Start Date : 6/28/2022
Page No : 6

Page 158 of 386

DE TRAFFIC

detraffic.com
(386) 341-4186
CR 209 at CR 216
Sumter County, FL

File Name : 08 cr 209 at cr 216
Site Code : 00000008
Start Date : 6/28/2022
Page No : 1

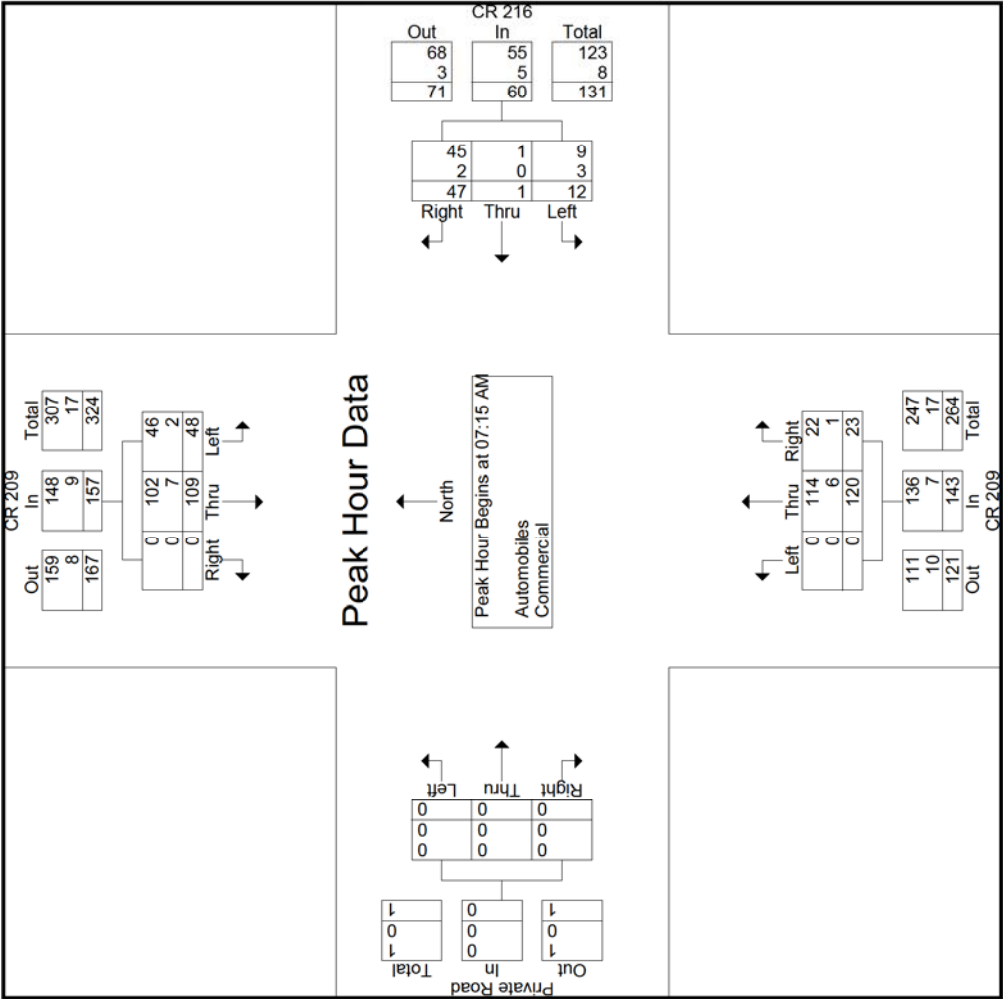
Groups Printed- Automobiles - Commercial																		
	CR 209				CR 216				CR 209				Private Road					
	Southbound				Westbound				Northbound				Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
06:45 AM	3	5	0	8	1	0	6	7	0	6	6	4	10	0	0	0	0	25
Total	3	5	0	8	1	0	6	7	0	6	6	4	10	0	0	0	0	25
07:00 AM	4	6	0	10	5	0	4	9	0	11	6	6	17	0	0	0	0	36
07:15 AM	7	23	0	30	2	1	9	12	0	28	3	3	31	0	0	0	0	73
07:30 AM	8	23	0	31	3	0	10	13	0	47	3	3	50	0	0	0	0	94
07:45 AM	17	34	0	51	4	0	11	15	0	24	9	9	33	0	0	0	0	99
Total	36	86	0	122	14	1	34	49	0	110	21	21	131	0	0	0	0	302
08:00 AM	16	29	0	45	3	0	17	20	0	21	8	8	29	0	0	0	0	94
08:15 AM	11	22	0	33	5	0	13	18	0	14	7	7	21	0	0	0	0	72
08:30 AM	16	15	0	31	2	0	13	15	0	13	9	9	22	0	0	0	0	68
Total	43	66	0	109	10	0	43	53	0	48	24	24	72	0	0	0	0	234
04:15 PM	8	11	0	19	6	0	8	14	0	9	3	3	12	0	0	0	0	45
04:30 PM	9	9	0	18	9	1	9	19	0	13	4	4	17	0	0	0	0	54
04:45 PM	7	12	0	19	4	0	16	20	0	10	6	6	16	0	0	0	0	55
Total	24	32	0	56	19	1	33	53	0	32	13	13	45	0	0	0	0	154
05:00 PM	8	18	0	26	13	0	20	33	0	16	5	5	21	0	0	0	0	80
05:15 PM	12	20	0	32	11	0	19	30	0	28	8	8	36	0	0	0	0	98
05:30 PM	16	25	0	41	10	1	16	27	0	28	9	9	37	0	0	0	0	105
05:45 PM	13	18	0	31	10	0	24	34	0	28	9	9	37	0	0	0	0	102
Total	49	81	0	130	44	1	79	124	0	100	31	31	131	0	0	0	0	385
06:00 PM	9	12	0	21	9	0	16	25	0	26	7	7	33	0	0	0	0	79
Grand Total	164	282	0	446	97	3	211	311	0	322	100	100	422	0	0	0	0	1179
Approch %	36.8	63.2	0		31.2	1	67.8		0	76.3	23.7			0	0	0		
Total %	13.9	23.9	0	37.8	8.2	0.3	17.9	26.4	0	27.3	8.5		35.8	0	0	0	0	
Automobiles	160	264	0	424	92	3	206	301	0	304	97		401	0	0	0	0	1126
% Automobiles	97.6	93.6	0	95.1	94.8	100	97.6	96.8	0	94.4	97		95	0	0	0	0	95.5
Commercial	4	18	0	22	5	0	5	10	0	18	3		21	0	0	0	0	53
% Commercial	2.4	6.4	0	4.9	5.2	0	2.4	3.2	0	5.6	3		5	0	0	0	0	4.5

DE TRAFFIC

detraffic.com
(386) 341-4186
CR 209 at CR 216
Sumter County, FL

File Name : 08 cr 209 at cr 216
Site Code : 00000008
Start Date : 6/28/2022
Page No : 2

Start Time	CR 209 Southbound					CR 216 Westbound					CR 209 Northbound					Private Road Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:15 AM																				
07:15 AM	7	23	0	30	2	1	9	12	0	0	28	3	31	0	0	0	0	0	0	0
07:30 AM	8	23	0	31	3	0	10	13	0	0	47	3	50	0	0	0	0	0	0	0
07:45 AM	17	34	0	51	4	0	11	15	0	0	24	9	33	0	0	0	0	0	0	0
08:00 AM	16	29	0	45	3	0	17	20	0	0	21	8	29	0	0	0	0	0	0	0
Total Volume	48	109	0	157	12	1	47	60	0	0	120	23	143	0	0	0	0	0	0	0
% App. Total	30.6	69.4	0		20	1.7	78.3				83.9	16.1								
PHF	.706	.801	.000	.770	.750	.250	.691	.750	.000	.000	.638	.639	.715	.000	.000	.000	.000	.000	.000	.909
Automobiles	46	102	0	148	9	1	45	55	0	0	114	22	136	0	0	0	0	0	0	339
% Automobiles	95.8	93.6	0	94.3	75.0	100	95.7	91.7	0	0	95.0	95.7	95.1	0	0	0	0	0	0	94.2
Commercial	2	7	0	9	3	0	2	5	0	0	6	1	7	0	0	0	0	0	0	21
% Commercial	4.2	6.4	0	5.7	25.0	0	4.3	8.3	0	0	5.0	4.3	4.9	0	0	0	0	0	0	5.8



DE TRAFFIC

detrtraffic.com
(386) 341-4186
CR 209 at CR 216
Sumter County, FL

File Name : 08 cr 209 at cr 216
Site Code : 00000008
Start Date : 6/28/2022
Page No : 4

Start Time	CR 209 Southbound					CR 216 Westbound					CR 209 Northbound					Private Road Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	8	18	0	26		13	0	20	33		0	16	5	21		0	0	0	0	80
05:15 PM	12	20	0	32		11	0	19	30		0	28	8	36		0	0	0	0	98
05:30 PM	16	25	0	41		10	1	16	27		0	28	9	37		0	0	0	0	105
05:45 PM	13	18	0	31		10	0	24	34		0	28	9	37		0	0	0	0	102
Total Volume	49	81	0	130		44	1	79	124		0	100	31	131		0	0	0	0	385
% App. Total PHF	37.7	62.3	0	.793		35.5	0.8	63.7	.912		0	76.3	23.7	.885		.000	.000	.000	.000	.917
Automobiles	47	74	0	121		44	1	76	121		0	95	29	124		0	0	0	0	366
% Automobiles	95.9	91.4	0	93.1		100	100	96.2	97.6		0	95.0	93.5	94.7		0	0	0	0	95.1
Commercial	2	7	0	9		0	0	3	3		0	5	2	7		0	0	0	0	19
% Commercial	4.1	8.6	0	6.9		0	0	3.8	2.4		0	5.0	6.5	5.3		0	0	0	0	4.9

Sumter County, FL

CR 209

Private Road

Out	In	Total
1	0	1

CR 209

Automobiles Commercial

Left	Thru	Right
0	0	0
0	0	0
0	0	0

CR 209

Peak Hour Data

Peak Hour Begins at 05:00 PM

North

CR 216

Out	In	Total
76	121	197
4	3	7
80	124	204

CR 216

Right	Thru	Left
76	1	44
3	0	0
79	1	44

CR 216

Left	Thru	Right
0	95	28
0	5	2
0	100	31

CR 209

Out	In	Total
118	124	242
125	7	14
131	131	256

CR 209

DE TRAFFIC

detraffic.com
(386) 341-4186
CR 209 at CR 216
Sumter County, FL

File Name : 08 cr 209 at cr 216
Site Code : 00000008
Start Date : 6/28/2022
Page No : 6

Groups Printed- Peds

Start Time	CR 209 Southbound			CR 216 Westbound			CR 209 Northbound			Private Road Eastbound			Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %													



NB Approach



SB Approach



WB Approach



US 301
at CR 462 E

Sumter County

www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Project
Number: CHW-06

Sheet
Number: 2



NB Approach



SB Approach



WB Approach

	US 301 at CR 110		Sumter County	
	www.de-traffic.com		Project Number: CHW-06	Sheet Number: 4
	299 McGregor Rd. DeLand FL 32720			



NB Approach



SB Approach



EB Approach



WB Approach



US 301
at CR 466

Sumter County

www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Project
Number: CHW-06

Sheet
Number: 5



NB Approach



SB Approach



EB Approach



WB Approach



CR 209
at CR 216

Sumter County

www.de-traffic.com

299 McGregor Rd. DeLand FL 32720

Project
Number: CHW-06

Sheet
Number: 8

Appendix F

Seasonal Adjustment Factor and Historical Growth Rates

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1800 SUMTER COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2021 - 01/02/2021	0.95	1.00
2	01/03/2021 - 01/09/2021	1.05	1.11
3	01/10/2021 - 01/16/2021	1.15	1.21
4	01/17/2021 - 01/23/2021	1.14	1.20
5	01/24/2021 - 01/30/2021	1.13	1.19
6	01/31/2021 - 02/06/2021	1.12	1.18
7	02/07/2021 - 02/13/2021	1.12	1.18
8	02/14/2021 - 02/20/2021	1.11	1.17
9	02/21/2021 - 02/27/2021	1.07	1.13
10	02/28/2021 - 03/06/2021	1.03	1.08
11	03/07/2021 - 03/13/2021	0.99	1.04
12	03/14/2021 - 03/20/2021	0.95	1.00
13	03/21/2021 - 03/27/2021	0.95	1.00
14	03/28/2021 - 04/03/2021	0.95	1.00
15	04/04/2021 - 04/10/2021	0.95	1.00
16	04/11/2021 - 04/17/2021	0.95	1.00
*17	04/18/2021 - 04/24/2021	0.95	1.00
*18	04/25/2021 - 05/01/2021	0.96	1.01
*19	05/02/2021 - 05/08/2021	0.97	1.02
*20	05/09/2021 - 05/15/2021	0.97	1.02
*21	05/16/2021 - 05/22/2021	0.96	1.01
*22	05/23/2021 - 05/29/2021	0.95	1.00
*23	05/30/2021 - 06/05/2021	0.95	1.00
*24	06/06/2021 - 06/12/2021	0.94	0.99
*25	06/13/2021 - 06/19/2021	0.93	0.98
*26	06/20/2021 - 06/26/2021	0.93	0.98
*27	06/27/2021 - 07/03/2021	0.94	0.99
*28	07/04/2021 - 07/10/2021	0.94	0.99
*29	07/11/2021 - 07/17/2021	0.95	1.00
30	07/18/2021 - 07/24/2021	0.98	1.03
31	07/25/2021 - 07/31/2021	1.01	1.06
32	08/01/2021 - 08/07/2021	1.04	1.09
33	08/08/2021 - 08/14/2021	1.07	1.13
34	08/15/2021 - 08/21/2021	1.10	1.16
35	08/22/2021 - 08/28/2021	1.10	1.16
36	08/29/2021 - 09/04/2021	1.10	1.16
37	09/05/2021 - 09/11/2021	1.10	1.16
38	09/12/2021 - 09/18/2021	1.10	1.16
39	09/19/2021 - 09/25/2021	1.07	1.13
40	09/26/2021 - 10/02/2021	1.05	1.11
41	10/03/2021 - 10/09/2021	1.03	1.08
42	10/10/2021 - 10/16/2021	1.01	1.06
43	10/17/2021 - 10/23/2021	0.99	1.04
44	10/24/2021 - 10/30/2021	0.98	1.03
45	10/31/2021 - 11/06/2021	0.96	1.01
46	11/07/2021 - 11/13/2021	0.95	1.00
47	11/14/2021 - 11/20/2021	0.93	0.98
48	11/21/2021 - 11/27/2021	0.94	0.99
49	11/28/2021 - 12/04/2021	0.94	0.99
50	12/05/2021 - 12/11/2021	0.95	1.00
51	12/12/2021 - 12/18/2021	0.95	1.00
52	12/19/2021 - 12/25/2021	1.05	1.11
53	12/26/2021 - 12/31/2021	1.15	1.21

* PEAK SEASON

08-MAR-2022 12:36:27

830UPD

5_1800_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 7003 - CR-462, 0.095 N OF C-466A (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	10600 F	N 5700	S 4900	9.00	53.00	6.80
2020	10300 C	N 5500	S 4800	9.00	54.70	6.80
2019	8700 S	N 4600	S 4100	9.00	53.30	7.40
2018	8600 F	N 4500	S 4100	9.00	53.70	7.40
2017	8600 C	N 4500	S 4100	9.00	53.50	7.40
2016	10500 S	N 5200	S 5300	9.00	53.10	7.30
2015	9700 F	N 4800	S 4900	9.00	54.70	7.30
2014	9300 C	N 4600	S 4700	9.00	55.10	7.30
2013	7500 F	N 3800	S 3700	9.00	56.40	9.00
2012	7500 C	N 3800	S 3700	9.00	56.30	9.00
2011	3700 S	N 1800	S 1900	9.00	51.30	19.90
2010	3700 F	N 1800	S 1900	9.85	55.51	17.30
2009	3700 C	N 1800	S 1900	9.88	55.48	17.00

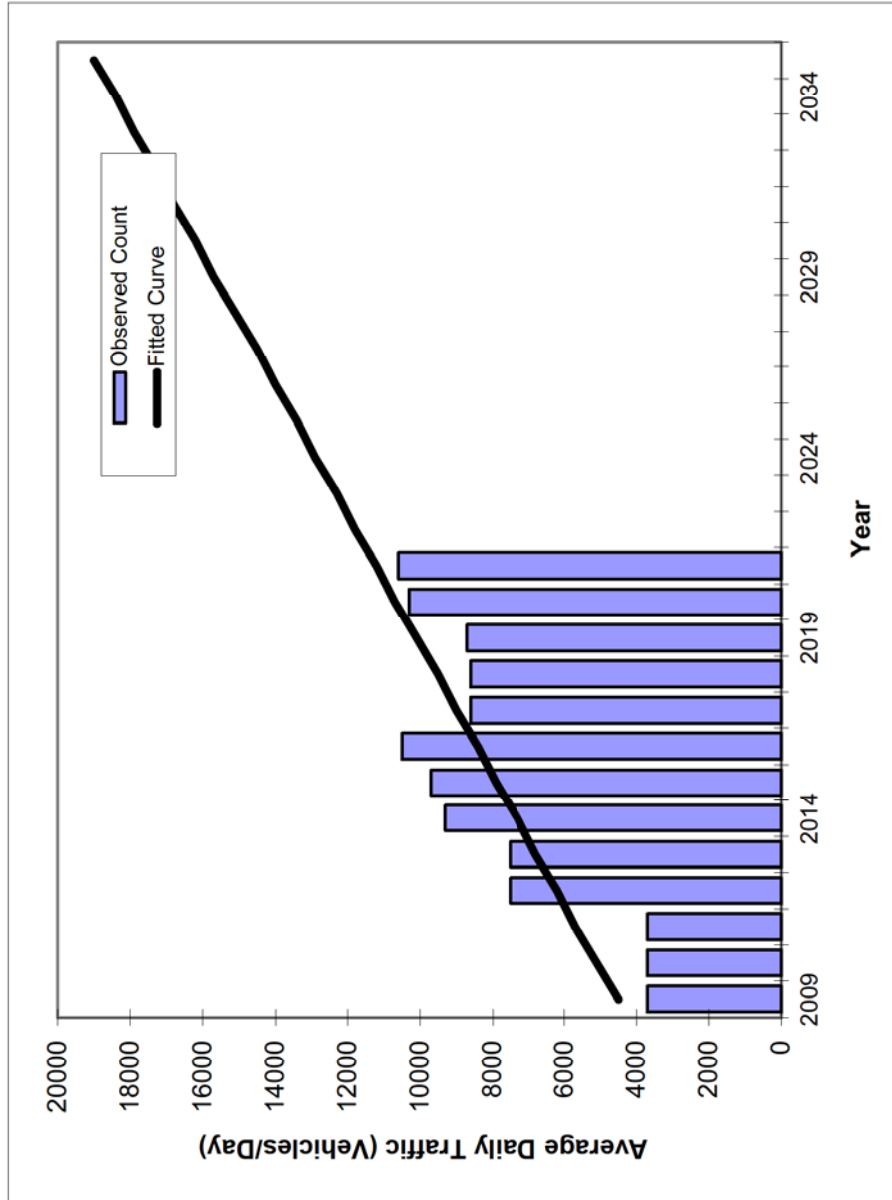
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

County:	Sumter (18)
Station #:	7003
Highway:	0

FIN#	1234
Location	1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	3700	4500
2010	3700	5100
2011	3700	5700
2012	7500	6200
2013	7500	6800
2014	9300	7300
2015	9700	7900
2016	10500	8400
2017	8600	9000
2018	8600	9500
2019	8700	10100
2020	10300	10700
2021	10600	11200
2032 Opening Year Trend		
2032	N/A	17300
2033 Mid-Year Trend		
2033	N/A	17900
2034 Design Year Trend		
2034	N/A	18400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	555
Trend R-squared:	70.32%
Trend Annual Historic Growth Rate:	12.41%
Trend Growth Rate (2021 to Design Year):	4.95%
Printed:	23-Jun-22
Straight Line Growth Option	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0002 - ON US-301, 0.025 MI. N OF CR-272

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2021	23000 C	N 11500	S 11500	9.00	53.00	11.90
2020	25500 F	N 12500	S 13000	9.00	54.70	12.20
2019	26500 C	N 13000	S 13500	9.00	53.30	12.20
2018	19400 F	N 9700	S 9700	9.00	53.70	12.90
2017	19400 C	N 9700	S 9700	9.00	53.50	12.90
2016	20500 C	N 10000	S 10500	9.00	53.10	12.50
2015	16200 C	N 8000	S 8200	9.00	54.70	11.30
2014	15800 C	N 8000	S 7800	9.00	55.10	11.30
2013	16200 C	N 7900	S 8300	9.00	56.40	13.60
2012	14500 C	N 7300	S 7200	9.00	56.30	10.70
2011	13500 C	N 6800	S 6700	9.00	51.30	10.70
2010	15100 C	N 8000	S 7100	9.85	55.51	14.40
2009	14500 C	N 7400	S 7100	9.88	55.48	12.20
2008	15100 C	N 7600	S 7500	10.19	54.63	12.20
2007	15100 C	N 7700	S 7400	10.14	54.93	12.20
2006	15200 C	N 8100	S 7100	10.01	55.17	14.60

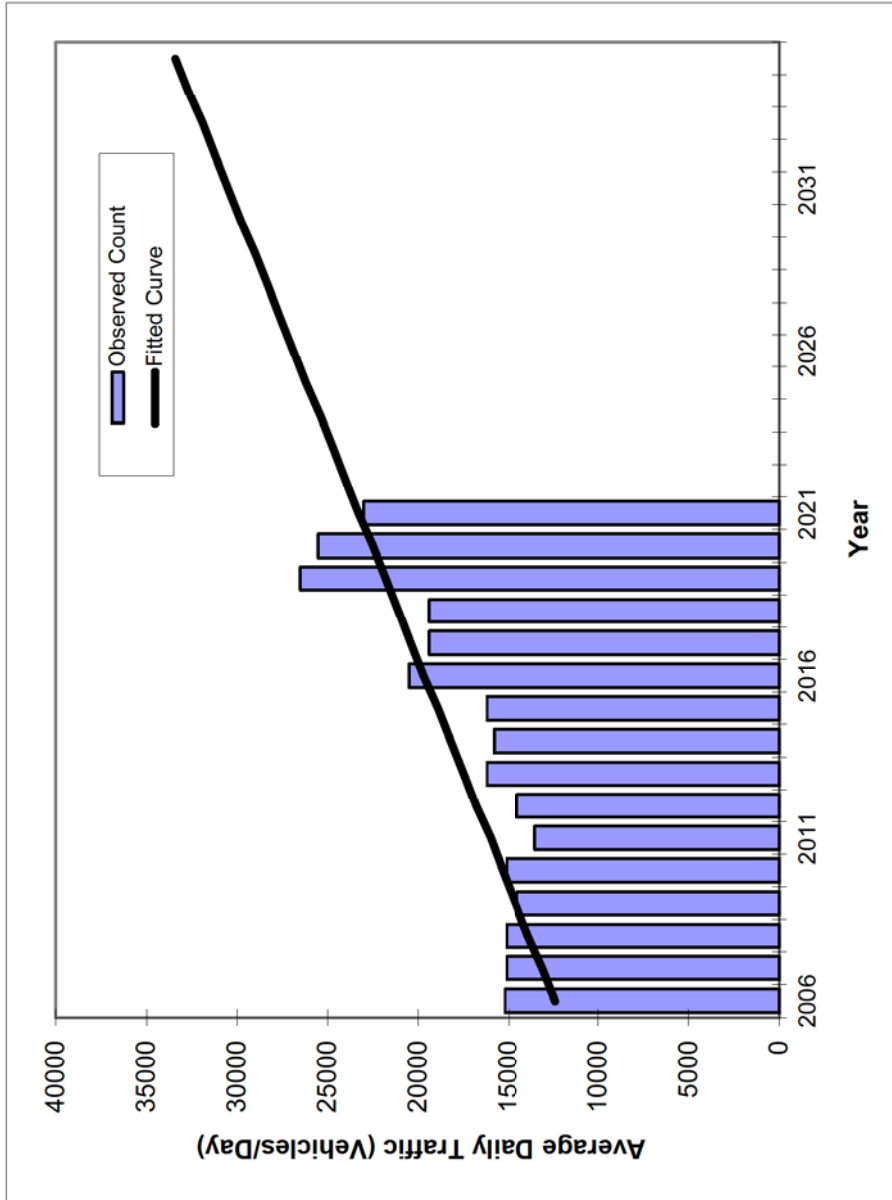
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

County:	Sumter (18)
Station #:	0002
Highway:	0

FIN#	1234
Location	1



** Annual Trend Increase:	723
Trend R-squared:	70.37%
Trend Annual Historic Growth Rate:	5.86%
Trend Growth Rate (2021 to Design Year):	3.10%
Printed:	23-Jun-22
Straight Line Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2006	15200	12400
2007	15100	13100
2008	15100	13900
2009	14500	14600
2010	15100	15300
2011	13500	16000
2012	14500	16800
2013	16200	17500
2014	15800	18200
2015	16200	18900
2016	20500	19700
2017	19400	20400
2018	19400	21100
2019	26500	21800
2020	25500	22500
2021	23000	23300
2032 Opening Year Trend		
2032	N/A	31200
2033 Mid-Year Trend		
2033	N/A	31900
2034 Design Year Trend		
2034	N/A	32700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 7002 - CR-472, 0.095 MI W OF CR-115A (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	5000 F	E 2700	W 2300	9.00	53.00	3.00
2020	4800 C	E 2600	W 2200	9.00	54.70	3.00
2019	5400 S	E 2900	W 2500	9.00	53.30	12.40
2018	5400 F	E 2900	W 2500	9.00	53.70	12.40
2017	5400 C	E 2900	W 2500	9.00	53.50	12.40
2016	5400 S	E 2800	W 2600	9.00	53.10	2.50
2015	5000 F	E 2600	W 2400	9.00	54.70	2.50
2014	4800 C	E 2500	W 2300	9.00	55.10	2.50
2013	4600 F	E 2300	W 2300	9.00	56.40	4.30
2012	4600 C	E 2300	W 2300	9.00	56.30	4.30
2010	3300 F	E 1700	W 1600	9.85	55.51	17.30
2009	3300 C	E 1700	W 1600	9.88	55.48	17.00

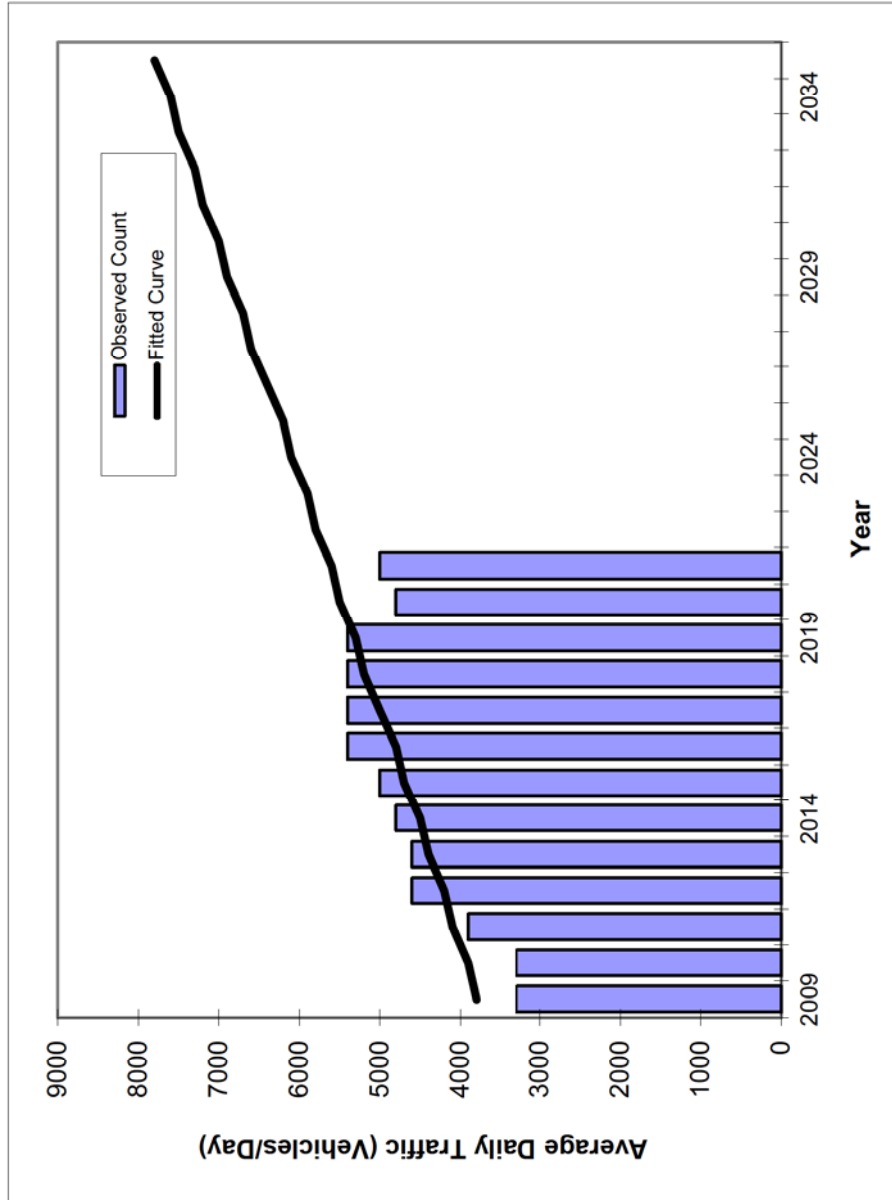
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

County:	Sumter (18)
Station #:	7002
Highway:	0

FIN#	1234
Location	1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	3300	3800
2010	3300	3900
2011	3900	4100
2012	4600	4200
2013	4600	4400
2014	4800	4500
2015	5000	4700
2016	5400	4800
2017	5400	5000
2018	5400	5200
2019	5400	5300
2020	4800	5500
2021	5000	5600
2032 Opening Year Trend		
2032	N/A	7300
2033 Mid-Year Trend		
2033	N/A	7500
2034 Design Year Trend		
2034	N/A	7600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	155
Trend R-squared:	65.32%
Trend Annual Historic Growth Rate:	3.95%
Trend Growth Rate (2021 to Design Year):	2.75%
Printed:	30-Jun-22
Straight Line Growth Option	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0206 - ON US-301, 0.119 MI. S OF CR-472E (RC)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2021	26500 F	N 13500	S 13000	9.00	53.00	7.60
2020	25500 C	N 13000	S 12500	9.00	54.70	7.60
2019	26500 F	N 13500	S 13000	9.00	53.30	11.00
2018	26500 C	N 13500	S 13000	9.00	53.70	11.00
2017	26000 C	N 13500	S 12500	9.00	53.50	21.40
2016	23500 C	N 12000	S 11500	9.00	53.10	9.70
2015	21500 C	N 11000	S 10500	9.00	54.70	16.00
2014	20500 C	N 10500	S 10000	9.00	55.10	10.30
2013	19600 C	N 9700	S 9900	9.00	56.40	16.10
2012	17500 C	N 8900	S 8600	9.00	56.30	9.20
2011	16300 F	N 8300	S 8000	9.00	51.30	12.80
2010	16300 C	N 8300	S 8000	9.85	55.51	12.80
2009	15800 C	N 8000	S 7800	9.88	55.48	21.20
2008	16600 C	N 8000	S 8600	10.19	54.63	21.20
2007	14900 C	N 7500	S 7400	10.14	54.93	16.00
2006	15900 C	N 8000	S 7900	10.01	55.17	16.10

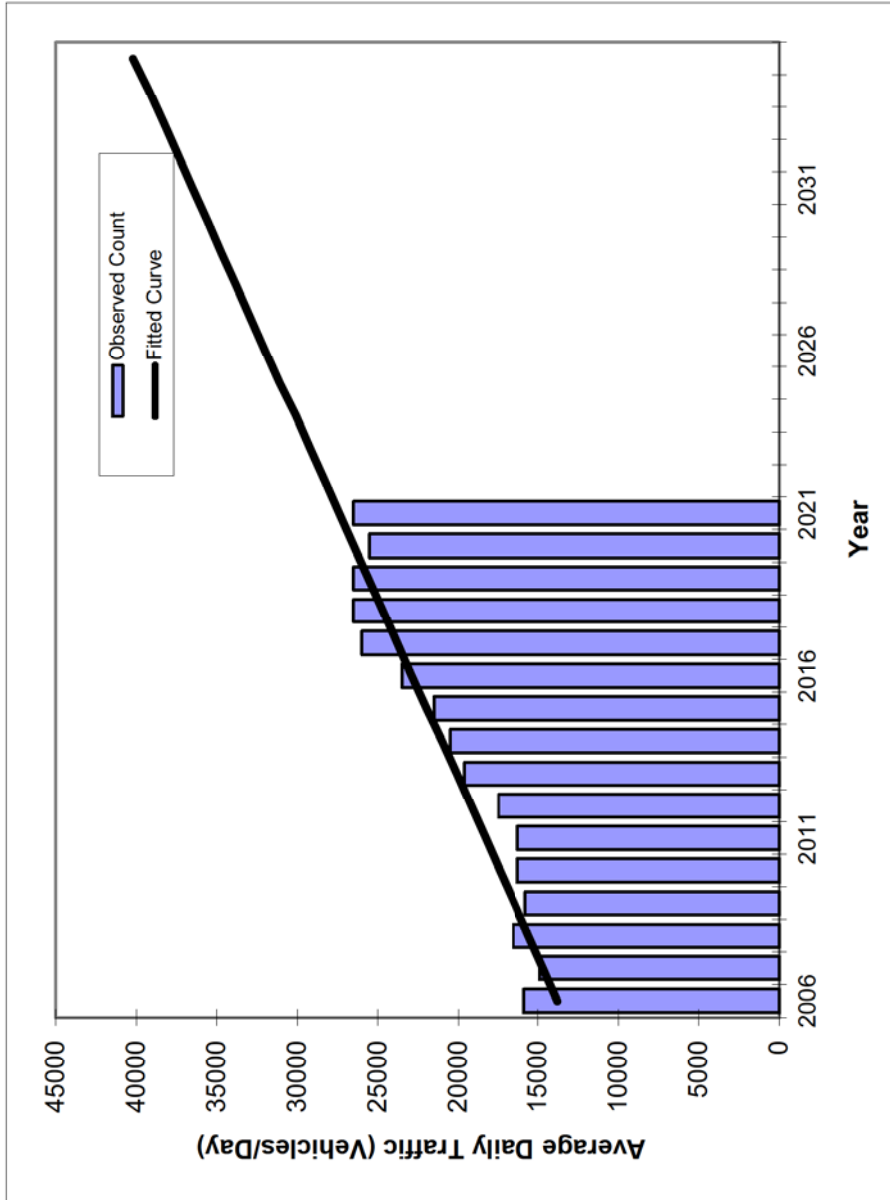
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

County:	Sumter (18)
Station #:	0206
Highway:	0

FIN#	1234
Location	1



** Annual Trend Increase:	910
Trend R-squared:	91.40%
Trend Annual Historic Growth Rate:	6.57%
Trend Growth Rate (2021 to Design Year):	3.31%
Printed:	30-Jun-22
Straight Line Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2006	15900	13800
2007	14900	14700
2008	16600	15600
2009	15800	16500
2010	16300	17400
2011	16300	18300
2012	17500	19200
2013	19600	20100
2014	20500	21000
2015	21500	22000
2016	23500	22900
2017	26000	23800
2018	26500	24700
2019	26500	25600
2020	25500	26500
2021	26500	27400
2032 Opening Year Trend		
2032	N/A	37400
2033 Mid-Year Trend		
2033	N/A	38300
2034 Design Year Trend		
2034	N/A	39200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 7004 - CR-466, 1100 FT E OF US-301 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2021	16400 F	E 8200	W 8200	9.00	53.00	6.90
2020	16000 C	E 8000	W 8000	9.00	54.70	6.90
2019	14500 S	E 8500	W 6000	9.00	53.30	6.30
2018	14300 F	E 8400	W 5900	9.00	53.70	6.30
2017	14300 C	E 8400	W 5900	9.00	53.50	6.30
2016	22000 S	E 11000	W 11000	9.00	53.10	4.00
2015	20000 F	E 10000	W 10000	9.00	54.70	4.00
2014	19300 C	E 9600	W 9700	9.00	55.10	4.00
2013	16900 F	E 9000	W 7900	9.00	56.40	5.70
2012	17100 C	E 9100	W 8000	9.00	56.30	5.70
2011	11400 F	E 6300	W 5100	9.00	51.30	19.90
2010	11400 C	E 6300	W 5100	9.85	55.51	17.30
2009	12000 C	E 6100	W 5900	9.88	55.48	17.00

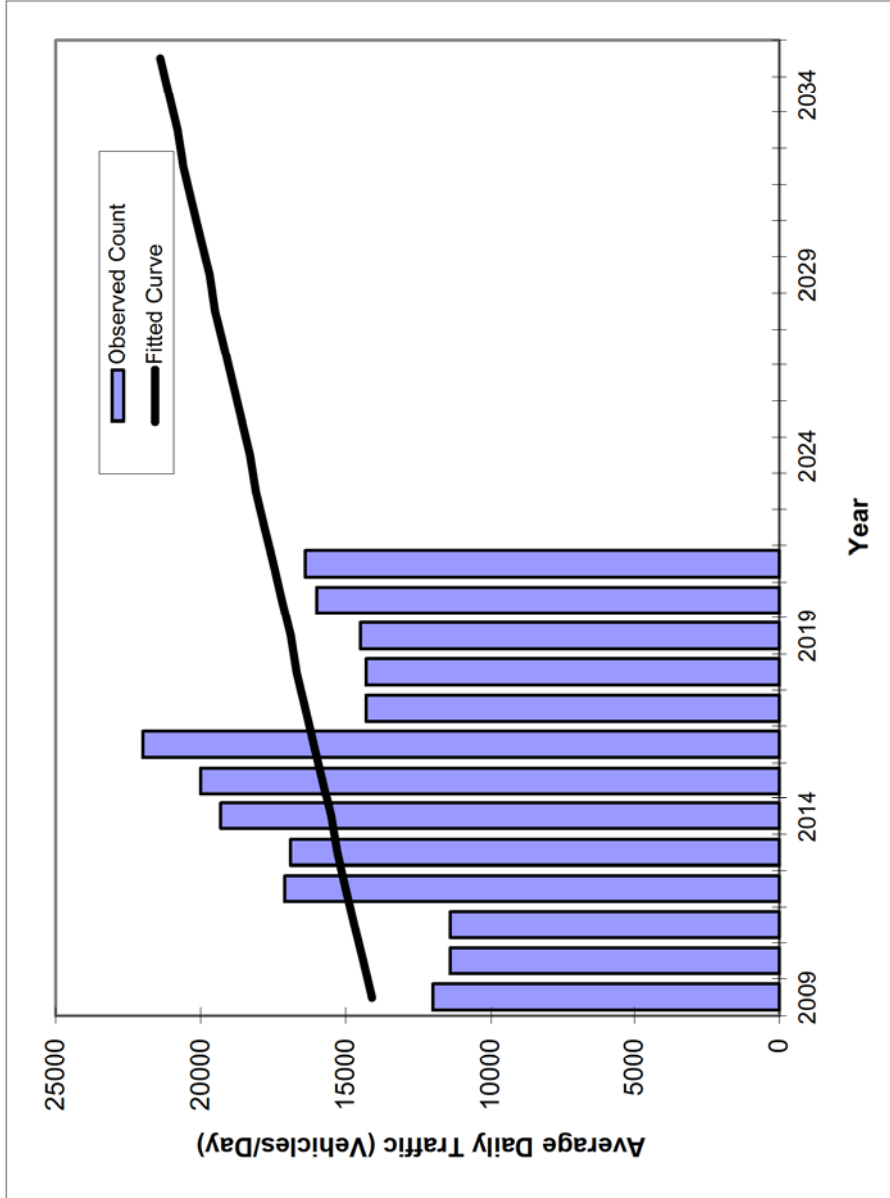
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

County:	Sumter (18)
Station #:	7004
Highway:	0

FIN#	1234
Location	1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	12000	14100
2010	11400	14400
2011	11400	14700
2012	17100	15000
2013	16900	15300
2014	19300	15500
2015	20000	15800
2016	22000	16100
2017	14300	16400
2018	14300	16700
2019	14500	16900
2020	16000	17200
2021	16400	17500
2032 Opening Year Trend		
2032	N/A	20600
2033 Mid-Year Trend		
2033	N/A	20800
2034 Design Year Trend		
2034	N/A	21100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	280
Trend R-squared:	10.87%
Trend Annual Historic Growth Rate:	2.01%
Trend Growth Rate (2021 to Design Year):	1.58%
Printed:	23-Jun-22
Straight Line Growth Option	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0100 - ON US-301, 0.182 MI. N OF CR-466 (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2021	20500 C	N 10500	S 10000	9.00	53.00	11.90
2020	18500 F	N 9300	S 9200	9.00	54.70	16.00
2019	19400 C	N 9800	S 9600	9.00	53.30	10.50
2018	19900 F	N 10500	S 9400	9.00	53.70	11.90
2017	19900 C	N 10500	S 9400	9.00	53.50	14.70
2016	18000 C	N 8900	S 9100	9.00	53.10	11.90
2015	16200 C	N 8200	S 8000	9.00	54.70	12.20
2014	16000 C	N 7900	S 8100	9.00	55.10	10.90
2013	15400 C	N 7700	S 7700	9.00	56.40	12.80
2012	14300 C	N 7300	S 7000	9.00	56.30	11.90
2011	14100 C	N 6800	S 7300	9.00	51.30	11.80
2010	13900 C	N 7200	S 6700	9.85	55.51	11.20
2009	13700 C	N 7000	S 6700	9.88	55.48	11.10
2008	13500 C	N 6300	S 7200	10.19	54.63	12.60
2007	12400 C	N 6400	S 6000	10.14	54.93	11.10
2006	13700 C	N 6600	S 7100	10.01	55.17	12.80

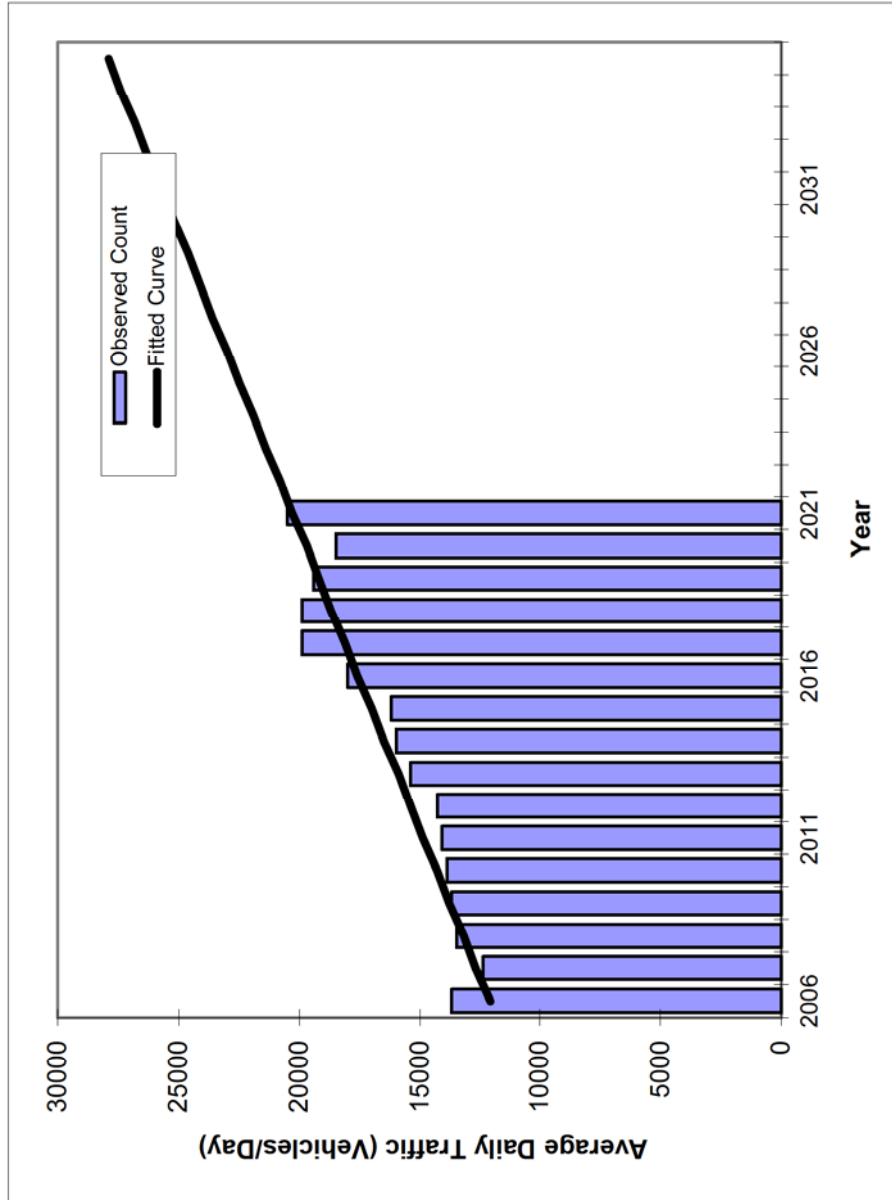
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

County:	Sumter (18)
Station #:	0100
Highway:	0

FIN#	1234
Location	1



** Annual Trend Increase:	544
Trend R-squared:	89.10%
Trend Annual Historic Growth Rate:	4.52%
Trend Growth Rate (2021 to Design Year):	2.69%
Printed:	23-Jun-22
Straight Line Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2006	13700	12100
2007	12400	12700
2008	13500	13200
2009	13700	13800
2010	13900	14300
2011	14100	14900
2012	14300	15400
2013	15400	15900
2014	16000	16500
2015	16200	17000
2016	18000	17600
2017	19900	18100
2018	19900	18700
2019	19400	19200
2020	18500	19700
2021	20500	20300
2032 Opening Year Trend		
2032	N/A	26300
2033 Mid-Year Trend		
2033	N/A	26800
2034 Design Year Trend		
2034	N/A	27400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0210 - ON US-301, 0.100 MI. S OF CR-466 (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2021	26500 C	N 14000	S 12500	9.00	53.00	11.90
2020	30500 F	N 16000	S 14500	9.00	54.70	16.00
2019	32000 C	N 17000	S 15000	9.00	53.30	10.50
2018	23500 F	N 12500	S 11000	9.00	53.70	11.90
2017	23500 C	N 12500	S 11000	9.00	53.50	14.70
2016	21500 C	N 11000	S 10500	9.00	53.10	11.90
2015	20100 C	N 11000	S 9100	9.00	54.70	12.20
2014	20300 C	N 10500	S 9800	9.00	55.10	10.90
2013	18800 C	N 10000	S 8800	9.00	56.40	12.80
2012	17100 C	N 9100	S 8000	9.00	56.30	11.90
2011	17200 C	N 8600	S 8600	9.00	51.30	11.80
2010	16100 C	N 8200	S 7900	9.85	55.51	11.20
2009	15000 C	N 7100	S 7900	9.88	55.48	11.10
2008	15100 C	N 7300	S 7800	10.19	54.63	12.60
2007	15900 C	N 8000	S 7900	10.14	54.93	11.10
2006	12500 C	N 6400	S 6100	10.01	55.17	12.80

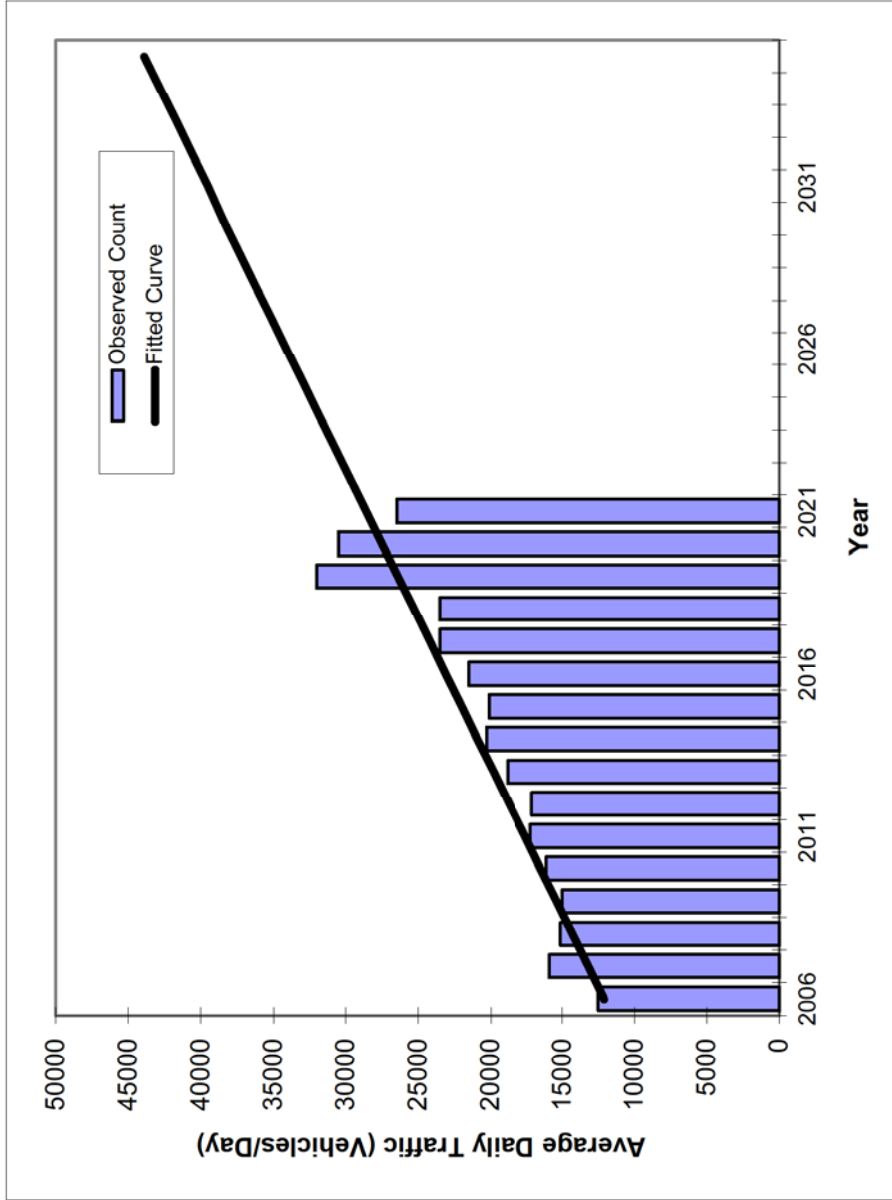
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

County:	Sumter (18)
Station #:	0210
Highway:	0

FIN#	1234
Location	1



Year	Traffic (ADT/AADT)	Trend**
2006	12500	12100
2007	15900	13200
2008	15100	14300
2009	15000	15400
2010	16100	16500
2011	17200	17600
2012	17100	18700
2013	18800	19800
2014	20300	20900
2015	20100	22000
2016	21500	23100
2017	23500	24200
2018	23500	25300
2019	32000	26400
2020	30500	27500
2021	26500	28600
2032 Opening Year Trend		
2032	N/A	40600
2033 Mid-Year Trend		
2033	N/A	41700
2034 Design Year Trend		
2034	N/A	42800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	1,097
Trend R-squared:	85.90%
Trend Annual Historic Growth Rate:	9.09%
Trend Growth Rate (2021 to Design Year):	3.82%
Printed:	23-Jun-22
Straight Line Growth Option	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 8274 - CR 104/101 MPO #120 HPMS 21

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2021	4400 C	N 2200	S 2200	9.00	53.00	17.70
2020	750 C	N 400	S 350	9.00	54.70	20.20
2019	3800 C	N 1900	S 1900	9.00	53.30	22.00
2018	3600 F	N 1800	S 1800	9.00	53.70	20.00
2017	3600 C	N 1800	S 1800	9.00	53.50	20.10
2016	3100 C	N 1500	S 1600	9.00	53.10	20.90

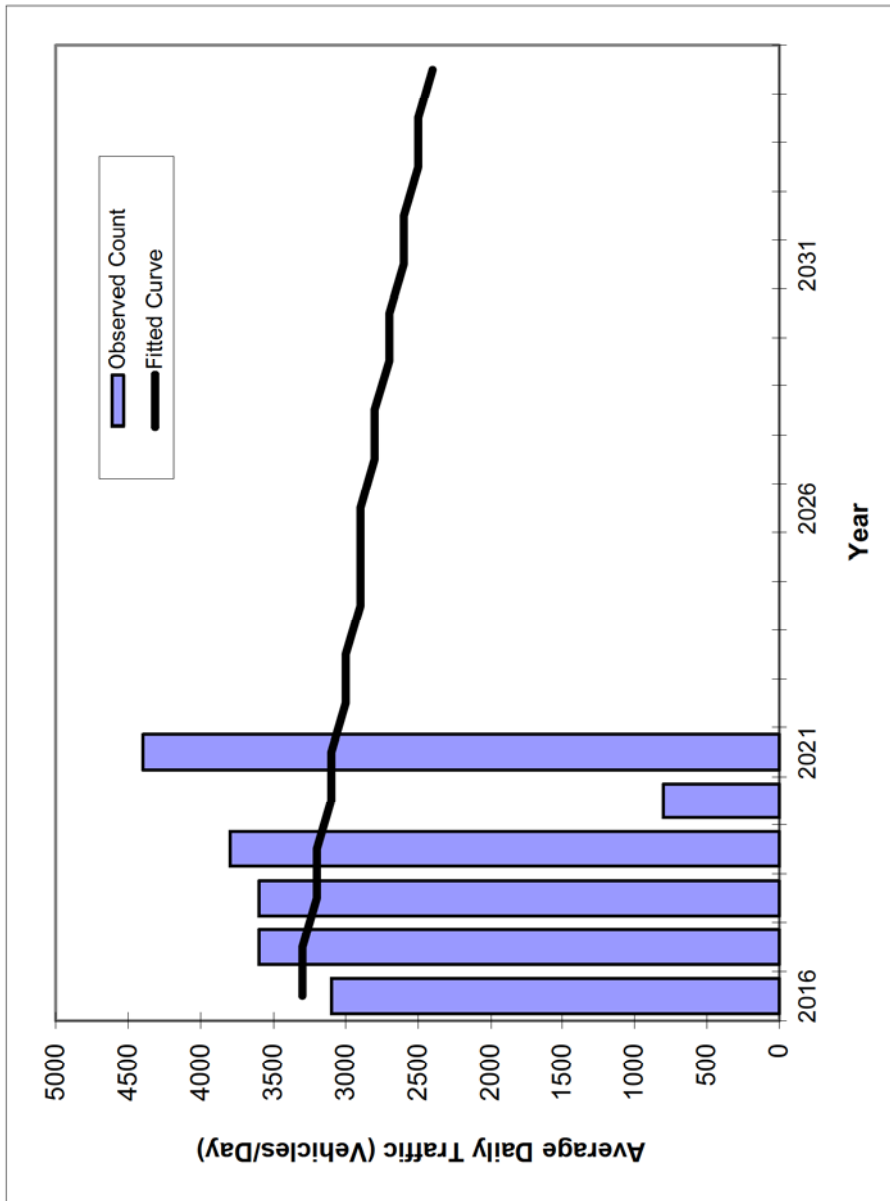
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

County:	Sumter (18)
Station #:	8274
Highway:	0

FIN#	1234
Location	1



Year	Traffic (ADT/AADT)	Trend**
2016	3100	3300
2017	3600	3300
2018	3600	3200
2019	3800	3200
2020	800	3100
2021	4400	3100
2032 Opening Year Trend	2600	
2032	N/A	2600
2033 Mid-Year Trend	2500	
2033	N/A	2500
2034 Design Year Trend	2500	
2034	N/A	2500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-49
Trend R-squared:	0.52%
Trend Annual Historic Growth Rate:	-1.21%
Trend Growth Rate (2021 to Design Year):	-1.49%
Printed:	23-Jun-22
Straight Line Growth Option	

Appendix G

Background Tables

US 301 at CR 462 (Signalized)

Growth Rate Data - US 301 at CR 462			
Peak Season Factor			0.99
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2024 Growth Factor
CR 462	12.41%	12.41%	1.248
US 301	5.86%	5.86%	1.117

AM Peak Hour Background Traffic Volumes - US 301 at CR 462													
Scenario	CR 462			CR 462			US 301			US 301			
	Eastbound			Westbound			Northbound			Southbound			
	Left	Thru	Right	Left	Thru	Right	U Turn	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	-	-	-	50	-	330	8	-	789	113	297	752	Right
Existing (Peak Season) Turning Movements	-	-	-	50	-	327	8	-	781	112	294	744	-
Background Turning Movements (2024)*	73	88	59	62	38	408	9	32	873	125	328	831	32
Oxford Crossing (all phases) - Build-out Year 2023**	0	0	0	0	0	0	0	0	0	0	0	0	0
Twisted Oaks - Build-out Year - 2024	27	55	46	0	19	0	0	16	0	0	0	0	10
Total Committed Project Trips	27	55	46	0	19	0	0	16	0	0	0	0	10
Background Turning Movements plus Committed Project Trips	100	143	105	62	57	408	9	48	873	125	328	831	42
Peak Hour Factor (Int total = 0.95)				0.91			0.91			0.92			
Truck Percentages				5%			6%			4%			
Pedestrian Volumes				0			0			0			

PM Peak Hour Background Traffic Volumes - US 301 at CR 462													
Scenario	CR 462			CR 462			US 301				US 301		
	Eastbound			Westbound			Northbound				Southbound		
	Left	Thru	Right	Left	Thru	Right	U Turn	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	-	-	-	66	-	413	24	-	922	29	207	837	-
Existing (Peak Season) Turning Movements	-	-	-	65	-	409	24	-	913	29	205	829	-
Background Turning Movements (2024) *	81	97	48	81	125	511	27	104	1020	32	229	926	62
Oxford Crossing (all phases) - Build-out Year 2023	0	0	0	0	0	21	0	0	134	0	16	100	0
Twisted Oaks - Build-out Year - 2024	19	38	32	0	65	0	0	54	0	0	0	0	32
Total Committed Project Trips	19	38	32	0	65	21	0	54	134	0	16	100	32
Background Turning Movements plus Committed Project Trips	100	135	80	81	190	532	27	158	1154	32	245	1026	94
Peak Hour Factor (Int total = 0.92)				0.88			0.84				0.95		
Truck Percentages				5%			5%				4%		
Pedestrian Volumes				0			0				0		

*Background trips from the west leg of CR 462 are assumed using information included in Twisted Oaks TIA provided by Sumter County

**AM project trips not included in Oxford Crossing TIA provided by Sumter County.

US 301 at CR 472 (CR 216) (Signalized)

Growth Rate Data - US 301 at CR 472			
Peak Season Factor			0.99
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2024 Growth Factor
CR 216	N/A	2.00%	1.040
CR 472	3.95%	3.95%	1.079
US 301	6.57%	6.57%	1.131

AM Peak Hour Background Traffic Volumes - US 301 at CR 472 (CR 216)												
Scenario	CR 216			CR 472			US 301			US 301		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	38	23	53	68	39	51	26	813	80	97	731	47
Existing (Peak Season) Turning Movements	38	23	52	67	39	50	26	805	79	96	724	47
Background Turning Movements (2024)	40	24	54	72	42	54	29	911	89	109	819	53
Oxford Crossing (all phases) - Build-out Year 2023*	0	0	0	0	0	0	0	0	0	0	0	0
Twisted Oaks - Build-out Year - 2024	0	18	0	0	6	0	0	27	0	0	10	0
The Keys at Wildwood II - Build-out 2023	0	0	0	19	0	27	0	0	6	8	0	0
DQ Grill and Chill - Build-out Year - Fall 2022	23	4	23	0	4	0	24	0	0	0	0	25
Total Committed Project Trips	23	22	23	19	10	27	24	27	6	8	10	25
Background Turning Movements plus Committed Project Trips	63	46	77	91	52	81	53	938	95	117	829	78
Peak Hour Factor (Int total = 0.97)	0.86			0.88			0.92			0.94		
Truck Percentages	5%			9%			3%			4%		
Pedestrian Volumes	0			0			0			0		

PM Peak Hour Background Traffic Volumes - US 301 at CR 472 (CR 216)												
Scenario	CR 216			CR 472			US 301			US 301		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	72	35	45	75	33	71	65	1181	80	75	729	91
Existing (Peak Season) Turning Movements	71	35	45	74	33	70	64	1169	79	74	722	90
Background Turning Movements (2024)	74	36	47	80	36	76	72	1323	89	84	817	102
Oxford Crossing (all phases) - Build-out Year 2023	0	0	0	0	0	100	24	92	16	107	140	0
Twisted Oaks - Build-out Year - 2024	0	13	0	0	22	0	0	19	0	0	32	0
The Keys at Wildwood II - Build-out 2023	0	0	0	10	0	15	0	0	18	25	0	0
DQ Grill and Chill - Build-out Year - Fall 2022	19	3	18	0	4	0	19	0	0	0	0	20
Total Committed Project Trips	19	16	18	10	26	115	43	111	34	132	172	20
Background Turning Movements plus Committed Project Trips	93	52	65	90	62	191	115	1434	123	216	989	122
Peak Hour Factor (Int total = 0.94)	0.93			0.88			0.96			0.89		
Truck Percentages	7%			10%			3%			3%		
Pedestrian Volumes	0			0			0			0		

*AM project trips not included in TIA provided by Sumter County.

AM Peak Hour Background Traffic Volumes - CR 216 Access		
Scenario	CR 216	CR 216
	Eastbound	Westbound
Observed Turning Movement Counts	114	112
Existing (Peak Season) Turning Movements	113	112
Background Turning Movements (2024)	118	124
Total Committed Project Trips	68	59
Background Turning Movements plus Committed Project Trips	186	183
Peak Hour Factor (Int total = 0.87)	0.86	0.88
Truck Percentages	5%	9%
Pedestrian Volumes	0	0

PM Peak Hour Background Traffic Volumes - CR 216 Access		
Scenario	CR 216	CR 216
	Eastbound	Westbound
Observed Turning Movement Counts	152	189
Existing (Peak Season) Turning Movements	151	187
Background Turning Movements (2024)	157	210
Total Committed Project Trips	53	89
Background Turning Movements plus Committed Project Trips	210	299
Peak Hour Factor (Int total = 0.91)	0.93	0.88
Truck Percentages	7%	10%
Pedestrian Volumes	0	0

AM Peak Hour Background Traffic Volumes - US 301 Access		
Scenario	US HWY 301	US HWY 301
	Northbound	Southbound
Observed Turning Movement Counts	902	875
Existing (Peak Season) Turning Movements	893	867
Background Turning Movements (2024)	1005	981
Total Committed Project Trips	77	43
Background Turning Movements plus Committed Project Trips	1082	1024
Peak Hour Factor (Int total = 0.93)	0.92	0.94
Truck Percentages	3%	4%
Pedestrian Volumes	0	0

PM Peak Hour Background Traffic Volumes - US 301 Access		
Scenario	US HWY 301	US HWY 301
	Northbound	Southbound
Observed Turning Movement Counts	1324	895
Existing (Peak Season) Turning Movements	1310	886
Background Turning Movements (2024)	1473	1003
Total Committed Project Trips	245	324
Background Turning Movements plus Committed Project Trips	1718	1327
Peak Hour Factor (Int total = 0.93)	0.96	0.89
Truck Percentages	3%	3%
Pedestrian Volumes	0	0

US 301 at CR 110

Growth Rate Data - US 301 at CR 472			
Peak Season Factor			0.99
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2024 Growth Factor
CR 110	N/A	2.00%	1.040
US 301	6.57%	6.57%	1.131

AM Peak Hour Background Traffic Volumes - US 301 at CR 110														
Scenario	CR 110		CR 110		US 301				US 301					
	Eastbound		Westbound		Northbound				Southbound					
	Right		Right		U-turn	Left	Thru	Right	U-turn	Left	Thru	Right		
Observed Turning Movement Counts	2		9		19	0	856	9	11	6	845	1		
Existing (Peak Season) Turning Movements	2		9		19	0	847	9	11	6	837	1		
Background Turning Movements (2024)	2		9		21	0	958	10	12	7	947	1		
Peak Hour Factor (Int total =.95)	0.25		0.75		0.9				0.95					
Truck Percentages	0%		0%		3%				3%					
Pedestrian Volumes	0		0		0				0					

AM Peak Hour Background Traffic Volumes - US 301 at CR 110														
Scenario	CR 110		CR 110		US 301				US 301					
	Eastbound		Westbound		Northbound				Southbound					
	Right		Right		U-turn	Left	Thru	Right	U-turn	Left	Thru	Right		
Observed Turning Movement Counts	4		17		17	2	1255	15	8	9	830	2		
Existing (Peak Season) Turning Movements	4		17		17	2	1242	15	8	9	822	2		
Background Turning Movements (2024)	4		18		19	2	1405	17	9	10	930	2		
Peak Hour Factor (Int total = .96)	0.5		0.71				0.99				0.92			
Truck Percentages	0%		0%				2%				3%			
Pedestrian Volumes	0		0				0				0			

US 301 at CR 466 (Signalized)

Growth Rate Data - US 301 at CR 466			
Peak Season Factor			0.99
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2024 Growth Factor
CR 466	2.01%	2.01%	1.040
North US 301	4.52%	4.52%	1.090
South US 301	9.09%	9.09%	1.182

AM Peak Hour Background Traffic Volumes - US 301 at CR 466														
Scenario	CR 466				CR 466				US 301				US 301	
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Observed Turning Movement Counts	140	274	172	190	456	191	174	493	192	160	525	132		
Existing (Peak Season) Turning Movements	139	271	170	188	451	189	172	488	190	158	520	131		
Background Turning Movements (2024)	145	282	177	196	469	197	203	577	225	172	567	143		
Oxford Crossing (all phases) - Build-out Year 2023*	0	0	0	0	0	0	0	0	0	0	0	0		
The Keys at Wildwood I - Build-out Year 2024	0	0	0	0	0	9	0	4	0	27	11	2		
Total Committed Project Trips	0	0	0	0	0	9	0	4	0	27	11	2		
Background Turning Movements plus Committed Project Trips	145	282	177	196	469	206	203	581	225	199	578	145		
Peak Hour Factor (Int total = 0.99)	0.94			0.92			0.93			0.95				
Truck Percentages	1%			1%			3%			2%				
Pedestrian Volumes	1			0			0			2				

CR 216 at CR 209 (Stop Controlled)

Growth Rate Data - CR 216 at CR 209			
Peak Season Factor			0.99
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2024 Growth Factor
CR 216	N/A	2.00%	1.040
CR 209	-1.21%	1.00%	1.020

AM Peak Hour Background Traffic Volumes - CR 216 at CR 209									
Scenario	CR 216				CR 209			CR 209	
	Westbound				Northbound			Southbound	
	Left	Thru	Right	Thru	Thru	Right	Left	Thru	Thru
Observed Turning Movement Counts	12	1	47		120	23	48	48	109
Existing (Peak Season) Turning Movements	12	1	47		119	23	48	48	108
Background Turning Movements (2024)	12	1	49		121	23	49	49	110
<i>Twisted Oaks - Build-out Year - 2024</i>	6	0	0		19	18	0	0	7
<i>Total Committed Project Trips</i>	6	0	0		19	18	0	0	7
Background Turning Movements plus Committed Project Trips	18	1	49		140	41	49	49	117
Peak Hour Factor (Int total = 0.91)	0.75				0.72			0.77	
Truck Percentages	8%				5%			6%	
Pedestrian Volumes	0				0			0	

PM Peak Hour Background Traffic Volumes - CR 216 at CR 209									
Scenario	CR 216				CR 209			CR 209	
	Westbound				Northbound			Southbound	
	Left	Thru	Right	Thru	Thru	Right	Left	Thru	Thru
Observed Turning Movement Counts	44	1	79		100	31	49	49	81
Existing (Peak Season) Turning Movements	44	1	78		99	31	49	49	80
Background Turning Movements (2024)	46	1	81		101	32	50	50	82
<i>Twisted Oaks - Build-out Year - 2024</i>	22	0	0		12	13	0	0	21
<i>Total Committed Project Trips</i>	22	0	0		12	13	0	0	21
Background Turning Movements plus Committed Project Trips	68	1	81		113	45	50	50	103
Peak Hour Factor (Int total = 0.92)	0.91				0.89			0.79	
Truck Percentages	2%				5%			7%	
Pedestrian Volumes	0				0			0	

Appendix H

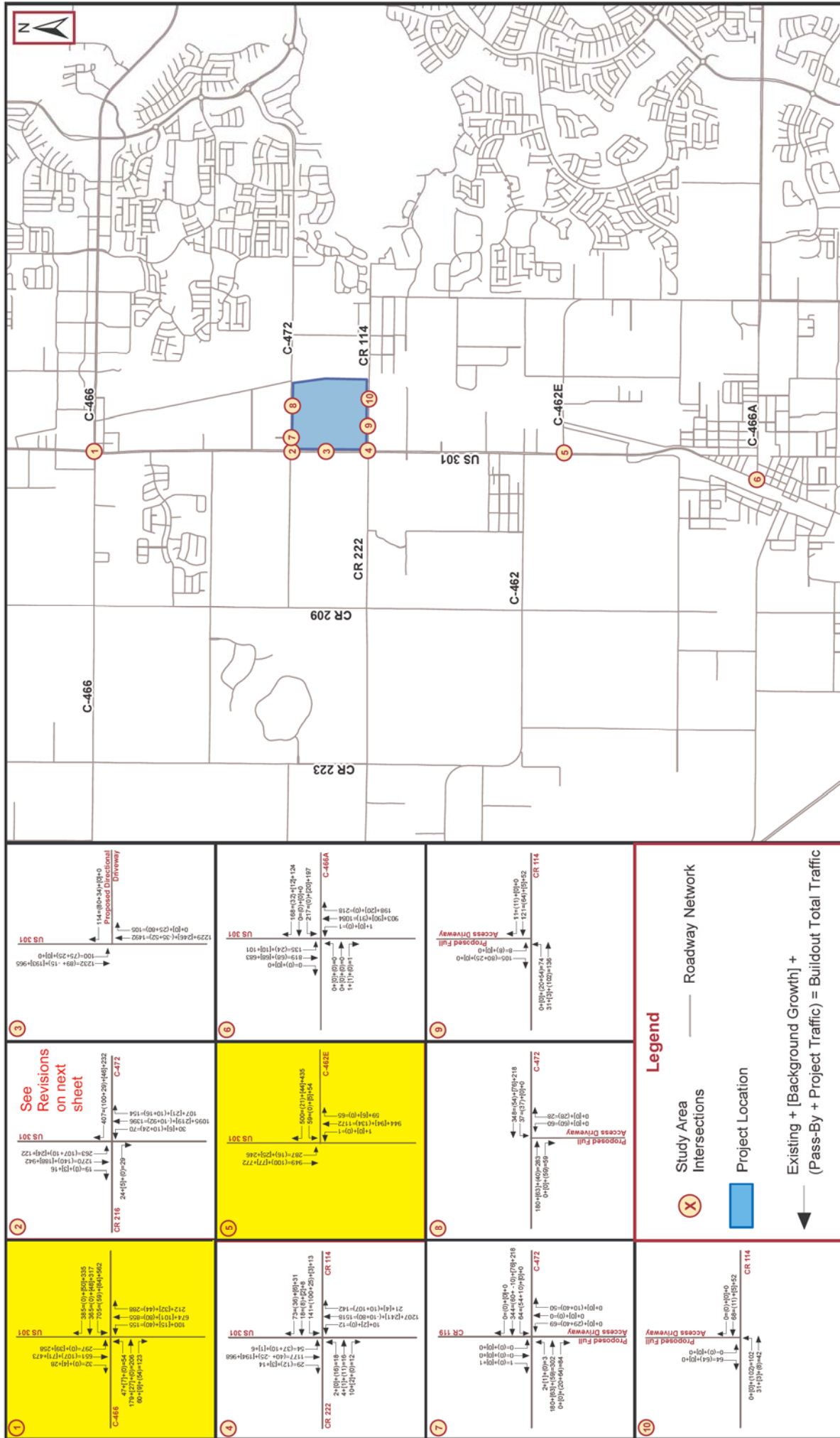
Committed Trips

Oxford Crossing

Table 4 – Future Buildout PM Peak Hour Roadway Segment Analysis

Roadway	From	To	Peak Hour Directional Service Capacity ¹	Future Year 2023 Non-Project PM Peak Hour Traffic Volumes ²		% Assign ³	PM Peak Hour Project Traffic		Future Year 2023 Buildout PM Peak Hour Traffic Volumes ⁴				LOS	
				NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		
C-466	CR 229 CR 209	CR 209 US 301	603 750	329 336	446 517	5.0% 8.0%	27 43	20 32	47 356	466 549	0.59 0.51	0.77 0.73	C D	C D
CR 472 / Rainey Trail	US 301 CR 117	CR 117 Lynn Haven Lane Buena Vista Blvd	675 675	386 420 420	307 386 409	16.0% 11.0% 8.0%	64 44 32	86 59 43	150 464 452	393 445 452	0.67 0.69 0.67	0.58 0.66 0.67	D D D	D D D
CR 114	US 301 CR 117	CR 117 CR 121	675 675	35 35	58 58	8.0% 2.0%	32 8	43 11	67 43	101 69	0.10 0.06	0.15 0.10	C C	C C
US 301	C-44A C-466A (Cleveland Ave) C-462 (S) C-462 (N) C-462 (N) CR 222 C-472 C-466 CR 204	C-466A (Cleveland Ave) C-462 (S) C-462 (N) C-462 (N) CR 222 C-472 C-466 Marion Co Boundary	2,000 2,000 1,740 2,000 2,000 2,000 2,000 2,000	942 1,110 1,159 1,159 1,446 1,517 1,321 1,398	961 894 897 897 1,073 1,021 803 768	17.5% 24.0% 29.0% 35.0% 40.0% 45.0% 20.0% 19.5%	94 128 155 187 214 179 80 78	70 96 115 139 159 241 107 104	164 224 270 326 373 420 187 1476	1,031 990 1,012 1,036 1,232 1,262 910 872	0.52 0.62 0.76 0.67 0.83 0.85 0.70 0.74	0.52 0.50 0.58 0.52 0.62 0.63 0.46 0.44	C C C C C C C C	C C C C C C C C

Note:
 1. Peak Hour / Peak Directional Service Volumes are reported from the Sumter County Transportation Management System Segment Report (June 2015). Existing Traffic Volumes are from FDOT and Sumter County published data sources.
 2. Future non-project traffic volumes are the summation of the existing PM peak hour volumes and background growth.
 3. Project trip assignment was based on the average percentage along the study roadway segment.
 4. Future buildout traffic volumes are the summation of the non-project traffic volumes and project traffic volumes.



© 2018 Kimley-Horn and Associates, Inc.
101 E Silver Springs Blvd, Suite 400, Ocala FL 34470
Phone: 352-238-3300
www.kimley-horn.com CA 00000696

FIGURE 2 - PM PEAK HOUR BUILDOUT PROJECT TRAFFIC VOLUMES

OXFORD CROSSINGS
WILDWOOD, FLORIDA

Not to Scale

April 2018

Project No: 142200001

Page 13

INTERSECTION VOLUME DEVELOPMENT

US 301 @ C-472
PM Peak Hour

Case	US 301 Northbound			US 301 Southbound			CR 216 Eastbound			C-472 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4/4/18 Observed Volumes	30	1,095	107	122	942	16	0	0	24	0	0	232
Peak Season Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2018 Peak Season Volumes	30	1,095	107	122	942	16	0	0	24	0	0	232
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
2023 Peak Season Volumes	36	1,314	128	146	1,130	19	0	0	29	0	0	278
2023 Non-Project Traffic	36	1,314	128	146	1,130	19	0	0	29	0	0	278
Project Assignment	6.0% OUT	23.0% OUT	3.0% IN	20.0% IN	28.0% IN & OUT	0.0% --	0.0% --	0.0% --	0.0% --	0.0% --	0.0% --	25.0% OUT
Project Traffic (Net New Trips)	24	92	16	107	140	0	0	0	0	0	0	100
Pass-By Traffic	10	-10	10	10	0	0	0	0	0	0	0	29
Total Build-Out Volumes	70	1,396	154	263	1,270	19	0	0	29	0	0	407

k:\occr_civil\142200001 - oxford crossings tia\analysis\calcs_oxfordcrossings+.xlsx\Int.#2

4/17/2018

Raw-To-Peak Season Factor: 1.00
Applied Growth Rate: 4.00%
Existing Year: 2018
Build-Out Year: 2023
Growth Factor: 1.20

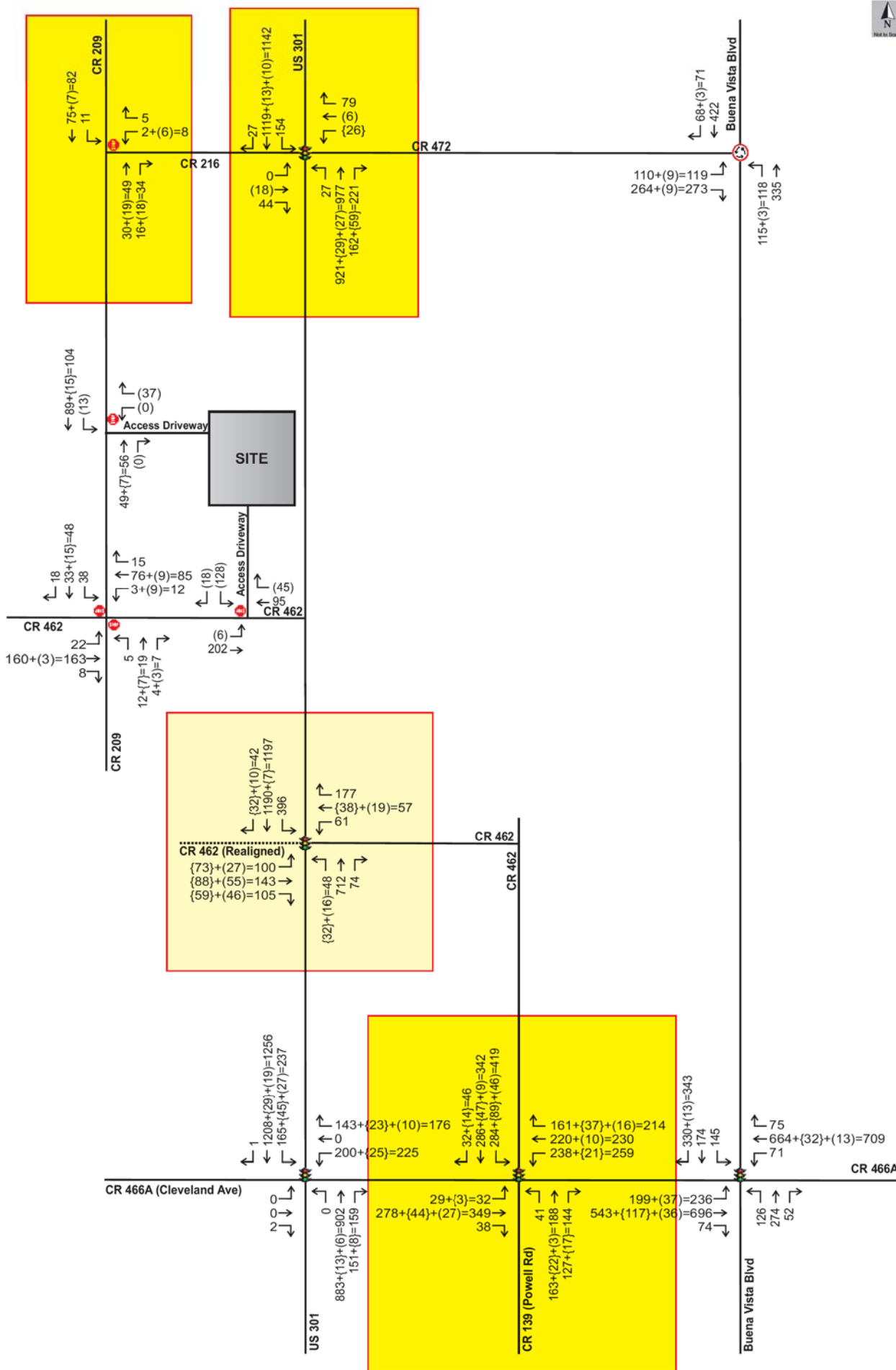
Twisted Oak

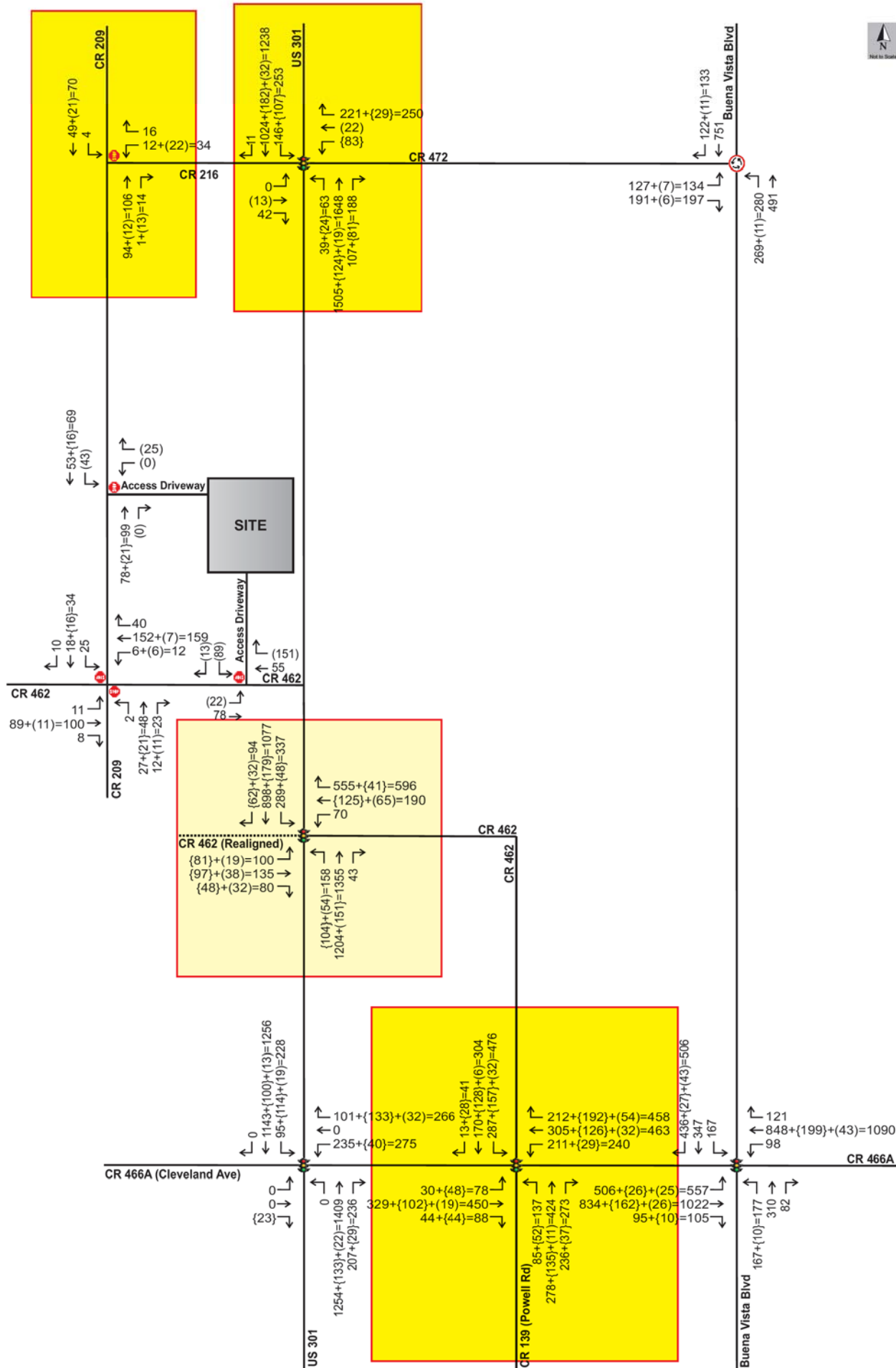
Table 6
Projected Roadway Segment Capacity Analysis- PM Peak Hour

Roadway Segment	# of LOS		PH Dir	AGR	Dir	Vested Trips	2024 Backg'd			Project		Projected Conditions		
	Lns	Std					Cap	%	Vol	LOS	V/C	Dist	Trips	Vol
CR 462														
CR 209 to US 301/ SR 35	2	D	1,190	1.00%	NB/EB SB/WB	0 0	108 257	C C	0.09 0.22	70%	89 89	197 346	C D	0.17 0.29
US 301/ SR 35 to CR 131	2	F	1640	1.21%	NB/EB SB/WB	157 175	573 841	B C	0.35 0.51	30%	38 38	611 879	C C	0.37 0.54
CR 131 to CR 121	2	F	1640	1.21%	NB/EB SB/WB	97 126	513 792	B C	0.31 0.48	30%	38 38	551 830	B C	0.34 0.51
CR 121 to CR 134	2	F	1640	1.00%	NB/EB SB/WB	124 141	793 655	C C	0.48 0.40	30%	38 38	831 693	C C	0.51 0.42
CR 134 to CR 466A	2	F	1640	1.00%	NB/EB SB/WB	344 456	1,013 970	D D	0.62 0.59	30%	38 38	1,051 1,008	D D	0.64 0.61
CR 466A														
US 301/SR 35 to CR 462/CR 139	2	D	825	1.00%	NB/EB SB/WB	227 238	725 753	D D	0.88 0.91	15%	19 19	744 772	D D	0.90 0.94
CR 462/CR 139 to CR 133 (NE 57th Dr)	4	D	1900	1.00%	NB/EB SB/WB	296 347	1,410 1,521	C C	0.74 0.80	40%	51 51	1,461 1,572	C C	0.77 0.83
CR 133 (NE 57th Dr) to Buena Vista Blvd	4	D	1900	1.19%	NB/EB SB/WB	198 236	1,478 1,582	C C	0.78 0.83	40%	51 51	1,529 1,633	C C	0.80 0.86
CR 472														
US 301/SR 35 to CR 117	2	D	713	1.00%	NB/EB SB/WB	188 112	475 320	D C	0.67 0.45	10%	13 13	488 333	D C	0.68 0.47
CR 117 to Lynn Haven Ln	2	D	713	1.00%	NB/EB SB/WB	65 83	346 470	C D	0.49 0.66	10%	13 13	359 483	D D	0.50 0.68
Lynn Haven Ln to Buena Vista Blvd	2	D	675	1.00%	NB/EB SB/WB	65 83	407 361	D D	0.60 0.53	10%	13 13	420 374	D D	0.62 0.55
CR 209														
CR 462 E to CR 216	2	D	616	1.00%	NB/EB SB/WB	21 16	99 69	C C	0.16 0.11	20%	25 25	124 94	C C	0.20 0.15
CR 216														
CR 209 to US 301/SR 35	2	D	675	1.00%	NB/EB SB/WB	0 0	5 29	C C	0.01 0.04	10%	13 13	18 42	C C	0.03 0.06

Source: 2014/2015 Sumter County TMS Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments, as provided by Sumter County, and 50% of traffic generated by Twisted Oaks Pointe

The capacity analysis reveals that all the study roadway segments are projected to continue to operate within their adopted capacities at the project buildout.





Background+(Committed)+(Project)=Total



Projected PM Peak Hour Intersection Volumes

Highfield at Twisted Oaks
21184.1 v2.0

Figure

7

The Keys at Wildwood I

TABLE 2
STUDY NETWORK

Roadway	From	To	Lanes	Two-Way Capacity(1)	Percent Project Traffic	Project Traffic (PM Peak)	Percent Consumed	Study Network?
US 301	CR466	Project Access	4 LD	3,580	67.0%	68	1.9%	Yes (2)
	Project Access	CR204	4 LD	3,580	33.0%	34	0.9%	Yes (2)
CR466	CR209	US 301	2 LU	1,197	2.9%	3	0.3%	No
	US 301	CR105	4 LD	3,222	44.0%	45	1.4%	No

(1) Based on 2020 FDOT Capacity Tables.

(2) Abutting roadway included in the Analysis.

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/09/22

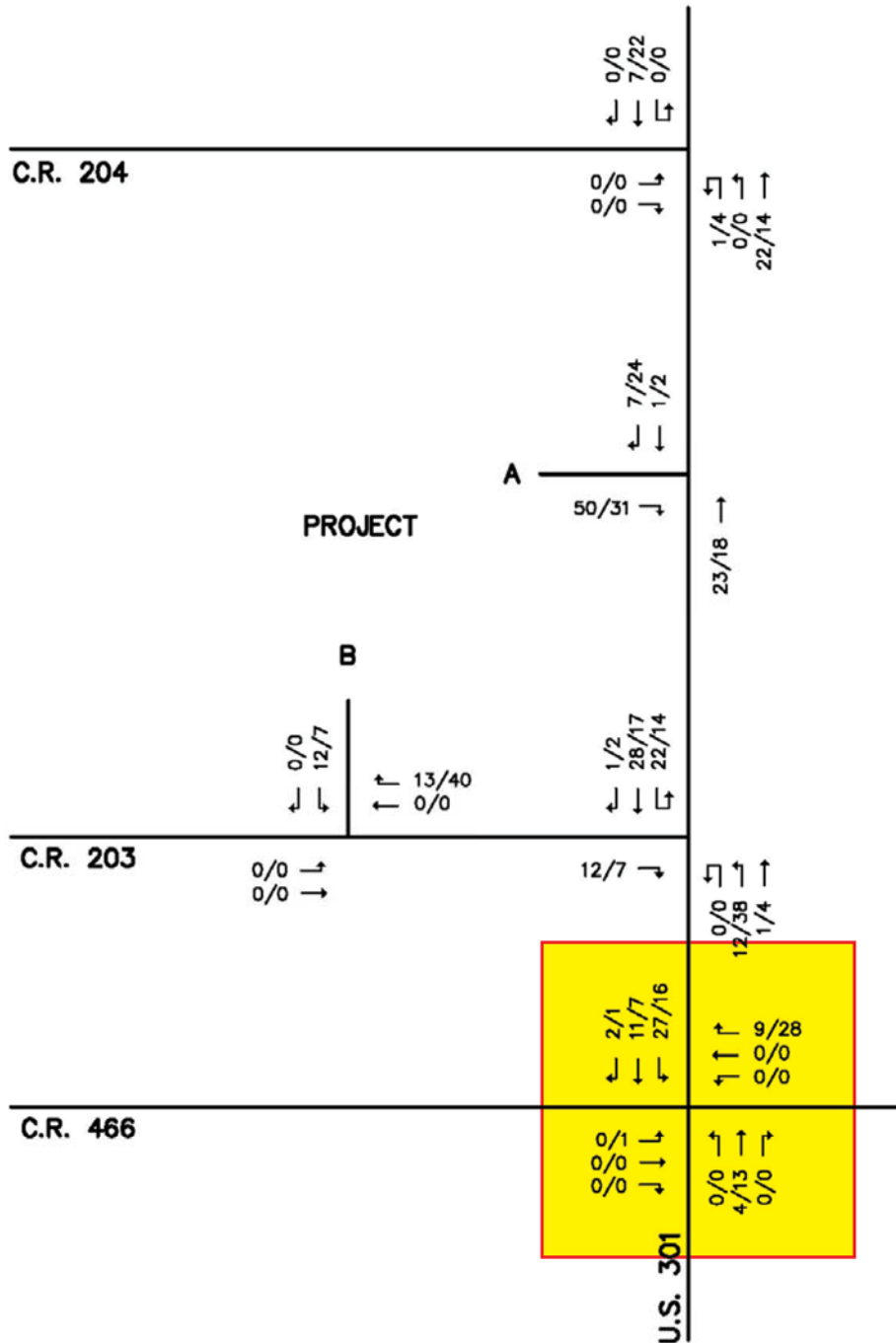


FIGURE 2
PROJECT TRAFFIC



The Keys at Wildwood II



TABLE 2
STUDY NETWORK

Roadway	From	To	Lanes	Two-Way Capacity (1)	Percent Project Traffic	Project Traffic (PM Peak)	Percent Consumed	Study Network?
CR 472	US 301	CR117	2 LU	1,197	38.9%	68	5.7%	Yes
	CR117	Lynn Haven Ln	2 LU	1,197	43.4%	77	6.3%	Yes
	Lynn Haven Ln	Buena Vista Blvd	2 LU	1,197	37.3%	66	5.5%	Yes
US 301	CR222	CR472	4 LD	3,580	16.3%	29	0.8%	No
	CR472	CR466	4 LD	3,580	22.6%	40	1.1%	No
Buena Vista Blvd	Temberry Forest Dr	CR472	4 LD	3,222	10.5%	18	1.5%	No
	CR472	Belvedere Blvd	4 LD	3,222	26.6%	47	0.6%	No
CR 117	CR472	Project	2 LU	1,197	82.3%	145	12.1%	Yes
	Project	CR 114	2 LU	1,197	17.7%	31	2.6%	Yes(2)

(1) Based on 2020 FDOT Capacity Tables.
(2) Abutting roadway included in the Analysis.

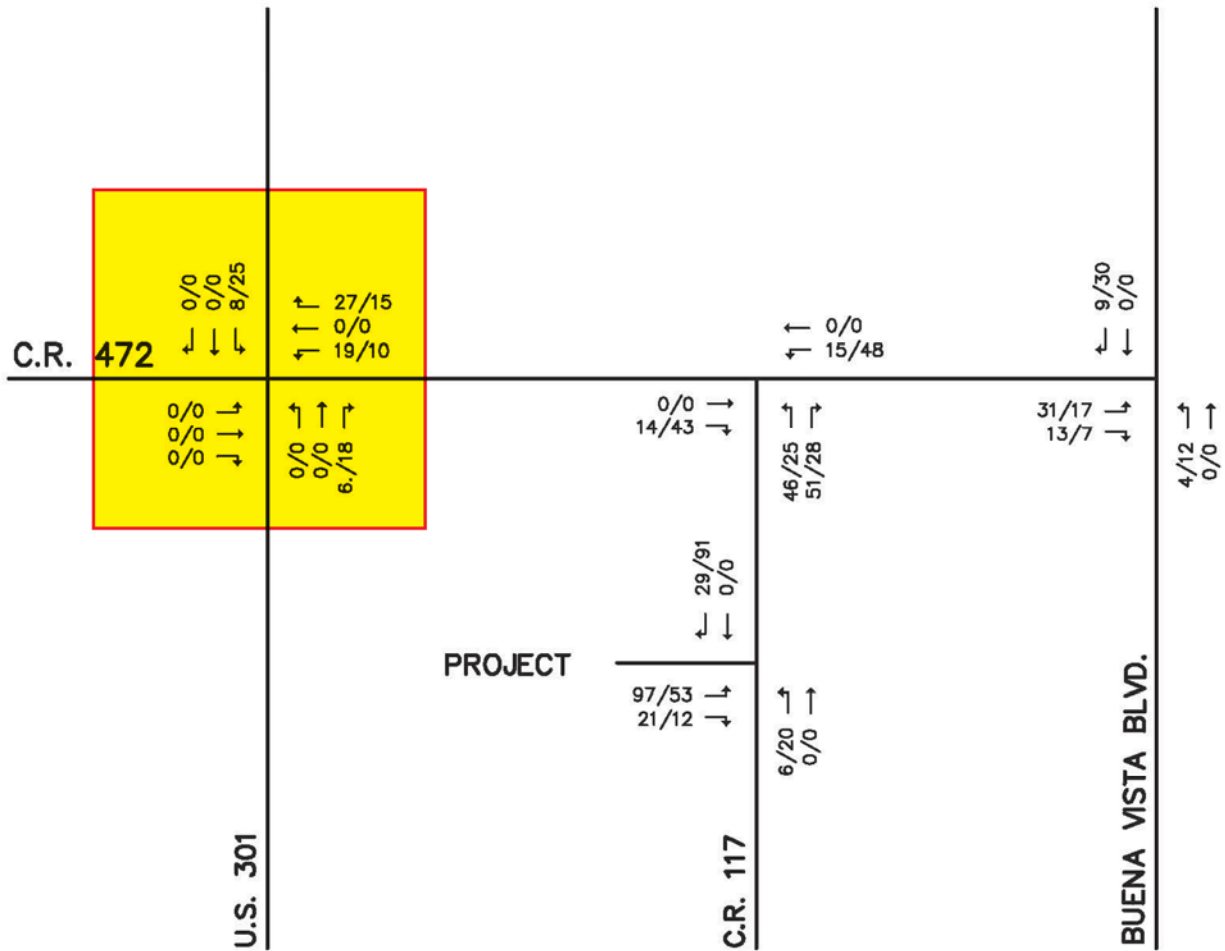


09/21/21

NORTH
nts

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC

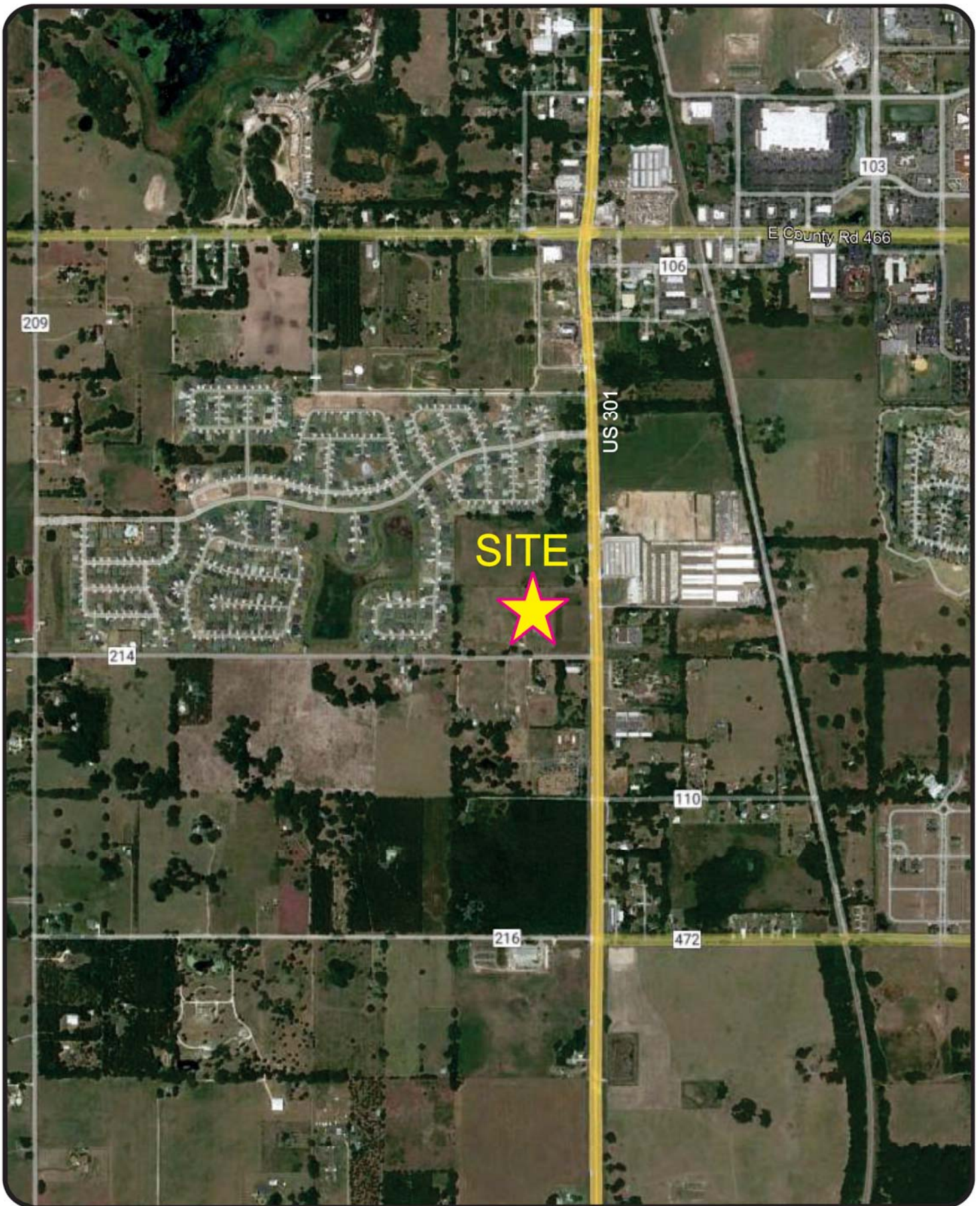


Where is the intersection with CR 114. Please include

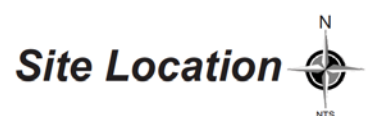
FIGURE 2
PROJECT TRAFFIC



Wildwood Storage Facility



Wildwood Storage Facility
Project № 5614
Figure 1



PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were determined for the project's buildout year in 2024 by expanding existing traffic with a growth factor and adding the approved Oxford Residential trips. The growth factor was based upon a trends analysis of daily traffic volumes on US 301 which indicated an annual growth rate of 3.0% representing a two-year growth factor of 1.06. The trends analysis chart is included in **Appendix D**.

Roadway Segment Analysis

The analysis of projected traffic conditions to the abutting roadway segments is summarized in **Table 4**. The table shows that the roadway segments will continue to operate satisfactorily with trips from the proposed development and from the Oxford Residential development added.

Table 4
Projected Roadway Segment Analysis

Roadway Segments	Lns	Adopted		2-Way Peak Hour Volume				V/C Ratio
		LOS	Capacity	Background*	Oxford Residential	Project	Total	
A.M. PEAK HOUR								
US 301								
C-472 to C-466	4LD	D	3,580	2,318	22	4	2,344	0.66
CR 214								
Adjacent to the Site	2U	D	1,197	71	0	8	79	0.07
P.M. PEAK HOUR								
US 301								
C-472 to C-466	4LD	D	3,580	2,763	29	7	2,799	0.78
CR 214								
Adjacent to the Site	2U	D	1,197	49	0	12	61	0.05

*Existing x 1.06

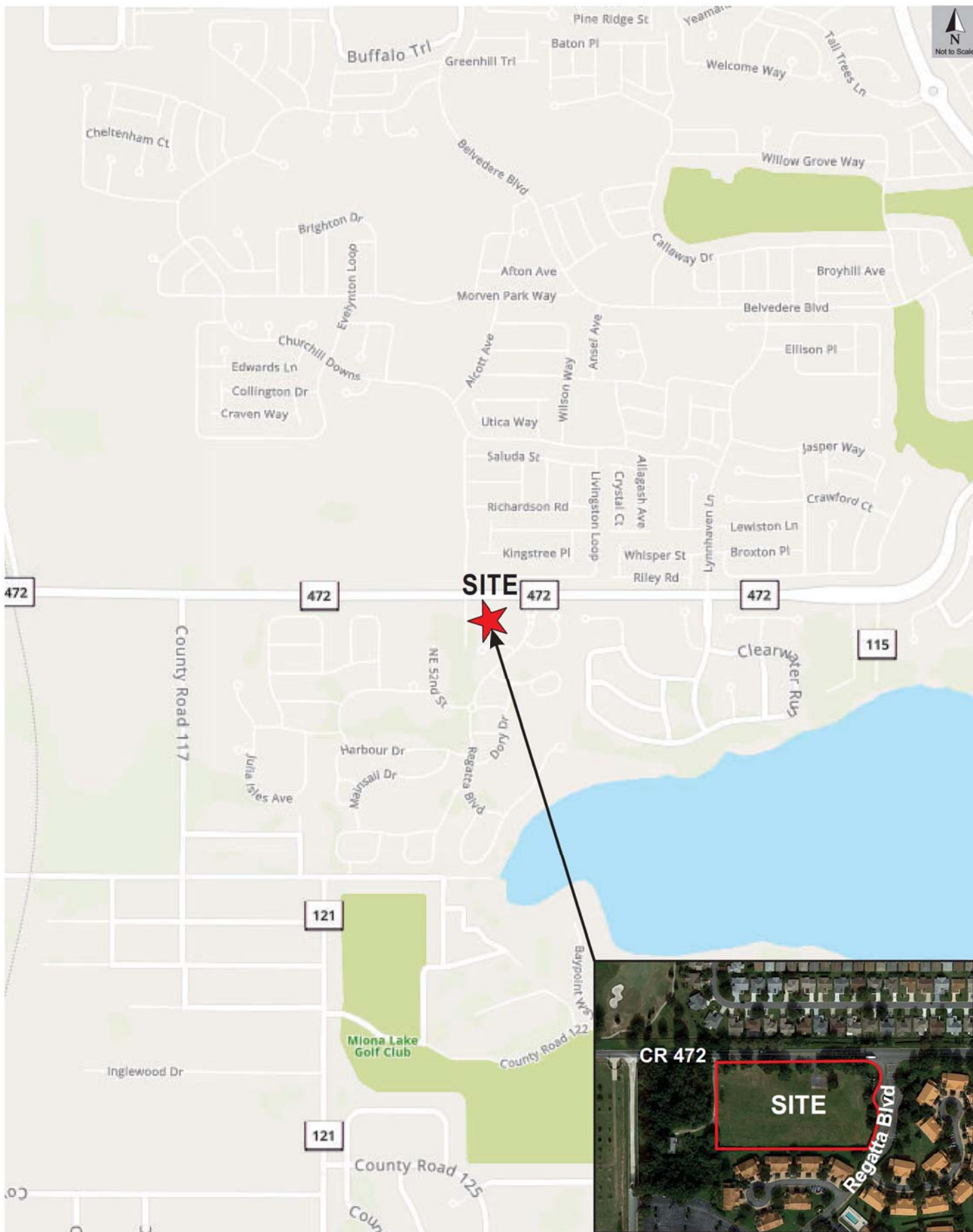


Oxford Residential

SITE IS CURRENTLY BUILT-OUT
SO COMMITTED TRIPS WERE
CAPTURED WITH TURNING
MOVEMENT COUNTS.



Stonegate Lakeside Landing



4.0 PROJECTED CONDITIONS ANALYSIS

An analysis of background and projected conditions was conducted to determine the impact of the proposed development on roadway segment capacity, as well as the proposed access connections and intersections to the site. The project buildout year for the analysis is 2022.

4.1 Background Traffic Projection

Projected background traffic growth for the buildout year 2022 was calculated based on historical growth trends experienced within the study area. The growth rate was established based on historical traffic volume (AADT) obtained from *Sumter County Annual Traffic Counts 2020 Volumes Summary*. A 3.71% annual growth rate was applied to the existing volumes. The growth rate trend analysis is included in **Appendix I**.

4.2 Projected Roadway Segment Capacity

Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities obtained from the *Sumter County TMS Segment Report - 2014/15 Level of Service*. The total projected traffic volume is composed of background traffic and project trips.

Table 4 summarizes the roadway segment capacity analysis. The projected traffic analysis reveals that the study roadway segment will continue to operate at an acceptable LOS.

Table 4
Projected Roadway Segment Capacity Analysis

Road Name	#	LOS	LOS	AGR	Background 2022			% Dist	Project Trips		Total Volume		
	LNS	Std	Cap		NB/EB	SB/WB	LOS		NB/EB	SB/WB	NB/EB	SB/WB	LOS
CR 472													
CR 117 to Lynn Haven Lane	2	D	675	3.71%	353	287	D	50%	7	10	360	297	D

AGR denotes Annual Growth Rate

Intersections are outside of the Terwilliger Study Area.

Dairy Queen Grill and Chill

Table 1: Trip Generation Potential

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Fast-Food Restaurant with Drive-Through	2,612 SF	1,230	105	54	51	85	44	41
Pass-By Traffic	Daily AM PM							
Pass-By Capture (Sumter County)	20% 20% 20%	246	21	11	10	17	9	8
10% of Adjacent Street Traffic	10%	2,682	196	98	98	216	108	108
	<i>Subtotal</i>	246	21	11	10	17	9	8
Driveway Volumes		1,230	105	54	51	85	44	41
TOTAL NET NEW TRIPS		984	84	43	41	68	35	33
Note: Trip Generation was calculated using the data from ITE's Trip Generation Manual, 10th Edition <u>Fast-Food Restaurant with Drive-Through Window [ITE 934]</u> Daily $T = 470.95 \times (X)$; (X is SF/1000); (50% in, 50% out) AM Peak Hour of Adjacent Street $T = 40.19 \times (X)$; (X is SF/1000); (51% in, 49% out) PM Peak Hour of Generator $T = 32.67 \times (X)$; (X is SF/1000); (52% in, 48% out)								

STUDY AREA

Sumter County guidelines require that roadway segments adjacent to the proposed development, as well as roadway segments having 3% or greater impact or 70 peak hour two-way trips shall be included in the study area. The only roadway segment having a greater than 3% impact is the adjacent roadway segment of CR 216 between the site driveway and US 301. The project has a less than 1% de minimis impact on all other adjacent roadway segments. No roadway segments have greater than 70 net new PM peak hour two-way project trips.

Table 2: Project Traffic Significance

Roadway From To		Functional Classification	Area Type	Adopted LOS	# of Lanes	Peak Hour Directional Service Capacity ¹	PM Peak Hour Project Traffic			Percent Project Impact ⁴
							% Assign	NB/EB	SB/WB	
CR 216										
CR 209	Site	Local	U	D	2	540	2.0%	1	1	0.2%
Site	US 301	Local	U	D	2	540	98.0%	32	34	6.3%
US 301										
CR 222	C-472	Principal Arterial	U	D	4	2,000	44.0%	15	15	0.8%
C-472	C-466	Principal Arterial	U	D	4	2,000	46.0%	15	16	0.8%

K:\OCA_Civil\142889000-Wildwood DQ TIA\calcs\Traffic calculations_rev200604.xlsx\Roadway Impact

Note 1: Peak Hour Directional Service Capacity was obtained from the 2013 FDOT Quality/Level of Service Tables.

Note 2: The percent impact was calculated as the maximum project traffic in one direction divided by the peak hour service capacity.

The Sumter County guidelines require major intersections within significantly impacted roadway segments and within 1,000 feet of the site to be evaluated. The intersection of CR 216 at US 301 is the only intersection that meets this criterion. The study will focus on the analysis of the adjacent roadway segments, intersection of CR 216 at US 301, and the proposed driveway connection on CR 216.



June 4, 2020

Mr. Steven Cohoon
Sumter County Public Works
319 E Anderson Ave.
Bushnell, FL 33513

RE: ***Dairy Queen US 301 at CR 216 –TIA methodology;
Kimley-Horn Project No. 142889000***

Dear Mr. Cohoon:

A traffic impact analysis was provided to the City of Wildwood in April 2020 to support a zoning and conceptual site plan submittal for a proposed Dairy Queen located in the southwest corner of the intersection of US 301 and CR 216. Sumter County provided comments on the TIA and requested that a methodology be submitted for review and approval prior to resubmittal of the updated TIA. Below is our proposed methodology for review and approval.

PROJECT TRAFFIC

Trip generation potential for the proposed development was calculated based upon equations contained in the ITE *Trip Generation Manual*, 10th Edition. Pass-by capture listed in the ITE *Trip Generation Handbook*, 3rd Edition is 49% for the AM peak hour and 50% for the PM peak hour. Sumter County guidelines require the pass-by capture to be limited to 20% of the total gross trips. Therefore, a 20% pass-by capture was applied although this will result in higher net new trips than are anticipated based on ITE methodologies. The calculated pass-by capture was checked against the existing traffic on the adjacent section of US 301 and found to be less than 10%.

The proposed development has the potential to generate 984 daily, 84 AM peak hour (43 entering, 41 exiting), and 68 PM peak hour (35 entering, 33 exiting) net new external trips. Table 1 illustrates the trip generation calculations for the site.

The trip distribution for the site was determined based on the existing traffic distribution at the intersection of US 301 and CR 216. The cardinal trip distribution used for the net new trips is as follows:

- 2 percent to the west along CR 216
- 8 percent to the east to CR 472
- 46 percent to the north along US 301
- 44 percent to the south along US 301

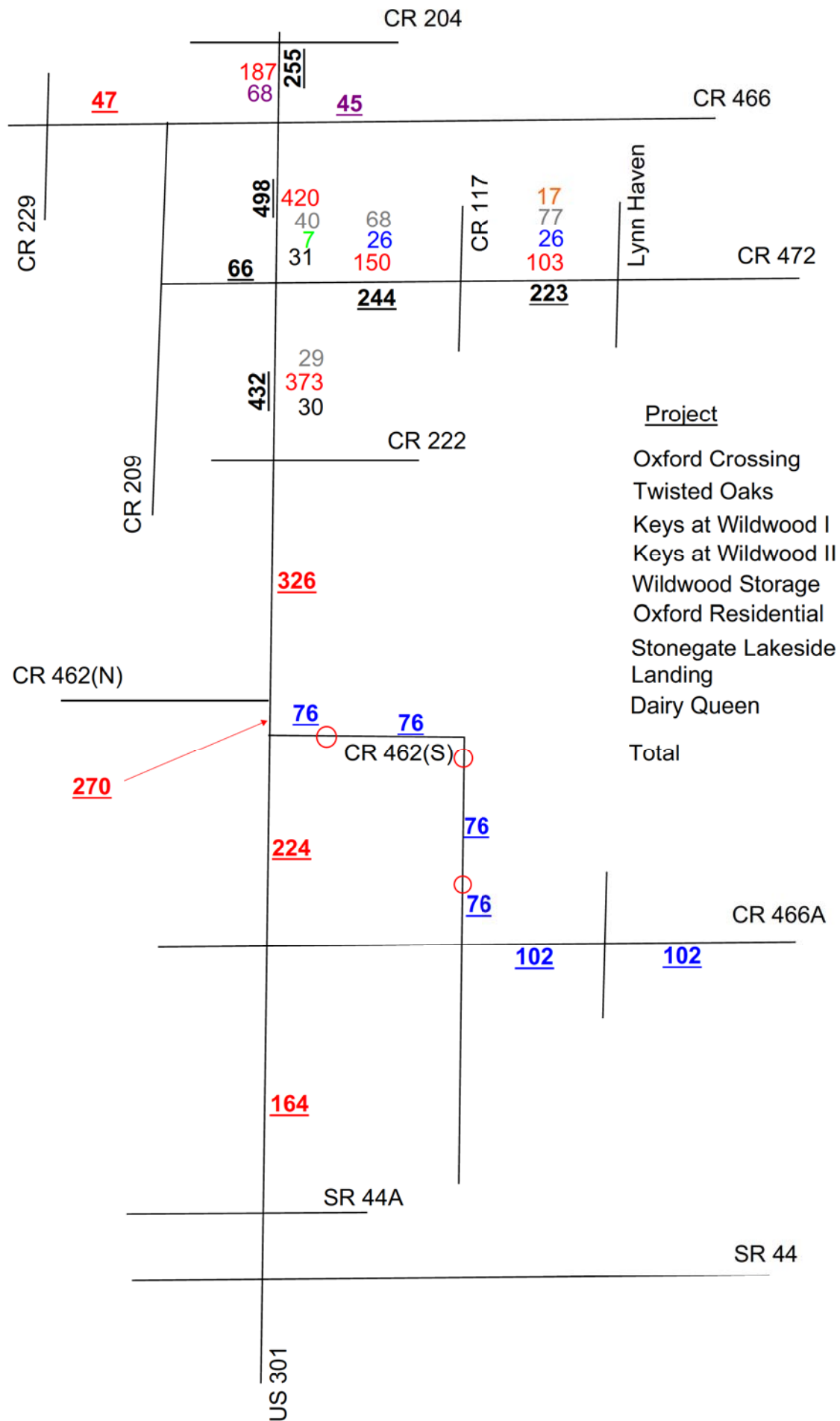
The pass-by traffic distribution along US 301 was 51% to the north and 49% to the south, since all pass-by traffic was assumed to come from US 301. The pass-by traffic from US 301 was also evaluated along CR 216 fronting the project driveway.

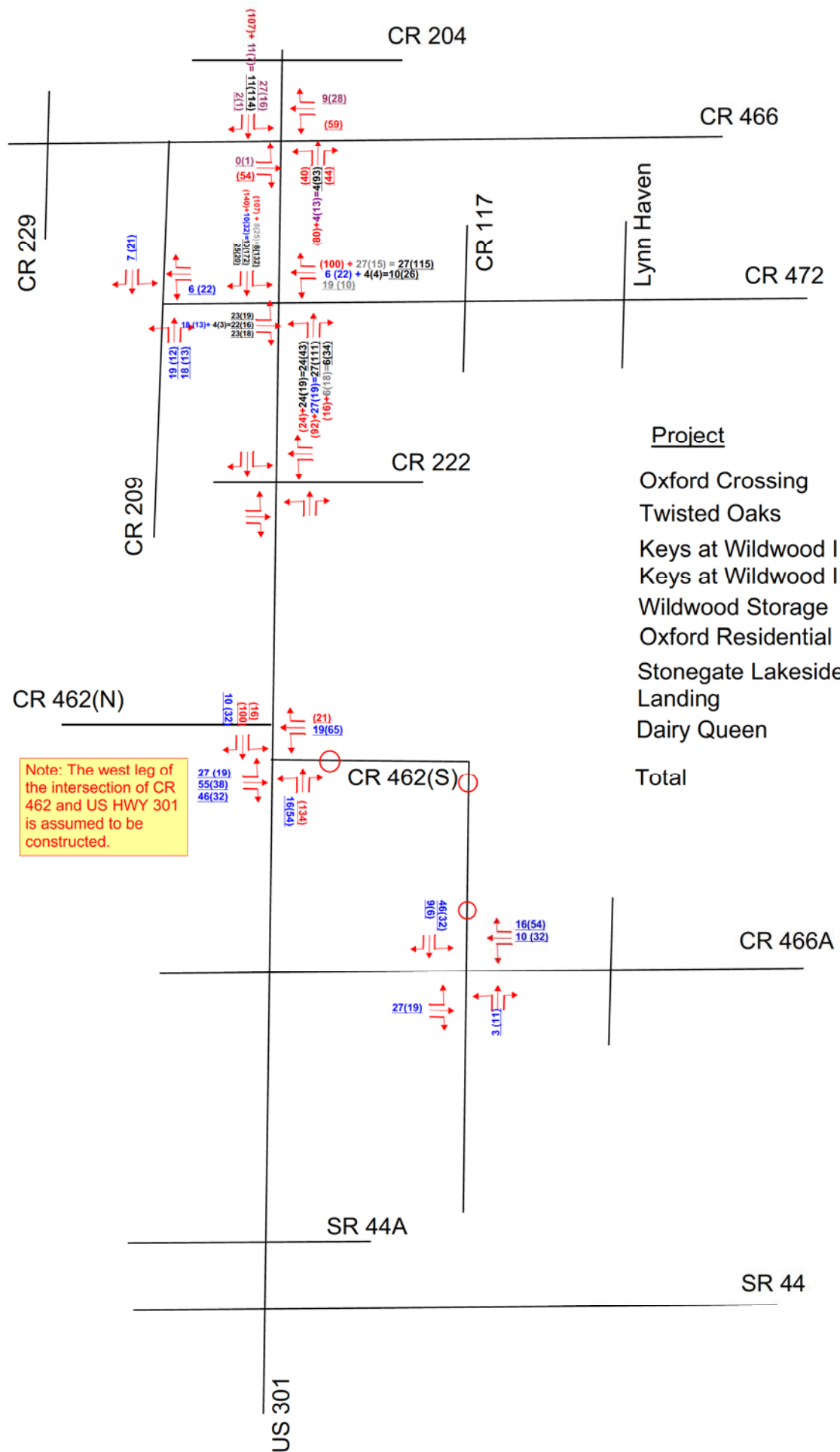
The site is proposed to have one driveway onto CR 216 and no direct access to US 301.

		AM		PM		
		IN	OUT	IN	OUT	
		54	51	44	41	
to/from west	0.02	1	1	1	1	
to/from east	0.08	4	4	4	3	
to/from north	0.46	25	23	20	19	
to/from south	0.44	24	23	19	18	
	AM					
	EBL	EBT	EBR	WBT	NBL	SBR
	23	4	23	4	24	25
	PM					
	EBL	EBT	EBR	WBT	NBL	SBR
	19	3	18	4	19	20

Committed trips from Dairy Queen at CR 216 and HWY 301

Combined Committed Trips





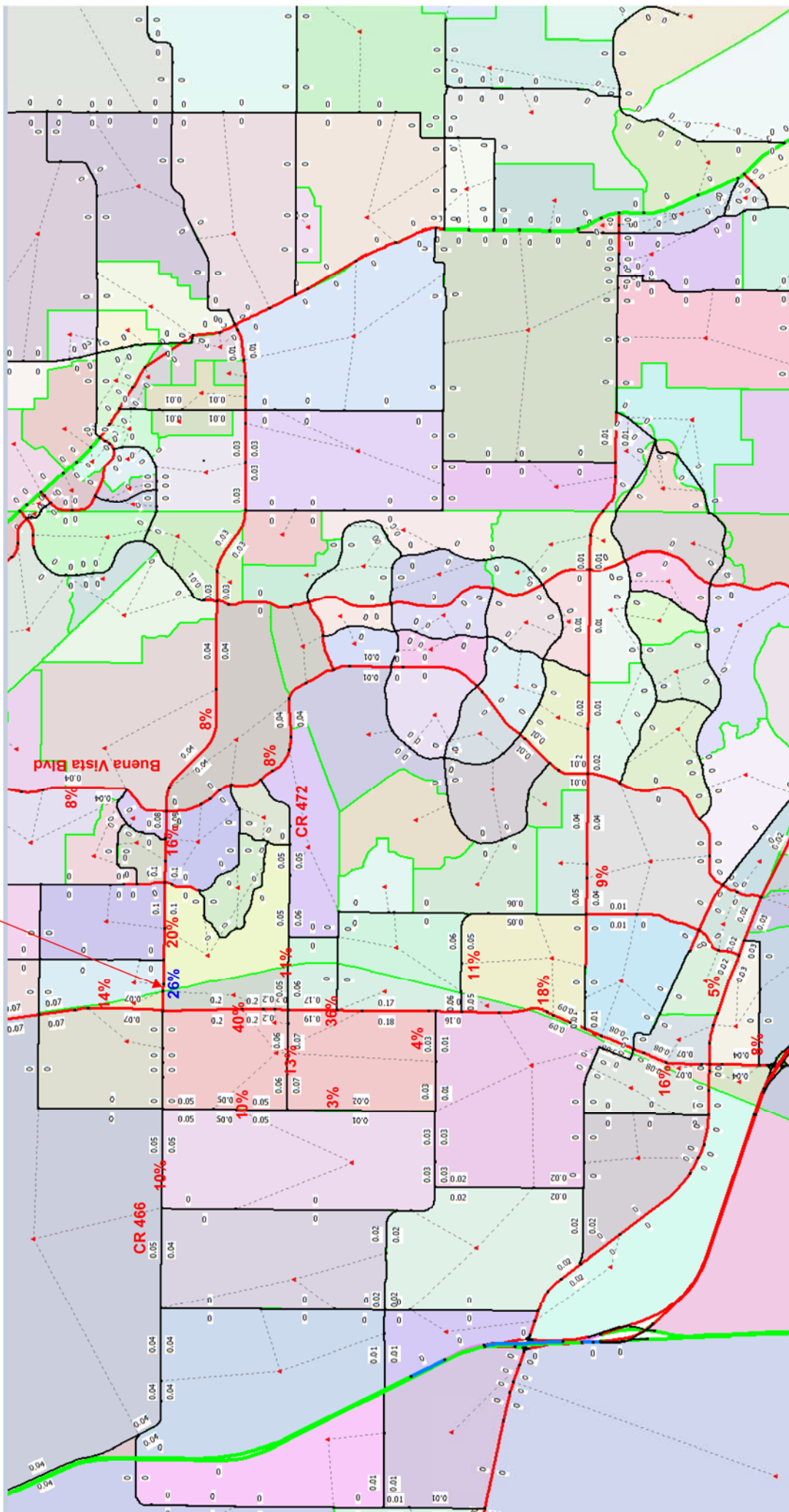
Combined Committed Turning Movements

Appendix I

Trip Distribution

Calculations

ESTIMATE



Appendix J

Straight Line Diagram

Appendix K

Synchro and HCS

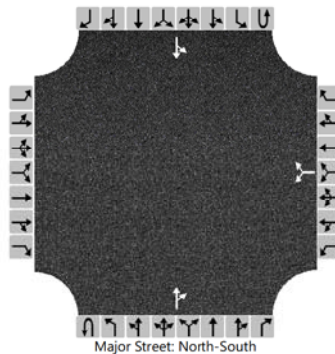
Reports

AM Existing

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Deborah Cueva	Intersection	CR 216 @ CR 209
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	6/22/2022	East/West Street	CR 216
Analysis Year	2022	North/South Street	CR 209
Time Analyzed	AM Peak	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						12		47			119	23		48	108	
Percent Heavy Vehicles (%)						8		8						6		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.48		6.28						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.57		3.37						2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						65								53		
Capacity, c (veh/h)						808								1400		
v/c Ratio						0.08								0.04		
95% Queue Length, Q ₉₅ (veh)						0.3								0.1		
Control Delay (s/veh)						9.8								7.7		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.8								2.6			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

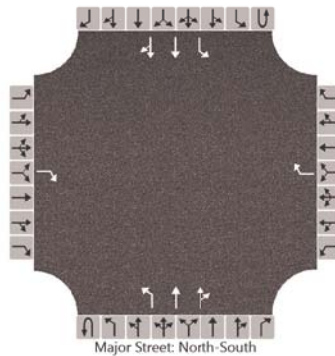
General Information

Analyst	Deborah Cueva
Agency/Co.	CHW
Date Performed	6/22/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Existing

Site Information

Intersection	US HWY 301 @ CR 110
Jurisdiction	Alachua County
East/West Street	CR 110
North/South Street	US HWY 301
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	2	0	0	1	2	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				2				9	19	0	847	9	11	6	837	1
Percent Heavy Vehicles (%)				0				0	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)				6.90				6.90	6.46	4.16			6.46	4.16		
Base Follow-Up Headway (sec)				3.3				3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)				3.30				3.30	2.53	2.23			2.53	2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				2				9		20				18		
Capacity, c (veh/h)				570				562		391				454		
v/c Ratio				0.00				0.02		0.05				0.04		
95% Queue Length, Q ₉₅ (veh)				0.0				0.1		0.2				0.1		
Control Delay (s/veh)				11.3				11.5		14.7				13.2		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.3				11.5				0.3				0.3			
Approach LOS	B				B											

AM Existing
3: US 301 & E County Rd 462

11/29/2022

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	50	327	8	781	112	294	744
Future Volume (vph)	50	327	8	781	112	294	744
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	230	190		0	320	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor							
Frt		0.850		0.981			
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1719	1538	1703	3341	0	1736	3471
Flt Permitted	0.950		0.346			0.175	
Satd. Flow (perm)	1719	1538	620	3341	0	320	3471
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		315		25			
Link Speed (mph)	40			45			45
Link Distance (ft)	4681			2521			5356
Travel Time (s)	79.8			38.2			81.2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	6%	6%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Adj. Flow (vph)	55	359	9	858	123	320	809
Shared Lane Traffic (%)							
Lane Group Flow (vph)	55	359	9	981	0	320	809
Turn Type	Prot	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	4		1	6		5	2
Permitted Phases		4	6			2	
Detector Phase	4	4	1	6		5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		5.0	15.0
Minimum Split (s)	39.0	39.0	11.0	34.0		11.0	25.0
Total Split (s)	21.0	21.0	17.0	45.0		17.0	45.0
Total Split (%)	25.3%	25.3%	20.5%	54.2%		20.5%	54.2%
Maximum Green (s)	15.0	15.0	11.0	38.0		11.0	38.0
Yellow Time (s)	4.0	4.0	4.0	5.0		4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0		6.0	7.0
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0

AM Peak Existing 2:49 pm 06/20/2022 Baseline

Synchro 11 Report
Page 5

AM Existing
3: US 301 & E County Rd 462

11/29/2022



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None	Min		None	Min
Walk Time (s)	7.0	7.0		7.0			
Flash Dont Walk (s)	26.0	26.0		20.0			
Pedestrian Calls (#/hr)	0	0		0			
Act Effct Green (s)	9.0	9.0	32.4	25.5		43.7	41.0
Actuated g/C Ratio	0.14	0.14	0.50	0.39		0.67	0.63
v/c Ratio	0.23	0.74	0.02	0.74		0.70	0.37
Control Delay	29.7	16.3	5.0	20.3		18.7	7.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	29.7	16.3	5.0	20.3		18.7	7.6
LOS	C	B	A	C		B	A
Approach Delay	18.1			20.1			10.7
Approach LOS	B			C			B
Queue Length 50th (ft)	19	15	1	156		37	56
Queue Length 95th (ft)	57	105	6	256		#193	176
Internal Link Dist (ft)	4601			2441			5276
Turn Bay Length (ft)		230	190			320	
Base Capacity (vph)	407	605	548	2014		460	2260
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.14	0.59	0.02	0.49		0.70	0.36

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 65.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 15.6

Intersection LOS: B

Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 301 & E County Rd 462

Ø1	Ø2	Ø4
17 s	45 s	21 s
Ø5	Ø6	
17 s	45 s	

AM Existing
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	23	52	67	39	50	26	805	79	96	724	47
Future Volume (vph)	38	23	52	67	39	50	26	805	79	96	724	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	400		0	380		400	380		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.897			0.915				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1623	0	1656	1595	0	1752	3505	1568	1736	3440	0
Flt Permitted	0.692			0.701			0.343			0.225		
Satd. Flow (perm)	1252	1623	0	1222	1595	0	633	3505	1568	411	3440	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60			43				158			8
Link Speed (mph)		40			45			55			55	
Link Distance (ft)		5272			10370			3976			1158	
Travel Time (s)		89.9			157.1			49.3			14.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	44	27	60	76	44	57	28	875	86	102	770	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	87	0	76	101	0	28	875	86	102	820	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	44.5	44.5		44.1	44.1		13.1	31.6	31.6	13.1	31.6	
Total Split (s)	39.0	39.0		39.0	39.0		15.5	67.0	67.0	34.0	85.5	
Total Split (%)	27.9%	27.9%		27.9%	27.9%		11.1%	47.9%	47.9%	24.3%	61.1%	
Maximum Green (s)	31.5	31.5		32.3	32.3		7.8	59.5	59.5	25.9	77.9	
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5	8.1	7.6	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

AM Peak Existing 2:49 pm 06/20/2022 Baseline

Synchro 11 Report
Page 7

AM Existing
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	30.0	30.0		30.0	30.0			17.0	17.0		17.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)	9.5	9.5		10.3	10.3		28.3	23.9	23.9	32.8	30.6	
Actuated g/C Ratio	0.16	0.16		0.17	0.17		0.46	0.39	0.39	0.54	0.50	
v/c Ratio	0.23	0.29		0.37	0.33		0.07	0.64	0.12	0.26	0.47	
Control Delay	29.2	14.8		31.4	19.8		6.4	18.8	0.6	7.7	12.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	29.2	14.8		31.4	19.8		6.4	18.8	0.6	7.7	12.5	
LOS	C	B		C	B		A	B	A	A	B	
Approach Delay		19.6			24.8			16.8			11.9	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	15	9		26	19		4	142	0	14	71	
Queue Length 95th (ft)	45	45		70	64		13	233	3	36	203	
Internal Link Dist (ft)		5192			10290			3896			1078	
Turn Bay Length (ft)	200			400			380		400	380		
Base Capacity (vph)	692	924		692	922		458	3198	1444	860	3422	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.09		0.11	0.11		0.06	0.27	0.06	0.12	0.24	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 61

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 15.6

Intersection LOS: B

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: US 301 & County Rd 216/Sumter County Rd 472

		
Ø1	Ø2	Ø4
34 s	67 s	39 s
		
Ø5	Ø6	Ø8
15.5 s	85.5 s	39 s

AM Existing
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	271	170	188	451	189	172	488	190	158	520	131
Future Volume (vph)	139	271	170	188	451	189	172	488	190	158	520	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00					0.98					1.00	
Frt			0.850			0.850			0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1881	1599	3467	1881	1599	1752	3505	1568	1770	3417	0
Flt Permitted	0.950			0.950			0.163			0.319		
Satd. Flow (perm)	1784	1881	1599	3467	1881	1574	301	3505	1568	594	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			115			204		17	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)	2					2	1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	148	288	181	204	490	205	185	525	204	166	547	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	288	181	204	490	205	185	525	204	166	685	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	26.8	41.1	41.1	45.7	60.0	60.0	37.3	73.7	73.7	36.9	73.3	
Total Split (%)	13.6%	20.8%	20.8%	23.2%	30.4%	30.4%	18.9%	37.3%	37.3%	18.7%	37.1%	
Maximum Green (s)	20.0	35.0	35.0	38.0	53.2	53.2	30.0	66.4	66.4	30.0	66.0	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

AM Peak Existing 2:49 pm 06/20/2022 Baseline

Synchro 11 Report
Page 9

AM Existing
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		23.0	23.0		20.0	20.0		19.0	19.0
Pedestrian Calls (#/hr)		0	0		2	2		0	0		1	1
Act Effct Green (s)	17.5	50.2	50.2	14.5	47.4	47.4	53.4	37.1	37.1	51.4	35.6	35.6
Actuated g/C Ratio	0.12	0.34	0.34	0.10	0.33	0.33	0.37	0.25	0.25	0.35	0.24	0.24
v/c Ratio	0.69	0.44	0.28	0.59	0.80	0.35	0.68	0.59	0.37	0.50	0.81	0.81
Control Delay	81.9	41.4	10.3	72.9	57.4	19.2	42.7	51.5	7.4	34.5	59.7	59.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.9	41.4	10.3	72.9	57.4	19.2	42.7	51.5	7.4	34.5	59.7	59.7
LOS	F	D	B	E	E	B	D	D	A	C	E	E
Approach Delay		42.0			52.2			39.9			54.8	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	140	211	21	100	432	62	121	241	0	107	330	330
Queue Length 95th (ft)	#256	357	90	158	#670	151	186	322	65	168	433	433
Internal Link Dist (ft)		5162			10565			5355			3884	
Turn Bay Length (ft)	250		240	380		250	300		400	300		
Base Capacity (vph)	250	648	648	923	701	659	428	1632	839	491	1591	1591
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.44	0.28	0.22	0.70	0.31	0.43	0.32	0.24	0.34	0.43	0.43

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 145.7

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 47.5

Intersection LOS: D

Intersection Capacity Utilization 83.2%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: US 301 & Country Rd 466/County Rd 466

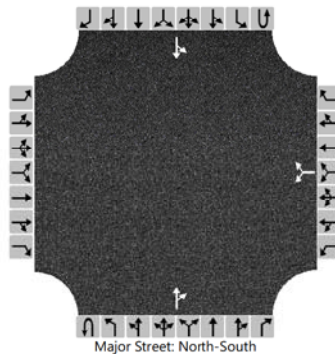
 Ø1	 Ø2	 Ø3	 Ø4
37.3 s	73.3 s	26.8 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
36.9 s	73.7 s	45.7 s	41.1 s

PM Existing

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Deborah Cueva	Intersection	CR 216 @ CR 209
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	6/22/2022	East/West Street	CR 216
Analysis Year	2022	North/South Street	CR 209
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						44		78			99	31		49	80	
Percent Heavy Vehicles (%)						2		2						7		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.26		

Delay, Queue Length, and Level of Service

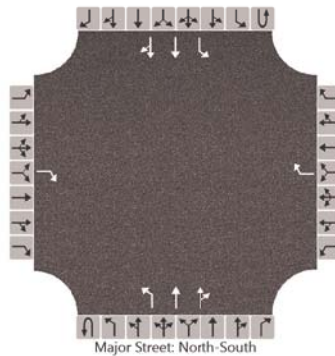
Flow Rate, v (veh/h)						133								53		
Capacity, c (veh/h)						802								1411		
v/c Ratio						0.17								0.04		
95% Queue Length, Q ₉₅ (veh)						0.6								0.1		
Control Delay (s/veh)						10.4								7.7		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					10.4								3.1			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Deborah Cueva	Intersection	US HWY 301 @ CR 110
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	6/22/2022	East/West Street	CR 110
Analysis Year	2022	North/South Street	US HWY 301
Time Analyzed	PM Peak	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	2	0	0	1	2	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				4				17	17	2	1242	15	8	9	822	2
Percent Heavy Vehicles (%)				0				0	2	2			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)				6.90				6.90	6.44	4.14			6.46	4.16		
Base Follow-Up Headway (sec)				3.3				3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)				3.30				3.30	2.52	2.22			2.53	2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				4				18		20				18		
Capacity, c (veh/h)				580				414		428				295		
v/c Ratio				0.01				0.04		0.05				0.06		
95% Queue Length, Q ₉₅ (veh)				0.0				0.1		0.1				0.2		
Control Delay (s/veh)				11.3				14.1		13.8				18.0		
Level of Service (LOS)				B				B		B				C		
Approach Delay (s/veh)	11.3				14.1				0.2				0.4			
Approach LOS	B				B											

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	65	409	24	913	29	205	829
Future Volume (vph)	65	409	24	913	29	205	829
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	230	190		0	320	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor							
Frt		0.850		0.995			
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1719	1538	1719	3421	0	1736	3471
Flt Permitted	0.950		0.325			0.127	
Satd. Flow (perm)	1719	1538	588	3421	0	232	3471
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		280		5			
Link Speed (mph)	40			45			45
Link Distance (ft)	4681			2521			5356
Travel Time (s)	79.8			38.2			81.2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.88	0.88	0.84	0.84	0.84	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Adj. Flow (vph)	74	465	29	1087	35	216	873
Shared Lane Traffic (%)							
Lane Group Flow (vph)	74	465	29	1122	0	216	873
Turn Type	Prot	Perm	pm+pt	NA		pm+pt	NA
Protected Phases	4		1	6		5	2
Permitted Phases		4	6			2	
Detector Phase	4	4	1	6		5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	15.0		5.0	15.0
Minimum Split (s)	39.0	39.0	11.0	34.0		11.0	25.0
Total Split (s)	21.0	21.0	17.0	45.0		17.0	45.0
Total Split (%)	25.3%	25.3%	20.5%	54.2%		20.5%	54.2%
Maximum Green (s)	15.0	15.0	11.0	38.0		11.0	38.0
Yellow Time (s)	4.0	4.0	4.0	5.0		4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0		6.0	7.0
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0

PM Existing 221128
3: US 301 & E County Rd 462

11/28/2022



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None	Min		None	Min
Walk Time (s)	7.0	7.0		7.0			
Flash Dont Walk (s)	26.0	26.0		20.0			
Pedestrian Calls (#/hr)	0	0		0			
Act Effct Green (s)	14.0	14.0	37.5	30.4		47.4	42.4
Actuated g/C Ratio	0.19	0.19	0.51	0.41		0.64	0.57
v/c Ratio	0.23	0.90	0.07	0.80		0.60	0.44
Control Delay	30.0	36.0	5.8	24.0		17.5	11.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	30.0	36.0	5.8	24.0		17.5	11.0
LOS	C	D	A	C		B	B
Approach Delay	35.2			23.5			12.3
Approach LOS	D			C			B
Queue Length 50th (ft)	30	86	4	236		36	94
Queue Length 95th (ft)	69	#268	11	278		106	197
Internal Link Dist (ft)	4601			2441			5276
Turn Bay Length (ft)		230	190			320	
Base Capacity (vph)	354	539	509	1790		376	2039
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.21	0.86	0.06	0.63		0.57	0.43

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 74.1

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 21.4

Intersection LOS: C

Intersection Capacity Utilization 62.3%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 301 & E County Rd 462

Ø1	Ø2	Ø4
17 s	45 s	21 s
Ø5	Ø6	
17 s	45 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	35	45	74	33	70	64	1169	79	74	722	90
Future Volume (vph)	71	35	45	74	33	70	64	1169	79	74	722	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	400		0	380		400	380		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.916			0.898				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1627	0	1641	1551	0	1752	3505	1568	1752	3445	0
Flt Permitted	0.681			0.701			0.264			0.140		
Satd. Flow (perm)	1209	1627	0	1211	1551	0	487	3505	1568	258	3445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			80				111			13
Link Speed (mph)		40			45			55				55
Link Distance (ft)		5272			10370			3976			1158	
Travel Time (s)		89.9			157.1			49.3			14.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	76	38	48	84	38	80	67	1218	82	83	811	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	86	0	84	118	0	67	1218	82	83	912	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	44.5	44.5		44.5	44.5		13.1	31.6	31.6	13.1	31.6	
Total Split (s)	45.0	45.0		45.0	45.0		20.0	50.0	50.0	25.0	55.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		16.7%	41.7%	41.7%	20.8%	45.8%	
Maximum Green (s)	37.5	37.5		38.3	38.3		12.3	42.5	42.5	16.9	47.4	
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5	8.1	7.6	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	30.0	30.0		30.0	30.0			17.0	17.0		17.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)	10.6	10.6		11.5	11.5		42.0	37.2	37.2	42.4	37.6	
Actuated g/C Ratio	0.14	0.14		0.15	0.15		0.56	0.50	0.50	0.57	0.50	
v/c Ratio	0.44	0.32		0.45	0.39		0.17	0.70	0.10	0.29	0.53	
Control Delay	41.8	20.6		41.0	17.5		6.5	18.6	1.7	8.2	14.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	41.8	20.6		41.0	17.5		6.5	18.6	1.7	8.2	14.8	
LOS	D	C		D	B		A	B	A	A	B	
Approach Delay		30.6			27.3			16.9			14.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	36	17		39	17		10	235	0	12	152	
Queue Length 95th (ft)	82	60		86	63		26	365	14	30	232	
Internal Link Dist (ft)		5192			10290			3896			1078	
Turn Bay Length (ft)	200			400			380		400	380		
Base Capacity (vph)	643	887		657	878		518	2112	989	522	2284	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.10		0.13	0.13		0.13	0.58	0.08	0.16	0.40	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 75

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 17.5

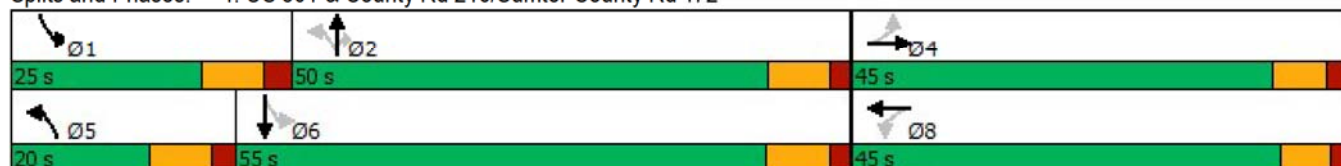
Intersection LOS: B

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: US 301 & County Rd 216/Sumter County Rd 472



PM Existing 221128
5: US 301 & Country Rd 466/County Rd 466

11/28/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	271	316	174	118	301	122	222	775	227	149	499	107
Future Volume (vph)	271	316	174	118	301	122	222	775	227	149	499	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	1.00					0.98			
Frt			0.850			0.850			0.850		0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	3433	1863	1583	1770	3539	1583	1752	3414	0
Flt Permitted	0.950			0.950			0.216			0.160		
Satd. Flow (perm)	1752	1845	1546	3427	1863	1583	402	3539	1558	295	3414	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			111			244		14	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	291	340	187	127	324	131	239	833	244	160	537	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	291	340	187	127	324	131	239	833	244	160	652	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	26.8	41.1	41.1	45.7	60.0	60.0	37.3	73.7	73.7	36.9	73.3	
Total Split (%)	13.6%	20.8%	20.8%	23.2%	30.4%	30.4%	18.9%	37.3%	37.3%	18.7%	37.1%	
Maximum Green (s)	20.0	35.0	35.0	38.0	53.2	53.2	30.0	66.4	66.4	30.0	66.0	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

PM Peak Existing 2:44 pm 07/06/2022

Synchro 11 Report
Page 9

PM Existing 221128
5: US 301 & Country Rd 466/County Rd 466

11/28/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		23.0	23.0		20.0	20.0		19.0	19.0
Pedestrian Calls (#/hr)		1	1		0	0		2	2		0	0
Act Effct Green (s)	20.5	40.5	40.5	11.1	31.3	31.3	58.7	40.9	40.9	52.9	37.6	37.6
Actuated g/C Ratio	0.15	0.30	0.30	0.08	0.23	0.23	0.43	0.30	0.30	0.39	0.28	0.28
v/c Ratio	1.10	0.62	0.33	0.46	0.76	0.29	0.68	0.78	0.38	0.58	0.68	0.68
Control Delay	138.3	49.3	13.5	68.9	62.5	13.1	33.4	49.9	6.1	31.8	47.7	47.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.3	49.3	13.5	68.9	62.5	13.1	33.4	49.9	6.1	31.8	47.7	47.7
LOS	F	D	B	E	E	B	C	D	A	C	D	D
Approach Delay		72.8			52.8			38.8			44.5	44.5
Approach LOS		E			D			D			D	D
Queue Length 50th (ft)	~286	256	28	55	265	14	124	344	0	79	257	257
Queue Length 95th (ft)	#644	454	108	109	445	75	218	511	64	147	397	397
Internal Link Dist (ft)		5162			10565			5355			3884	3884
Turn Bay Length (ft)	250		240	380		250	300		400	300		
Base Capacity (vph)	264	549	560	983	746	700	494	1770	901	465	1704	1704
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.62	0.33	0.13	0.43	0.19	0.48	0.47	0.27	0.34	0.38	0.38

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 136.1

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 50.3

Intersection LOS: D

Intersection Capacity Utilization 83.9%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: US 301 & Country Rd 466/County Rd 466

 Ø1	 Ø2	 Ø3	 Ø4
37.3 s	73.3 s	26.8 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
36.9 s	73.7 s	45.7 s	41.1 s

PM Peak Existing 2:44 pm 07/06/2022

Synchro 11 Report
Page 10

AM Background

HCS7 Two-Way Stop-Control Report

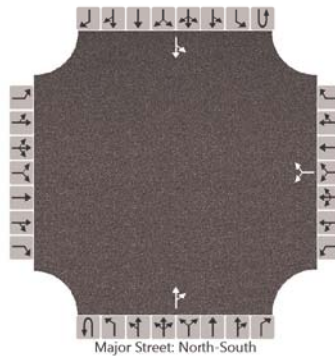
General Information

Analyst	Deborah Cueva
Agency/Co.	CHW
Date Performed	6/22/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Background

Site Information

Intersection	CR 216 @ CR 209
Jurisdiction	Alachua County
East/West Street	CR 216
North/South Street	CR 209
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						18		49			140	41		49	117	
Percent Heavy Vehicles (%)						8		8						6		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.48		6.28						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.57		3.37						2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						74								54		
Capacity, c (veh/h)						747								1350		
v/c Ratio						0.10								0.04		
95% Queue Length, Q ₉₅ (veh)						0.3								0.1		
Control Delay (s/veh)						10.3								7.8		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					10.3								2.5			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

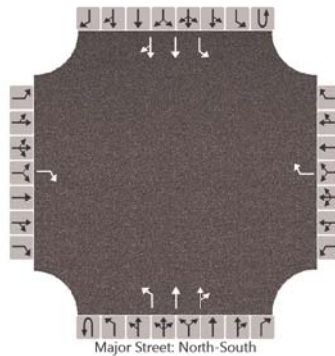
General Information

Analyst	Deborah Cueva
Agency/Co.	CHW
Date Performed	6/22/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Background

Site Information

Intersection	US HWY 301 @ CR 110
Jurisdiction	Alachua County
East/West Street	CR 110
North/South Street	US HWY 301
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	2	0	0	1	2	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				2				9	21	0	958	10	12	7	947	1
Percent Heavy Vehicles (%)				0				0	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)				6.90				6.90	6.46	4.16			6.46	4.16		
Base Follow-Up Headway (sec)				3.3				3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)				3.30				3.30	2.53	2.23			2.53	2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				2				9		22				20		
Capacity, c (veh/h)				522				514		329				391		
v/c Ratio				0.00				0.02		0.07				0.05		
95% Queue Length, Q ₉₅ (veh)				0.0				0.1		0.2				0.2		
Control Delay (s/veh)				11.9				12.1		16.7				14.7		
Level of Service (LOS)				B				B		C				B		
Approach Delay (s/veh)	11.9				12.1				0.4				0.3			
Approach LOS	B				B											

AM Background
3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	100	143	105	62	57	427	9	48	889	125	383	877
Future Volume (vph)	100	143	105	62	57	427	9	48	889	125	383	877
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	235		400	400		230		190		0	320	
Storage Lanes	2		1	1		2		2		0	2	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	0.95	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.982			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	1719	1863	2707	0	3411	3344	0	3367	3471
Flt Permitted	0.950			0.654				0.950			0.950	
Satd. Flow (perm)	3433	3539	1583	1183	1863	2707	0	3411	3344	0	3367	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			166			469			11			
Link Speed (mph)		30			40				45			45
Link Distance (ft)		2474			2616				2521			5356
Travel Time (s)		56.2			44.6				38.2			81.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.91	0.92	0.91	0.91	0.92	0.91	0.91	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	2%	5%	6%	2%	6%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Adj. Flow (vph)	109	155	114	68	62	469	10	52	977	137	416	953
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	155	114	68	62	469	0	62	1114	0	416	953
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	Prot	NA		Prot	NA
Protected Phases	3	8		7	4		1	1	6		5	2
Permitted Phases			8	4		4						
Detector Phase	3	8	8	7	4	4	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0
Minimum Split (s)	39.0	39.0	39.0	11.0	39.0	39.0	11.0	11.0	34.0		11.0	25.0
Total Split (s)	39.0	67.0	67.0	11.0	39.0	39.0	11.0	11.0	48.0		19.0	56.0
Total Split (%)	26.9%	46.2%	46.2%	7.6%	26.9%	26.9%	7.6%	7.6%	33.1%		13.1%	38.6%
Maximum Green (s)	33.0	61.0	61.0	5.0	33.0	33.0	5.0	5.0	41.0		13.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	7.0		6.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0

AM Background 2:49 pm 06/20/2022 Baseline

Synchro 11 Report
Page 5

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	42
Future Volume (vph)	42
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	158
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	46
Shared Lane Traffic (%)	
Lane Group Flow (vph)	46
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	25.0
Total Split (s)	56.0
Total Split (%)	38.6%
Maximum Green (s)	49.0
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0

AM Background

3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	Min		None	Min
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		26.0	26.0		26.0	26.0			20.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	8.5	15.2	15.2	14.4	9.4	9.4		5.0	41.1		13.0	51.4
Actuated g/C Ratio	0.09	0.16	0.16	0.15	0.10	0.10		0.05	0.42		0.13	0.53
v/c Ratio	0.36	0.28	0.29	0.33	0.34	0.68		0.35	0.78		0.92	0.52
Control Delay	45.8	38.3	3.7	34.0	46.4	9.6		51.7	29.4		69.8	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	45.8	38.3	3.7	34.0	46.4	9.6		51.7	29.4		69.8	17.3
LOS	D	D	A	C	D	A		D	C		E	B
Approach Delay		30.0			16.2				30.6			32.2
Approach LOS		C			B				C			C
Queue Length 50th (ft)	33	46	0	33	36	0		19	302		132	202
Queue Length 95th (ft)	61	76	17	67	77	49		42	430		#242	295
Internal Link Dist (ft)		2394			2536				2441			5276
Turn Bay Length (ft)	235		400	400		230		190			320	
Base Capacity (vph)	1169	2229	1058	203	635	1231		176	1422		452	1839
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.09	0.07	0.11	0.33	0.10	0.38		0.35	0.78		0.92	0.52

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 97

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 28.7

Intersection LOS: C

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 301 & E County Rd 462

 Ø1	 Ø2	 Ø3	 Ø4
11 s	56 s	39 s	39 s
 Ø5	 Ø6	 Ø7	 Ø8
19 s	48 s	11 s	67 s



Lane Group	SBR
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	51.4
Actuated g/C Ratio	0.53
v/c Ratio	0.05
Control Delay	0.1
Queue Delay	0.0
Total Delay	0.1
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	913
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.05
Intersection Summary	

AM Background

4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	46	77	91	52	81	53	938	95	117	829	78
Future Volume (vph)	63	46	77	91	52	81	53	938	95	117	829	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	400		0	380		400	380		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.906			0.909				0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1639	0	1656	1584	0	1752	3505	1568	1736	3426	0
Flt Permitted	0.661			0.666			0.246			0.166		
Satd. Flow (perm)	1196	1639	0	1161	1584	0	454	3505	1568	303	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			52				158			11
Link Speed (mph)		40			45			55				55
Link Distance (ft)		5272			10370			3976			1158	
Travel Time (s)		89.9			157.1			49.3			14.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	73	53	90	103	59	92	58	1020	103	124	882	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	143	0	103	151	0	58	1020	103	124	965	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		12.7	31.4	31.4	13.1	31.4	
Total Split (s)	39.0	39.0		39.0	39.0		15.5	67.0	67.0	34.0	85.5	
Total Split (%)	27.9%	27.9%		27.9%	27.9%		11.1%	47.9%	47.9%	24.3%	61.1%	
Maximum Green (s)	31.5	31.5		32.3	32.3		7.8	59.5	59.5	25.9	78.0	
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.5	
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5	8.1	7.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	31.0	31.0		31.0	31.0			16.0	16.0		16.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)	12.9	12.9		13.7	13.7		37.0	30.2	30.2	41.2	35.3	
Actuated g/C Ratio	0.17	0.17		0.18	0.18		0.49	0.40	0.40	0.55	0.47	
v/c Ratio	0.36	0.44		0.49	0.46		0.17	0.73	0.14	0.39	0.60	
Control Delay	35.0	23.6		38.3	24.7		8.1	22.7	1.1	10.6	18.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	35.0	23.6		38.3	24.7		8.1	22.7	1.1	10.6	18.0	
LOS	D	C		D	C		A	C	A	B	B	
Approach Delay		27.5			30.2			20.1			17.1	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	29	35		42	39		9	197	0	21	175	
Queue Length 95th (ft)	76	95		105	106		28	328	9	52	285	
Internal Link Dist (ft)		5192			10290			3896			1078	
Turn Bay Length (ft)	200			400			380		400	380		
Base Capacity (vph)	520	744		517	735		369	2835	1298	698	3243	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.19		0.20	0.21		0.16	0.36	0.08	0.18	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 75.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 20.4

Intersection LOS: C

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: US 301 & County Rd 216/Sumter County Rd 472

 Ø1	 Ø2	 Ø4
34 s	67 s	39 s
 Ø5	 Ø6	 Ø8
15.5 s	85.5 s	39 s

AM Background
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	282	177	196	469	206	203	581	225	199	578	145
Future Volume (vph)	145	282	177	196	469	206	203	581	225	199	578	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00					0.98					1.00	
Frt			0.850			0.850			0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1881	1599	3467	1881	1599	1752	3505	1568	1770	3417	0
Flt Permitted	0.950			0.950			0.128			0.235		
Satd. Flow (perm)	1784	1881	1599	3467	1881	1574	236	3505	1568	438	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147			121			242		17	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)	2					2	1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	154	300	188	213	510	224	218	625	242	209	608	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	300	188	213	510	224	218	625	242	209	761	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	26.8	41.1	41.1	45.7	60.0	60.0	37.3	73.7	73.7	36.9	73.3	
Total Split (%)	13.6%	20.8%	20.8%	23.2%	30.4%	30.4%	18.9%	37.3%	37.3%	18.7%	37.1%	
Maximum Green (s)	20.0	35.0	35.0	38.0	53.2	53.2	30.0	66.4	66.4	30.0	66.0	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

AM Background 2:49 pm 06/20/2022 Baseline

Synchro 11 Report
Page 11

AM Background
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		23.0	23.0		20.0	20.0		19.0	19.0
Pedestrian Calls (#/hr)		0	0		2	2		0	0		1	1
Act Effct Green (s)	18.2	55.3	55.3	15.4	52.6	52.6	60.9	42.2	42.2	60.0	41.4	41.4
Actuated g/C Ratio	0.11	0.35	0.35	0.10	0.33	0.33	0.38	0.26	0.26	0.38	0.26	0.26
v/c Ratio	0.75	0.46	0.29	0.64	0.82	0.37	0.82	0.67	0.41	0.66	0.85	0.85
Control Delay	92.9	46.0	12.4	80.0	62.7	21.8	60.7	56.7	7.0	40.4	64.8	64.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.9	46.0	12.4	80.0	62.7	21.8	60.7	56.7	7.0	40.4	64.8	64.8
LOS	F	D	B	E	E	C	E	E	A	D	E	E
Approach Delay		47.4			56.9			46.4			59.5	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)	159	244	29	114	500	80	157	315	0	144	398	398
Queue Length 95th (ft)	#296	408	106	172	#804	180	258	399	70	206	501	501
Internal Link Dist (ft)		5162			10565			5355			3884	
Turn Bay Length (ft)	250		240	380		250	300		400	300		
Base Capacity (vph)	226	652	650	834	634	610	387	1474	800	438	1439	1439
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.46	0.29	0.26	0.80	0.37	0.56	0.42	0.30	0.48	0.53	0.53

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 159.4

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 52.8

Intersection LOS: D

Intersection Capacity Utilization 88.1%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: US 301 & Country Rd 466/County Rd 466

 Ø1	 Ø2	 Ø3	 Ø4
37.3 s	73.3 s	26.8 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
36.9 s	73.7 s	45.7 s	41.1 s

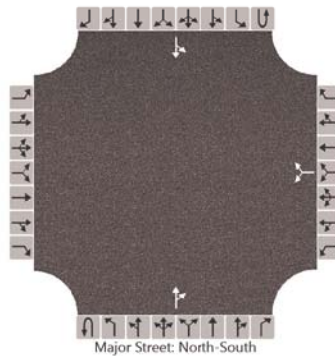
PM Background

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Deborah Cueva	Intersection	CR 216 @ CR 209
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	6/22/2022	East/West Street	CR 216
Analysis Year	2022	North/South Street	CR 209
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Background		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						68		81			113	45		50	103	
Percent Heavy Vehicles (%)						2		2						7		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.26		

Delay, Queue Length, and Level of Service

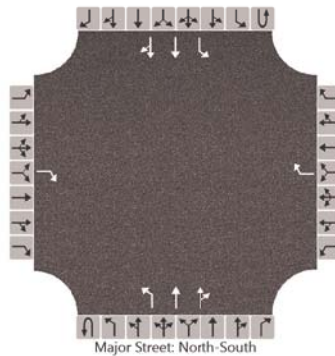
Flow Rate, v (veh/h)						162								54		
Capacity, c (veh/h)						736								1375		
v/c Ratio						0.22								0.04		
95% Queue Length, Q ₉₅ (veh)						0.8								0.1		
Control Delay (s/veh)						11.3								7.7		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					11.3								2.7			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Deborah Cueva	Intersection	US HWY 301 @ CR 110
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	6/22/2022	East/West Street	CR 110
Analysis Year	2022	North/South Street	US HWY 301
Time Analyzed	PM Peak	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Background		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	2	0	0	1	2	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				4				18	19	2	1405	17	9	10	930	2
Percent Heavy Vehicles (%)				0				0	2	2			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)				6.90				6.90	6.44	4.14			6.46	4.16		
Base Follow-Up Headway (sec)				3.3				3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)				3.30				3.30	2.52	2.22			2.53	2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				4				19		22				20		
Capacity, c (veh/h)				533				363		362				233		
v/c Ratio				0.01				0.05		0.06				0.08		
95% Queue Length, Q ₉₅ (veh)				0.0				0.2		0.2				0.3		
Control Delay (s/veh)				11.8				15.4		15.6				21.9		
Level of Service (LOS)				B				C		C				C		
Approach Delay (s/veh)	11.8				15.4				0.2				0.4			
Approach LOS	B				C											

PM Background
3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	100	135	80	81	190	597	27	158	1208	32	283	1058
Future Volume (vph)	100	135	80	81	190	597	27	158	1208	32	283	1058
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	235		400	400		230		190		0	320	
Storage Lanes	2		1	1		2		2		0	2	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	0.95	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.996			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	1719	1863	2707	0	3417	3424	0	3367	3471
Flt Permitted	0.950			0.586				0.950			0.950	
Satd. Flow (perm)	3433	3539	1583	1060	1863	2707	0	3417	3424	0	3367	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			120			405			2			
Link Speed (mph)		30			40				45			45
Link Distance (ft)		2474			2616				2521			5356
Travel Time (s)		56.2			44.6				38.2			81.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.84	0.92	0.84	0.84	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	2%	5%	5%	2%	5%	5%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Adj. Flow (vph)	109	147	87	92	207	678	32	172	1438	38	298	1114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	147	87	92	207	678	0	204	1476	0	298	1114
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	Prot	NA		Prot	NA
Protected Phases	3	8		7	4		1	1	6		5	2
Permitted Phases			8	4		4						
Detector Phase	3	8	8	7	4	4	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0
Minimum Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	11.0	11.0	34.0		11.0	25.0
Total Split (s)	15.0	27.0	27.0	20.0	32.0	32.0	24.0	24.0	74.0		24.0	74.0
Total Split (%)	10.3%	18.6%	18.6%	13.8%	22.1%	22.1%	16.6%	16.6%	51.0%		16.6%	51.0%
Maximum Green (s)	9.0	21.0	21.0	14.0	26.0	26.0	18.0	18.0	67.0		18.0	67.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	7.0		6.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0

PM Background 2:44 pm 07/06/2022

Synchro 11 Report
Page 5

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	94
Future Volume (vph)	94
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	113
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	102
Shared Lane Traffic (%)	
Lane Group Flow (vph)	102
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	25.0
Total Split (s)	74.0
Total Split (%)	51.0%
Maximum Green (s)	67.0
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0

PM Background
3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	Min		None	Min
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		26.0	26.0		26.0	26.0			20.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	8.5	19.4	19.4	32.6	21.7	21.7		13.5	62.4		16.2	65.0
Actuated g/C Ratio	0.06	0.14	0.14	0.24	0.16	0.16		0.10	0.46		0.12	0.48
v/c Ratio	0.50	0.29	0.26	0.30	0.69	0.87		0.59	0.93		0.74	0.66
Control Delay	72.2	54.6	5.4	41.9	66.6	35.1		66.8	45.4		70.1	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	72.2	54.6	5.4	41.9	66.6	35.1		66.8	45.4		70.1	29.4
LOS	E	D	A	D	E	D		E	D		E	C
Approach Delay		47.7			42.4				48.0			35.6
Approach LOS		D			D				D			D
Queue Length 50th (ft)	52	64	0	66	183	150		96	675		140	403
Queue Length 95th (ft)	86	101	23	112	273	224		137	705		193	511
Internal Link Dist (ft)		2394			2536				2441			5276
Turn Bay Length (ft)	235		400	400		230		190			320	
Base Capacity (vph)	233	576	358	351	366	857		465	1736		458	1792
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.47	0.26	0.24	0.26	0.57	0.79		0.44	0.85		0.65	0.62

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 134.2

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 42.6

Intersection LOS: D

Intersection Capacity Utilization 77.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: US 301 & E County Rd 462

 Ø1	 Ø2	 Ø3	 Ø4
24 s	74 s	15 s	32 s
 Ø5	 Ø6	 Ø7	 Ø8
24 s	74 s	20 s	27 s



Lane Group	SBR
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	65.0
Actuated g/C Ratio	0.48
v/c Ratio	0.12
Control Delay	3.3
Queue Delay	0.0
Total Delay	3.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	872
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12
Intersection Summary	

PM Background

4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	52	65	90	62	191	115	1434	123	216	989	122
Future Volume (vph)	93	52	65	90	62	191	115	1434	123	216	989	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	400		0	380		400	380		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.917			0.887				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1628	0	1641	1532	0	1752	3505	1568	1752	3449	0
Flt Permitted	0.308			0.676			0.145			0.083		
Satd. Flow (perm)	547	1628	0	1168	1532	0	267	3505	1568	153	3449	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			137				128			13
Link Speed (mph)		40			45			55				55
Link Distance (ft)		5272			10370			3976			1158	
Travel Time (s)		89.9			157.1			49.3			14.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	100	56	70	102	70	217	120	1494	128	243	1111	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	126	0	102	287	0	120	1494	128	243	1248	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	45.5	45.5		45.5	45.5		12.7	30.5	30.5	13.1	30.5	
Total Split (s)	45.0	45.0		45.0	45.0		20.0	50.0	50.0	25.0	55.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		16.7%	41.7%	41.7%	20.8%	45.8%	
Maximum Green (s)	37.5	37.5		38.3	38.3		12.3	42.5	42.5	16.9	47.5	
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.5	
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5	8.1	7.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	31.0	31.0		31.0	31.0			16.0	16.0		16.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)	17.5	17.5		18.4	18.4		51.4	43.0	43.0	61.4	48.4	
Actuated g/C Ratio	0.18	0.18		0.19	0.19		0.53	0.44	0.44	0.63	0.50	
v/c Ratio	1.02	0.37		0.47	0.72		0.44	0.97	0.17	0.76	0.73	
Control Delay	138.6	23.5		42.3	29.5		14.8	45.2	4.5	38.5	23.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	138.6	23.5		42.3	29.5		14.8	45.2	4.5	38.5	23.8	
LOS	F	C		D	C		B	D	A	D	C	
Approach Delay		74.4			32.9			40.2			26.2	
Approach LOS		E			C			D			C	
Queue Length 50th (ft)	~65	39		57	88		24	474	0	91	299	
Queue Length 95th (ft)	#156	90		107	173		60	#783	38	#219	494	
Internal Link Dist (ft)		5192			10290			3896			1078	
Turn Bay Length (ft)	200			400			380		400	380		
Base Capacity (vph)	212	666		464	691		340	1545	762	380	1739	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.47	0.19		0.22	0.42		0.35	0.97	0.17	0.64	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 97.5

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 36.0

Intersection LOS: D

Intersection Capacity Utilization 96.6%

ICU Level of Service F

Analysis Period (min) 15

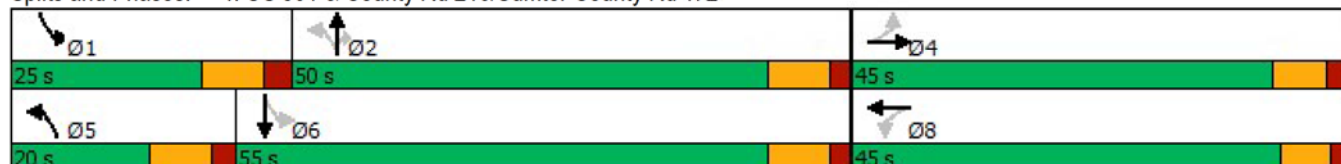
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: US 301 & County Rd 216/Sumter County Rd 472



PM Background
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	329	235	182	313	155	302	1009	312	178	658	118
Future Volume (vph)	283	329	235	182	313	155	302	1009	312	178	658	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	1.00					0.98			
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	3433	1863	1583	1770	3539	1583	1752	3424	0
Flt Permitted	0.950			0.950			0.143			0.079		
Satd. Flow (perm)	1752	1845	1546	3427	1863	1583	266	3539	1558	146	3424	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			136			274		11	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	304	354	253	196	337	167	325	1085	335	191	708	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	354	253	196	337	167	325	1085	335	191	835	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	26.8	41.1	41.1	45.7	60.0	60.0	37.3	73.7	73.7	36.9	73.3	
Total Split (%)	13.6%	20.8%	20.8%	23.2%	30.4%	30.4%	18.9%	37.3%	37.3%	18.7%	37.1%	
Maximum Green (s)	20.0	35.0	35.0	38.0	53.2	53.2	30.0	66.4	66.4	30.0	66.0	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

PM Background 2:44 pm 07/06/2022

Synchro 11 Report
Page 11

PM Background
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		23.0	23.0		20.0	20.0		19.0	19.0
Pedestrian Calls (#/hr)		1	1		0	0		2	2		0	0
Act Effct Green (s)	20.5	41.8	41.8	15.2	36.8	36.8	83.2	57.9	57.9	74.3	53.1	53.1
Actuated g/C Ratio	0.12	0.25	0.25	0.09	0.22	0.22	0.51	0.35	0.35	0.45	0.32	0.32
v/c Ratio	1.39	0.76	0.49	0.62	0.81	0.36	0.89	0.87	0.46	0.71	0.75	0.75
Control Delay	252.5	70.5	22.4	83.6	77.7	15.5	61.4	59.2	11.0	57.3	54.6	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	252.5	70.5	22.4	83.6	77.7	15.5	61.4	59.2	11.0	57.3	54.6	54.6
LOS	F	E	C	F	E	B	E	E	B	E	D	D
Approach Delay	117.9			64.6			50.3			55.1		
Approach LOS	F			E			D			E		
Queue Length 50th (ft)	~452	367	77	108	358	28	229	565	44	145	420	420
Queue Length 95th (ft)	#784	556	189	174	520	101	#481	802	153	260	574	574
Internal Link Dist (ft)	5162			10565			5355			3884		
Turn Bay Length (ft)	250		240	380		250	300		400	300		
Base Capacity (vph)	218	468	518	811	616	614	417	1461	804	373	1412	1412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	0.76	0.49	0.24	0.55	0.27	0.78	0.74	0.42	0.51	0.59	0.59

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 164.4

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.39

Intersection Signal Delay: 67.8

Intersection LOS: E

Intersection Capacity Utilization 94.3%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: US 301 & Country Rd 466/County Rd 466

 Ø1	 Ø2	 Ø3	 Ø4
37.3 s	73.3 s	26.8 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
36.9 s	73.7 s	45.7 s	41.1 s

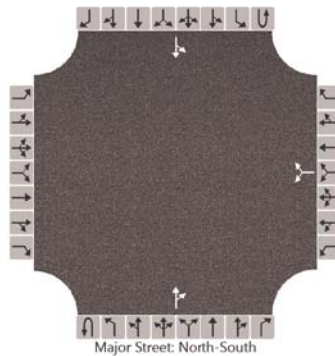
AM Build-out

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Deborah Cueva	Intersection	CR 216 @ CR 209
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	6/22/2022	East/West Street	CR 216
Analysis Year	2022	North/South Street	CR 209
Time Analyzed	AM Peak	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Buildout		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						21		60			140	43		55	117	
Percent Heavy Vehicles (%)						8		8						6		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.48		6.28						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.57		3.37						2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						89								60		
Capacity, c (veh/h)						743								1347		
v/c Ratio						0.12								0.04		
95% Queue Length, Q ₉₅ (veh)						0.4								0.1		
Control Delay (s/veh)						10.5								7.8		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					10.5								2.7			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

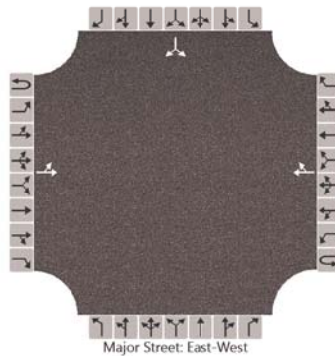
General Information

Analyst	Deborah Cueva
Agency/Co.	CHW
Date Performed	6/22/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Buildout

Site Information

Intersection	CR 216 @ Access Point A
Jurisdiction	Alachua County
East/West Street	CR 216
North/South Street	Access Point A
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		8	186				183	21						69		14
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9													90	
Capacity, c (veh/h)		1347													609	
v/c Ratio		0.01													0.15	
95% Queue Length, Q ₉₅ (veh)		0.0													0.5	
Control Delay (s/veh)		7.7													11.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.4												11.9			
Approach LOS													B			

HCS Two-Way Stop-Control Report

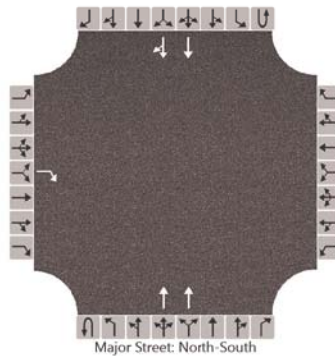
General Information

Analyst	Deborah Cueva
Agency/Co.	CHW
Date Performed	6/22/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Buildout

Site Information

Intersection	US 301 @ Access Point B
Jurisdiction	Alachua County
East/West Street	Access Point B
North/South Street	US HWY 301
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration				R							T				T	TR
Volume (veh/h)				18							1131				1030	14
Percent Heavy Vehicles (%)				2												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.94												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.32												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				20												
Capacity, c (veh/h)				466												
v/c Ratio				0.04												
95% Queue Length, Q ₉₅ (veh)				0.1												
Control Delay (s/veh)				13.1												
Level of Service (LOS)				B												
Approach Delay (s/veh)	13.1															
Approach LOS	B															

HCS Two-Way Stop-Control Report

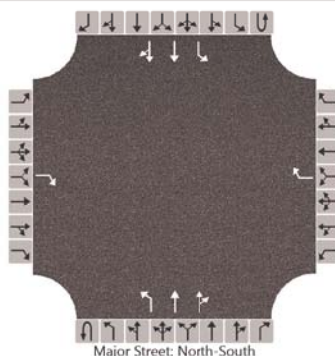
General Information

Analyst	Deborah Cueva
Agency/Co.	CHW
Date Performed	6/22/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Buildout

Site Information

Intersection	US HWY 301 @ CR 110
Jurisdiction	Alachua County
East/West Street	CR 110
North/South Street	US HWY 301
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	2	0	0	1	2	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				8				9	25	2	1001	10	12	7	958	12
Percent Heavy Vehicles (%)				0				0	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)				6.90				6.90	6.46	4.16			6.46	4.16		
Base Follow-Up Headway (sec)				3.3				3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)				3.30				3.30	2.53	2.23			2.53	2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				8				9		28				20		
Capacity, c (veh/h)				513				497		327				367		
v/c Ratio				0.02				0.02		0.09				0.05		
95% Queue Length, Q ₉₅ (veh)				0.0				0.1		0.3				0.2		
Control Delay (s/veh)				12.1				12.4		17.1				15.4		
Level of Service (LOS)				B				B		C				C		
Approach Delay (s/veh)	12.1				12.4				0.4				0.3			
Approach LOS	B				B				A				A			

AM Buildout
3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	100	143	105	62	57	434	9	48	901	125	395	899
Future Volume (vph)	100	143	105	62	57	434	9	48	901	125	395	899
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	235		400	400		230		190		0	320	
Storage Lanes	2		1	1		2		2		0	2	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	0.95	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.982			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	1719	1863	2707	0	3411	3344	0	3367	3471
Flt Permitted	0.950			0.654				0.950			0.950	
Satd. Flow (perm)	3433	3539	1583	1183	1863	2707	0	3411	3344	0	3367	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			166			477			10			
Link Speed (mph)		30			40				45			45
Link Distance (ft)		2474			2616				2521			5356
Travel Time (s)		56.2			44.6				38.2			81.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.91	0.92	0.91	0.91	0.92	0.91	0.91	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	2%	5%	6%	2%	6%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Adj. Flow (vph)	109	155	114	68	62	477	10	52	990	137	429	977
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	155	114	68	62	477	0	62	1127	0	429	977
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	Prot	NA		Prot	NA
Protected Phases	3	8		7	4		1	1	6		5	2
Permitted Phases			8	4		4						
Detector Phase	3	8	8	7	4	4	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0
Minimum Split (s)	39.0	39.0	39.0	11.0	39.0	39.0	11.0	11.0	34.0		11.0	25.0
Total Split (s)	39.0	67.0	67.0	11.0	39.0	39.0	11.0	11.0	48.0		19.0	56.0
Total Split (%)	26.9%	46.2%	46.2%	7.6%	26.9%	26.9%	7.6%	7.6%	33.1%		13.1%	38.6%
Maximum Green (s)	33.0	61.0	61.0	5.0	33.0	33.0	5.0	5.0	41.0		13.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	7.0		6.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0

AM Buildout 10:19 am 11/01/2022

Synchro 11 Report
Page 5

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	42
Future Volume (vph)	42
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	158
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	46
Shared Lane Traffic (%)	
Lane Group Flow (vph)	46
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	25.0
Total Split (s)	56.0
Total Split (%)	38.6%
Maximum Green (s)	49.0
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0

AM Buildout
3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	Min		None	Min
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		26.0	26.0		26.0	26.0			20.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	8.5	15.2	15.2	14.4	9.4	9.4		5.0	41.1		13.0	51.4
Actuated g/C Ratio	0.09	0.16	0.16	0.15	0.10	0.10		0.05	0.42		0.13	0.53
v/c Ratio	0.36	0.28	0.29	0.33	0.34	0.69		0.35	0.79		0.95	0.53
Control Delay	45.8	38.2	3.7	33.9	46.4	9.6		51.7	29.9		74.9	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	45.8	38.2	3.7	33.9	46.4	9.6		51.7	29.9		74.9	17.6
LOS	D	D	A	C	D	A		D	C		E	B
Approach Delay		30.0			16.1				31.0			34.0
Approach LOS		C			B				C			C
Queue Length 50th (ft)	33	46	0	33	36	0		19	308		137	209
Queue Length 95th (ft)	62	76	17	67	77	50		42	439		#253	305
Internal Link Dist (ft)		2394			2536				2441			5276
Turn Bay Length (ft)	235		400	400		230		190			320	
Base Capacity (vph)	1169	2229	1058	203	634	1236		176	1421		452	1839
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.09	0.07	0.11	0.33	0.10	0.39		0.35	0.79		0.95	0.53

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 97

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 29.6

Intersection LOS: C

Intersection Capacity Utilization 69.3%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 301 & E County Rd 462

 Ø1	 Ø2	 Ø3	 Ø4
11 s	56 s	39 s	39 s
 Ø5	 Ø6	 Ø7	 Ø8
19 s	48 s	11 s	67 s



Lane Group	SBR
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	51.4
Actuated g/C Ratio	0.53
v/c Ratio	0.05
Control Delay	0.1
Queue Delay	0.0
Total Delay	0.1
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	913
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.05
Intersection Summary	

AM Buildout
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	95	54	106	91	57	82	69	943	95	11	120	839
Future Volume (vph)	95	54	106	91	57	82	69	943	95	11	120	839
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	200		0	400		0	380		400		380	
Storage Lanes	1		0	1		0	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor												
Frt		0.901			0.912				0.850			0.987
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1719	1630	0	1656	1590	0	1752	3505	1568	0	1738	3426
Flt Permitted	0.657			0.638			0.238				0.160	
Satd. Flow (perm)	1189	1630	0	1112	1590	0	439	3505	1568	0	293	3426
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		65			48				158			11
Link Speed (mph)		40			45			55				55
Link Distance (ft)		5272			10370			3976				1158
Travel Time (s)		89.9			157.1			49.3				14.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.92	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	3%	3%	3%	2%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	110	63	123	103	65	93	75	1025	103	12	128	893
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	186	0	103	158	0	75	1025	103	0	140	976
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	5.0	16.0
Minimum Split (s)	45.5	45.5		45.5	45.5		12.7	31.4	31.4	13.1	13.1	31.4
Total Split (s)	39.0	39.0		39.0	39.0		15.5	67.0	67.0	34.0	34.0	85.5
Total Split (%)	27.9%	27.9%		27.9%	27.9%		11.1%	47.9%	47.9%	24.3%	24.3%	61.1%
Maximum Green (s)	31.5	31.5		32.3	32.3		7.8	59.5	59.5	25.9	25.9	77.9
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	5.6
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5		8.1	7.6
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

AM Buildout 10:19 am 11/01/2022

Synchro 11 Report
Page 9

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	78
Future Volume (vph)	78
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Growth Factor	100%
Heavy Vehicles (%)	4%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	83
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	

AM Buildout
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)	31.0	31.0		31.0	31.0			16.0	16.0			16.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0			0
Act Effct Green (s)	15.0	15.0		15.8	15.8		38.8	31.6	31.6		43.5	37.0
Actuated g/C Ratio	0.19	0.19		0.20	0.20		0.49	0.40	0.40		0.55	0.47
v/c Ratio	0.49	0.52		0.47	0.45		0.22	0.73	0.14		0.44	0.61
Control Delay	39.2	25.8		38.1	25.5		9.3	24.2	1.2		12.1	19.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	39.2	25.8		38.1	25.5		9.3	24.2	1.2		12.1	19.1
LOS	D	C		D	C		A	C	A		B	B
Approach Delay		30.8			30.4			21.3				18.2
Approach LOS		C			C			C				B
Queue Length 50th (ft)	47	51		44	45		13	212	0		26	192
Queue Length 95th (ft)	112	128		108	118		37	357	8		63	308
Internal Link Dist (ft)		5192			10290			3896				1078
Turn Bay Length (ft)	200			400			380		400		380	
Base Capacity (vph)	491	712		471	701		353	2722	1252		669	3169
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.22	0.26		0.22	0.23		0.21	0.38	0.08		0.21	0.31

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 79.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 21.9

Intersection LOS: C

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: US 301 & County Rd 216/Sumter County Rd 472

 Ø1	 Ø2	 Ø4
34 s	67 s	39 s
 Ø5	 Ø6	 Ø8
15.5 s	85.5 s	39 s



Lane Group	SBR
Minimum Gap (s)	
Time Before Reduce (s)	
Time To Reduce (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

AM Buildout
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Future Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	1.00					0.98			
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	3433	1863	1583	1770	3539	1583	1752	3428	0
Flt Permitted	0.950			0.950			0.131			0.077		
Satd. Flow (perm)	1752	1845	1546	3427	1863	1583	244	3539	1558	142	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			136			295		11	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	304	354	253	237	337	167	325	1102	366	191	730	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	354	253	237	337	167	325	1102	366	191	857	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	26.8	41.1	41.1	45.7	60.0	60.0	37.3	73.7	73.7	36.9	73.3	
Total Split (%)	13.6%	20.8%	20.8%	23.2%	30.4%	30.4%	18.9%	37.3%	37.3%	18.7%	37.1%	
Maximum Green (s)	20.0	35.0	35.0	38.0	53.2	53.2	30.0	66.4	66.4	30.0	66.0	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

PM Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 13

AM Buildout
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		23.0	23.0		20.0	20.0		19.0	19.0
Pedestrian Calls (#/hr)		1	1		0	0		2	2		0	0
Act Effct Green (s)	20.4	40.1	40.1	17.3	37.1	37.1	84.8	59.0	59.0	74.6	53.4	53.4
Actuated g/C Ratio	0.12	0.24	0.24	0.10	0.22	0.22	0.51	0.36	0.36	0.45	0.32	0.32
v/c Ratio	1.41	0.79	0.50	0.66	0.81	0.36	0.89	0.88	0.49	0.72	0.77	0.77
Control Delay	258.5	75.6	23.5	83.3	77.9	15.5	64.1	59.4	11.5	59.3	56.0	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	258.5	75.6	23.5	83.3	77.9	15.5	64.1	59.4	11.5	59.3	56.0	56.0
LOS	F	E	C	F	E	B	E	E	B	E	E	E
Approach Delay		122.1			65.6			50.5			56.6	
Approach LOS		F			E			D			E	
Queue Length 50th (ft)	~458	378	79	132	363	28	239	577	51	149	440	440
Queue Length 95th (ft)	#784	567	193	203	520	101	#501	#821	171	262	594	594
Internal Link Dist (ft)		5162			10565			5355			3884	
Turn Bay Length (ft)	250		240	380		250	300		400	300		
Base Capacity (vph)	215	446	501	803	610	610	407	1446	811	368	1399	1399
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.79	0.50	0.30	0.55	0.27	0.80	0.76	0.45	0.52	0.61	0.61

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 165.7

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay: 68.9

Intersection LOS: E

Intersection Capacity Utilization 94.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: US 301 & Country Rd 466/County Rd 466

			
Ø1	Ø2	Ø3	Ø4
37.3 s	73.3 s	26.8 s	60 s
			
Ø5	Ø6	Ø7	Ø8
36.9 s	73.7 s	45.7 s	41.1 s

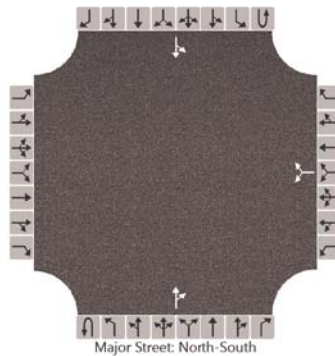
PM Build-out

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Deborah Cueva	Intersection	CR 216 @ CR 209
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	6/22/2022	East/West Street	CR 216
Analysis Year	2022	North/South Street	CR 209
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Buildout		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						71		92			113	49		65	103	
Percent Heavy Vehicles (%)						2		2						7		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						177								71		
Capacity, c (veh/h)						718								1370		
v/c Ratio						0.25								0.05		
95% Queue Length, Q ₉₅ (veh)						1.0								0.2		
Control Delay (s/veh)						11.6								7.8		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					11.6								3.3			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

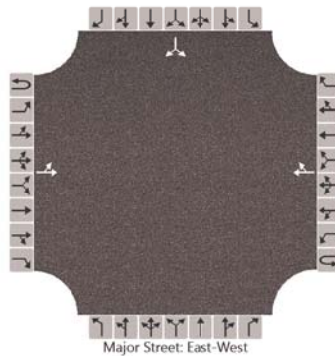
General Information

Analyst	Deborah Cueva
Agency/Co.	CHW
Date Performed	6/22/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Buildout

Site Information

Intersection	CR 216 @ Access Point A
Jurisdiction	Alachua County
East/West Street	CR 216
North/South Street	Access Point A
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		19	210				299	52						71		14
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21													92	
Capacity, c (veh/h)		1177													469	
v/c Ratio		0.02													0.20	
95% Queue Length, Q ₉₅ (veh)		0.1													0.7	
Control Delay (s/veh)		8.1													14.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.8												14.6			
Approach LOS													B			

HCS Two-Way Stop-Control Report

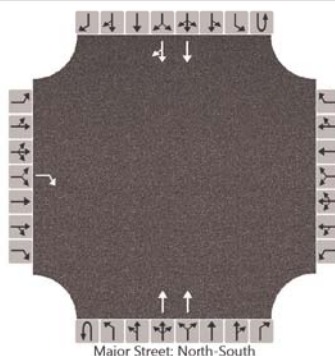
General Information

Analyst	Deborah Cueva
Agency/Co.	CHW
Date Performed	6/22/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Buildout

Site Information

Intersection	US 301 @ Access Point B
Jurisdiction	Alachua County
East/West Street	Access Point B
North/South Street	US HWY 301
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration				R							T				T	TR
Volume (veh/h)				18							1779				1333	38
Percent Heavy Vehicles (%)				2												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.94												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.32												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				20												
Capacity, c (veh/h)				356												
v/c Ratio				0.05												
95% Queue Length, Q ₉₅ (veh)				0.2												
Control Delay (s/veh)				15.7												
Level of Service (LOS)				C												
Approach Delay (s/veh)	15.7															
Approach LOS	C															

HCS Two-Way Stop-Control Report

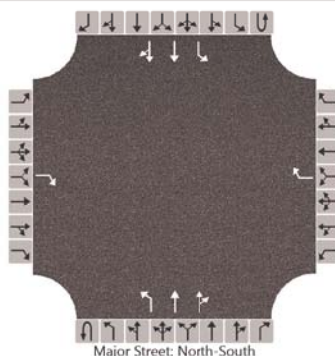
General Information

Analyst	Deborah Cueva
Agency/Co.	CHW
Date Performed	6/22/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Buildout

Site Information

Intersection	US HWY 301 @ CR 110
Jurisdiction	Alachua County
East/West Street	CR 110
North/South Street	US HWY 301
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	2	0	0	1	2	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				10				18	28	10	1449	17	9	10	959	31
Percent Heavy Vehicles (%)				0				0	2	2			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)				6.90				6.90	6.44	4.14			6.46	4.16		
Base Follow-Up Headway (sec)				3.3				3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)				3.30				3.30	2.52	2.22			2.53	2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				10				19		40				20		
Capacity, c (veh/h)				510				351		362				219		
v/c Ratio				0.02				0.05		0.11				0.09		
95% Queue Length, Q ₉₅ (veh)				0.1				0.2		0.4				0.3		
Control Delay (s/veh)				12.2				15.8		16.2				23.1		
Level of Service (LOS)				B				C		C				C		
Approach Delay (s/veh)	12.2				15.8				0.4				0.4			
Approach LOS	B				C				A				A			

AM Buildout
3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	100	135	80	81	190	613	27	158	1239	32	295	1081
Future Volume (vph)	100	135	80	81	190	613	27	158	1239	32	295	1081
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	235		400	400		230		190		0	320	
Storage Lanes	2		1	1		2		2		0	2	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	0.95	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.996			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	1719	1863	2707	0	3417	3424	0	3367	3471
Flt Permitted	0.950			0.588				0.950			0.950	
Satd. Flow (perm)	3433	3539	1583	1064	1863	2707	0	3417	3424	0	3367	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			120			403			2			
Link Speed (mph)		30			40				45			45
Link Distance (ft)		2474			2616				2521			5356
Travel Time (s)		56.2			44.6				38.2			81.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.84	0.92	0.84	0.84	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	2%	5%	5%	2%	5%	5%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Adj. Flow (vph)	109	147	87	92	207	697	32	172	1475	38	311	1138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	147	87	92	207	697	0	204	1513	0	311	1138
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	Prot	NA		Prot	NA
Protected Phases	3	8		7	4		1	1	6		5	2
Permitted Phases			8	4		4						
Detector Phase	3	8	8	7	4	4	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0
Minimum Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	11.0	11.0	34.0		11.0	25.0
Total Split (s)	15.0	27.0	27.0	20.0	32.0	32.0	24.0	24.0	74.0		24.0	74.0
Total Split (%)	10.3%	18.6%	18.6%	13.8%	22.1%	22.1%	16.6%	16.6%	51.0%		16.6%	51.0%
Maximum Green (s)	9.0	21.0	21.0	14.0	26.0	26.0	18.0	18.0	67.0		18.0	67.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	7.0		6.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0

PM Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 5



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	94
Future Volume (vph)	94
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	113
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	102
Shared Lane Traffic (%)	
Lane Group Flow (vph)	102
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	25.0
Total Split (s)	74.0
Total Split (%)	51.0%
Maximum Green (s)	67.0
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0

AM Buildout
3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	Min		None	Min
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		26.0	26.0		26.0	26.0			20.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	8.5	19.9	19.9	33.2	22.3	22.3		13.6	64.0		16.5	66.9
Actuated g/C Ratio	0.06	0.15	0.15	0.24	0.16	0.16		0.10	0.47		0.12	0.49
v/c Ratio	0.51	0.28	0.26	0.30	0.68	0.89		0.60	0.94		0.77	0.67
Control Delay	73.2	55.0	5.3	42.1	66.7	38.5		67.9	47.8		72.7	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	73.2	55.0	5.3	42.1	66.7	38.5		67.9	47.8		72.7	29.7
LOS	E	D	A	D	E	D		E	D		E	C
Approach Delay		48.2			44.7				50.2			36.6
Approach LOS		D			D				D			D
Queue Length 50th (ft)	52	64	0	66	183	163		97	712		148	420
Queue Length 95th (ft)	86	101	23	112	273	240		137	735		202	527
Internal Link Dist (ft)		2394			2536				2441			5276
Turn Bay Length (ft)	235		400	400		230		190			320	
Base Capacity (vph)	229	568	354	349	358	846		455	1700		448	1775
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.48	0.26	0.25	0.26	0.58	0.82		0.45	0.89		0.69	0.64

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 136.6

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 44.3

Intersection LOS: D

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: US 301 & E County Rd 462

 Ø1	 Ø2	 Ø3	 Ø4
24 s	74 s	15 s	32 s
 Ø5	 Ø6	 Ø7	 Ø8
24 s	74 s	20 s	27 s



Lane Group	SBR
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	66.9
Actuated g/C Ratio	0.49
v/c Ratio	0.12
Control Delay	3.2
Queue Delay	0.0
Total Delay	3.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	865
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12
Intersection Summary	

AM Buildout
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	126	61	94	90	74	195	155	1447	123	11	219	999
Future Volume (vph)	126	61	94	90	74	195	155	1447	123	11	219	999
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	200		0	400		0	380		400		380	
Storage Lanes	1		0	1		0	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor												
Frt		0.909			0.891				0.850			0.984
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1687	1614	0	1641	1539	0	1752	3505	1568	0	1753	3449
Flt Permitted	0.340			0.631			0.117				0.083	
Satd. Flow (perm)	604	1614	0	1090	1539	0	216	3505	1568	0	153	3449
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		67			116				127			13
Link Speed (mph)		40			45			55				55
Link Distance (ft)		5272			10370			3976				1158
Travel Time (s)		89.9			157.1			49.3				14.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.92	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	3%	3%	3%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	135	66	101	102	84	222	161	1507	128	12	246	1122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	167	0	102	306	0	161	1507	128	0	258	1259
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	5.0	16.0
Minimum Split (s)	45.5	45.5		45.5	45.5		12.7	30.5	30.5	13.1	13.1	30.6
Total Split (s)	45.0	45.0		45.0	45.0		20.0	50.0	50.0	25.0	25.0	55.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		16.7%	41.7%	41.7%	20.8%	20.8%	45.8%
Maximum Green (s)	37.5	37.5		38.3	38.3		12.3	42.5	42.5	16.9	16.9	47.4
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	5.6
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5		8.1	7.6
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

PM Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 9

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	122
Future Volume (vph)	122
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.89
Growth Factor	100%
Heavy Vehicles (%)	3%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	137
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	

AM Buildout
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)	31.0	31.0		31.0	31.0			16.0	16.0			16.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0			0
Act Effct Green (s)	23.8	23.8		24.6	24.6		52.9	43.1	43.1		62.3	48.0
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.50	0.41	0.41		0.59	0.46
v/c Ratio	0.99	0.40		0.40	0.68		0.63	1.05	0.18		0.82	0.79
Control Delay	116.7	22.6		38.2	29.9		29.5	69.9	5.2		47.7	30.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	116.7	22.6		38.2	29.9		29.5	69.9	5.2		47.7	30.6
LOS	F	C		D	C		C	E	A		D	C
Approach Delay		64.7			32.0			61.7				33.5
Approach LOS		E			C			E				C
Queue Length 50th (ft)	92	57		59	119		41	~607	0		116	372
Queue Length 95th (ft)	#196	115		106	202		130	#891	42		#283	#607
Internal Link Dist (ft)		5192			10290			3896				1078
Turn Bay Length (ft)	200			400			380		400		380	
Base Capacity (vph)	218	626		402	641		296	1437	717		353	1599
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.62	0.27		0.25	0.48		0.54	1.05	0.18		0.73	0.79

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 105

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 48.3

Intersection LOS: D

Intersection Capacity Utilization 100.4%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: US 301 & County Rd 216/Sumter County Rd 472

 25 s		 50 s		 45 s	
 20 s		 55 s		 45 s	



Lane Group	SBR
Minimum Gap (s)	
Time Before Reduce (s)	
Time To Reduce (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

AM Buildout
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Future Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	1.00					0.98			
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	3433	1863	1583	1770	3539	1583	1752	3428	0
Flt Permitted	0.950			0.950			0.131			0.077		
Satd. Flow (perm)	1752	1845	1546	3427	1863	1583	244	3539	1558	142	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			136			295		11	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	304	354	253	237	337	167	325	1102	366	191	730	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	354	253	237	337	167	325	1102	366	191	857	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	26.8	41.1	41.1	45.7	60.0	60.0	37.3	73.7	73.7	36.9	73.3	
Total Split (%)	13.6%	20.8%	20.8%	23.2%	30.4%	30.4%	18.9%	37.3%	37.3%	18.7%	37.1%	
Maximum Green (s)	20.0	35.0	35.0	38.0	53.2	53.2	30.0	66.4	66.4	30.0	66.0	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

PM Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 13

AM Buildout
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		23.0	23.0		20.0	20.0		19.0	19.0
Pedestrian Calls (#/hr)		1	1		0	0		2	2		0	0
Act Effct Green (s)	20.4	40.1	40.1	17.3	37.1	37.1	84.8	59.0	59.0	74.6	53.4	53.4
Actuated g/C Ratio	0.12	0.24	0.24	0.10	0.22	0.22	0.51	0.36	0.36	0.45	0.32	0.32
v/c Ratio	1.41	0.79	0.50	0.66	0.81	0.36	0.89	0.88	0.49	0.72	0.77	0.77
Control Delay	258.5	75.6	23.5	83.3	77.9	15.5	64.1	59.4	11.5	59.3	56.0	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	258.5	75.6	23.5	83.3	77.9	15.5	64.1	59.4	11.5	59.3	56.0	56.0
LOS	F	E	C	F	E	B	E	E	B	E	E	E
Approach Delay		122.1			65.6			50.5			56.6	
Approach LOS		F			E			D			E	
Queue Length 50th (ft)	~458	378	79	132	363	28	239	577	51	149	440	440
Queue Length 95th (ft)	#784	567	193	203	520	101	#501	#821	171	262	594	594
Internal Link Dist (ft)		5162			10565			5355			3884	
Turn Bay Length (ft)	250		240	380		250	300		400	300		
Base Capacity (vph)	215	446	501	803	610	610	407	1446	811	368	1399	1399
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.79	0.50	0.30	0.55	0.27	0.80	0.76	0.45	0.52	0.61	0.61

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 165.7

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay: 68.9

Intersection LOS: E

Intersection Capacity Utilization 94.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: US 301 & Country Rd 466/County Rd 466

 Ø1	 Ø2	 Ø3	 Ø4
37.3 s	73.3 s	26.8 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
36.9 s	73.7 s	45.7 s	41.1 s

PM Build-out with Improvements

PM Buildout with Timing Improvements
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	126	61	94	90	74	195	155	1447	123	11	219	999
Future Volume (vph)	126	61	94	90	74	195	155	1447	123	11	219	999
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	475		0	400		0	450		400		380	
Storage Lanes	1		0	1		0	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor												
Frt		0.909			0.891				0.850			0.984
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1687	1614	0	1641	1539	0	1752	3505	1568	0	1753	3449
Flt Permitted	0.337			0.614			0.141				0.067	
Satd. Flow (perm)	598	1614	0	1061	1539	0	260	3505	1568	0	124	3449
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		61			106				128			16
Link Speed (mph)		40			45			55				55
Link Distance (ft)		5272			10370			3976				1158
Travel Time (s)		89.9			157.1			49.3				14.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.92	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	3%	3%	3%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	135	66	101	102	84	222	161	1507	128	12	246	1122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	167	0	102	306	0	161	1507	128	0	258	1259
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	5.0	16.0
Minimum Split (s)	45.5	45.5		45.5	45.5		12.7	30.5	30.5	13.1	13.1	30.6
Total Split (s)	37.0	37.0		37.0	37.0		15.0	61.0	61.0	22.0	22.0	68.0
Total Split (%)	30.8%	30.8%		30.8%	30.8%		12.5%	50.8%	50.8%	18.3%	18.3%	56.7%
Maximum Green (s)	29.5	29.5		30.3	30.3		7.3	53.5	53.5	13.9	13.9	60.4
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	5.6
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5		8.1	7.6
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

PM Buildout Timing Imp 11:55 am 11/29/2022

Synchro 11 Report
Page 9

PM Buildout with Timing Improvements
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	122
Future Volume (vph)	122
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.89
Growth Factor	100%
Heavy Vehicles (%)	3%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	137
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	

PM Buildout with Timing Improvements
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)	31.0	31.0		31.0	31.0			16.0	16.0			16.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0			0
Act Effct Green (s)	27.8	27.8		28.6	28.6		59.6	52.5	52.5		72.8	59.4
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.51	0.45	0.45		0.62	0.51
v/c Ratio	0.96	0.39		0.40	0.67		0.72	0.96	0.17		0.96	0.72
Control Delay	110.2	26.5		42.6	34.0		32.5	47.4	3.9		78.1	25.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	110.2	26.5		42.6	34.0		32.5	47.4	3.9		78.1	25.3
LOS	F	C		D	C		C	D	A		E	C
Approach Delay		63.9			36.2			42.9				34.3
Approach LOS		E			D			D				C
Queue Length 50th (ft)	102	67		66	140		48	585	0		150	383
Queue Length 95th (ft)	#230	132		118	233		#100	#754	35		#316	458
Internal Link Dist (ft)		5192			10290			3896				1078
Turn Bay Length (ft)	475			400			450		400		380	
Base Capacity (vph)	151	452		274	476		225	1601	786		270	1787
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.89	0.37		0.37	0.64		0.72	0.94	0.16		0.96	0.70

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 117.3

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 40.6

Intersection LOS: D

Intersection Capacity Utilization 100.4%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: US 301 & County Rd 216/Sumter County Rd 472

 Ø1	 Ø2	 Ø4
22 s	61 s	37 s
 Ø5	 Ø6	 Ø8
15 s	68 s	37 s



Lane Group	SBR
Minimum Gap (s)	
Time Before Reduce (s)	
Time To Reduce (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

PM Buildout with Timing Improvements
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Future Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	1.00					0.98	1.00		
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	3433	1863	1583	1770	3539	1583	1752	3428	0
Flt Permitted	0.950			0.950			0.093			0.113		
Satd. Flow (perm)	1752	1845	1547	3429	1863	1583	173	3539	1560	208	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253			257			366		14	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	304	354	253	237	337	167	325	1102	366	191	730	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	354	253	237	337	167	325	1102	366	191	857	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	33.0	48.0	48.0	20.0	35.0	35.0	29.0	54.0	54.0	18.0	43.0	
Total Split (%)	23.6%	34.3%	34.3%	14.3%	25.0%	25.0%	20.7%	38.6%	38.6%	12.9%	30.7%	
Maximum Green (s)	26.2	41.9	41.9	12.3	28.2	28.2	21.7	46.7	46.7	11.1	35.7	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

PM Buildout Timing Imp 11:55 am 11/29/2022

Synchro 11 Report
Page 13

PM Buildout with Timing Improvements
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		23.0	23.0		20.0	20.0		19.0	19.0
Pedestrian Calls (#/hr)		1	1		0	0		2	2		0	0
Act Effct Green (s)	25.6	40.4	40.4	12.0	27.1	27.1	64.5	46.5	46.5	47.0	35.5	35.5
Actuated g/C Ratio	0.19	0.29	0.29	0.09	0.20	0.20	0.47	0.34	0.34	0.34	0.26	0.26
v/c Ratio	0.94	0.66	0.40	0.79	0.92	0.32	0.98	0.92	0.48	0.98	0.96	0.96
Control Delay	92.4	49.4	6.1	81.4	85.6	1.7	85.2	57.9	5.4	97.1	72.0	72.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	49.4	6.1	81.4	85.6	1.7	85.2	57.9	5.4	97.1	72.0	72.0
LOS	F	D	A	F	F	A	F	E	A	F	E	E
Approach Delay		51.7			65.4			52.1			76.6	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)	275	280	0	110	302	0	247	510	0	123	403	403
Queue Length 95th (ft)	#454	392	64	#173	#479	0	#450	#647	72	#288	#542	#542
Internal Link Dist (ft)		5162			10565			5355			3884	
Turn Bay Length (ft)	250		240	380		250	300		400	300		
Base Capacity (vph)	332	560	646	305	380	528	331	1197	770	194	897	897
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.63	0.39	0.78	0.89	0.32	0.98	0.92	0.48	0.98	0.96	0.96

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 138.1

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 59.9

Intersection LOS: E

Intersection Capacity Utilization 94.9%

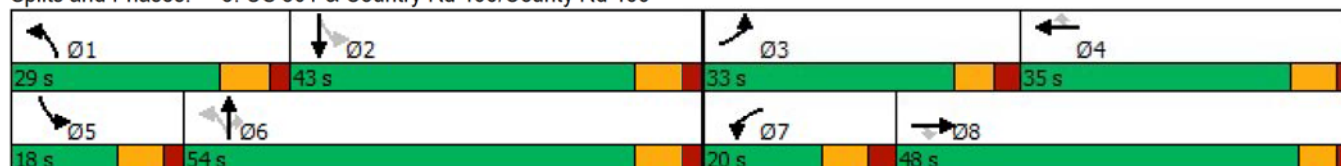
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: US 301 & Country Rd 466/County Rd 466



Appendix L Programmed Improvements

US HWY 301/CR 472

April 18, 2022

Steven Cohoon
Assistant Director – Planning
319 E. Anderson Ave.
Bushnell, FL 33513

Chad Lingenfelter, AICP, PTP, RSP
Traffic Services Manager
Florida Department of Transportation – District Five
719 South Woodland Blvd.
Deland, FL 32720

Programed Improvements to
identify:

Right turn lane on CR 114

Improvements on CR 216 (related to
DQ development - left turn lane and
through/right)

left turn lane on C 472 WB and right
turn lane on US 301 NB at C 472.

Committed trips to include:
Oxford Crossings (all phases)
Twisted Oaks
The Keys at Wildwood I
The Keys at wildwood II
Wildwood Storage Facility
Oxford Residential
Stonegate Lakeside Landing
DQ Grill and Chill

Re: Traffic Impact Analysis Methodology, Terwilliger Multi-Family and Retail Development, Wildwood, FL

Dear Steven, Chad,

CHW is preparing a Traffic Impact Analysis (TIA) for the proposed Multi-Family Development located on the northwest corner of US HWY 301 and CR 216 in Sumter County. A site location map is provided in **Attachment A**.

This site proposes approximately 70,000 KSF Shopping Plaza and 250 units.

The project proposes the following access as provided in **Attachment A**:

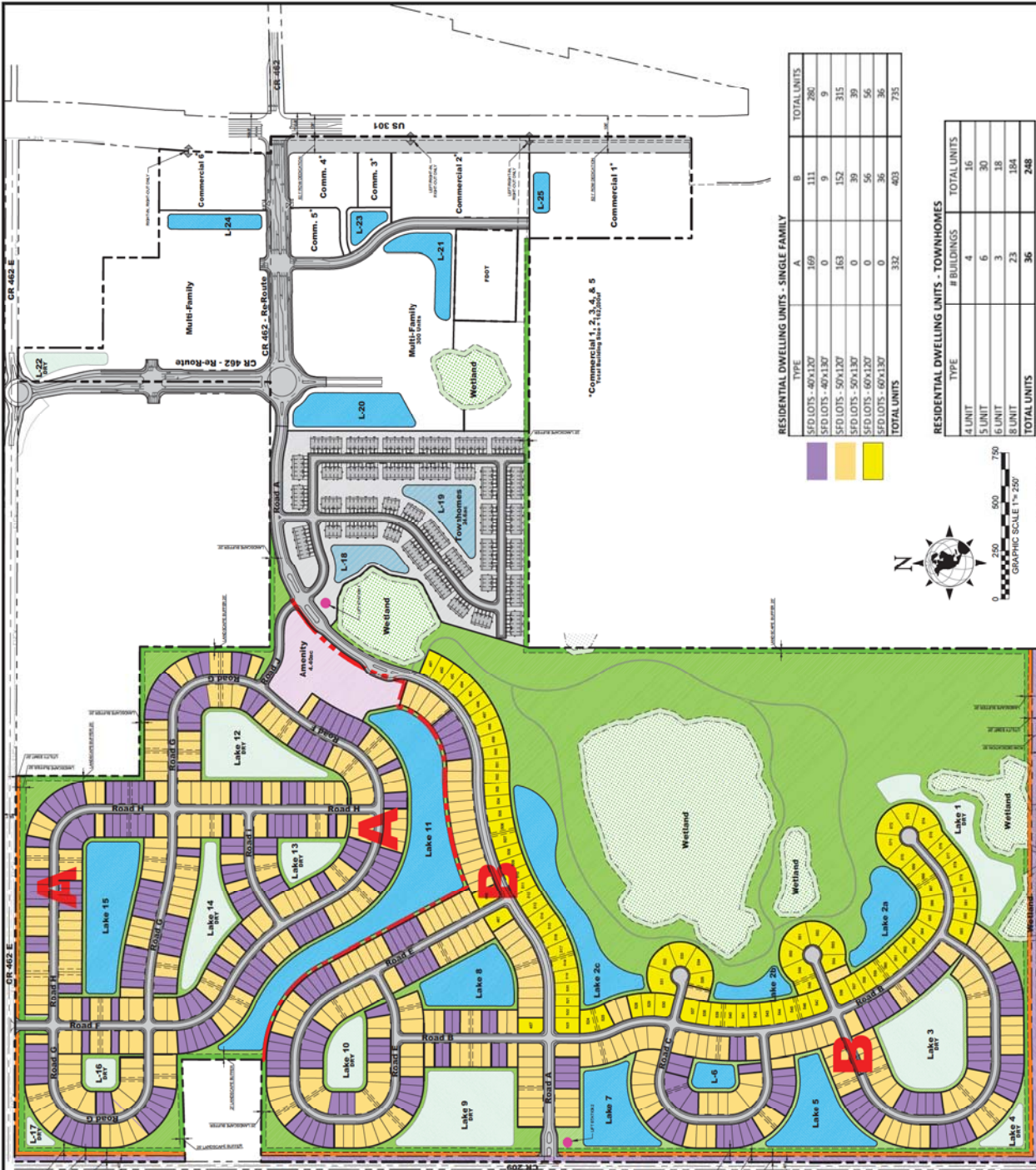
- A connection to US HWY 301 along the north side of the property aligned with the existing directional median opening
- A right-in/right-out connection to US HWY 301 between CR 216 and the directional median opening
- One or two full access points on CR 216

One access point would be considered. Please provide justification for the need of an additional connection on CR 216 in addition to the one proposed on US 301

According to the *Sumpter County Public Works Department Traffic Impact Analysis (TIA) Guidelines*, this site requires a Major TIA based on the trips exceeding 1,000 ADT.

Please review the methodology and either provide comment for the purposes of modification/clarification or provide acceptance.

US HWY 301/CR 462



RESIDENTIAL DWELLING UNITS - SINGLE FAMILY

TYPE	A	B	TOTAL UNITS
SFD LOTS - 40'x120'	169	111	280
SFD LOTS - 40'x130'	0	9	9
SFD LOTS - 50'x120'	163	152	315
SFD LOTS - 50'x130'	0	39	39
SFD LOTS - 60'x120'	0	56	56
SFD LOTS - 60'x130'	0	36	36
TOTAL UNITS	332	403	735

RESIDENTIAL DWELLING UNITS - TOWNHOMES

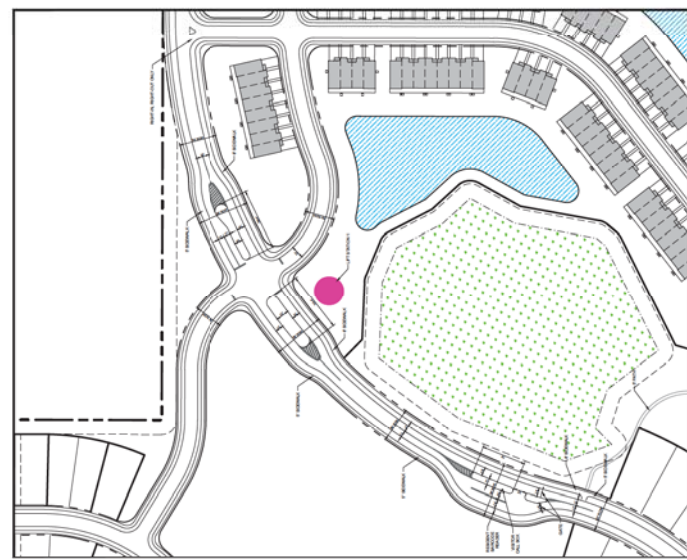
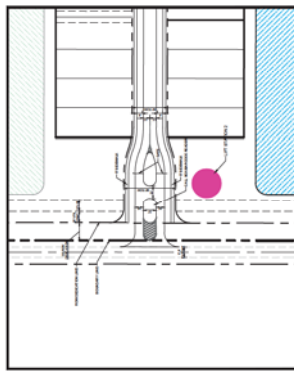
TYPE	# BUILDINGS	TOTAL UNITS
4 UNIT	4	16
5 UNIT	6	30
6 UNIT	3	18
8 UNIT	23	184
TOTAL UNITS	36	248

MASTER SITE PLAN
TWISTED OAKS
 CITY OF WILDWOOD, FLORIDA

MORRIS ENGINEERING AND CONSULTING, LLC
 Civil Engineering and Land Development Consulting
 6907 Professional Parkway, Suite 200, Jacksonville, Florida 32211
 (904) 444-4444



NO.	DATE	REVISION / DESCRIPTION
1	10/27/23	70-95
2	10/27/23	70-95
3	10/27/23	70-95
4	10/27/23	70-95
5	10/27/23	70-95
6	10/27/23	70-95
7	10/27/23	70-95
8	10/27/23	70-95
9	10/27/23	70-95
10	10/27/23	70-95
11	10/27/23	70-95
12	10/27/23	70-95
13	10/27/23	70-95
14	10/27/23	70-95
15	10/27/23	70-95
16	10/27/23	70-95
17	10/27/23	70-95
18	10/27/23	70-95
19	10/27/23	70-95
20	10/27/23	70-95
21	10/27/23	70-95
22	10/27/23	70-95
23	10/27/23	70-95
24	10/27/23	70-95
25	10/27/23	70-95
26	10/27/23	70-95
27	10/27/23	70-95
28	10/27/23	70-95
29	10/27/23	70-95
30	10/27/23	70-95
31	10/27/23	70-95
32	10/27/23	70-95
33	10/27/23	70-95
34	10/27/23	70-95
35	10/27/23	70-95
36	10/27/23	70-95
37	10/27/23	70-95
38	10/27/23	70-95
39	10/27/23	70-95
40	10/27/23	70-95
41	10/27/23	70-95
42	10/27/23	70-95
43	10/27/23	70-95
44	10/27/23	70-95
45	10/27/23	70-95
46	10/27/23	70-95
47	10/27/23	70-95
48	10/27/23	70-95
49	10/27/23	70-95
50	10/27/23	70-95
51	10/27/23	70-95
52	10/27/23	70-95
53	10/27/23	70-95
54	10/27/23	70-95
55	10/27/23	70-95
56	10/27/23	70-95
57	10/27/23	70-95
58	10/27/23	70-95
59	10/27/23	70-95
60	10/27/23	70-95
61	10/27/23	70-95
62	10/27/23	70-95
63	10/27/23	70-95
64	10/27/23	70-95
65	10/27/23	70-95
66	10/27/23	70-95
67	10/27/23	70-95
68	10/27/23	70-95
69	10/27/23	70-95
70	10/27/23	70-95
71	10/27/23	70-95
72	10/27/23	70-95
73	10/27/23	70-95
74	10/27/23	70-95
75	10/27/23	70-95
76	10/27/23	70-95
77	10/27/23	70-95
78	10/27/23	70-95
79	10/27/23	70-95
80	10/27/23	70-95
81	10/27/23	70-95
82	10/27/23	70-95
83	10/27/23	70-95
84	10/27/23	70-95
85	10/27/23	70-95
86	10/27/23	70-95
87	10/27/23	70-95
88	10/27/23	70-95
89	10/27/23	70-95
90	10/27/23	70-95
91	10/27/23	70-95
92	10/27/23	70-95
93	10/27/23	70-95
94	10/27/23	70-95
95	10/27/23	70-95
96	10/27/23	70-95
97	10/27/23	70-95
98	10/27/23	70-95
99	10/27/23	70-95
100	10/27/23	70-95



2. The proposed work at the US 301/C 462 intersection will be generally per the Traffic Impact Analysis for Twisted Oak Pointe, prepared by Traffic and Mobility Consultants. The proposed work includes the following:
 - a. Addition of a second southbound left-turn lane.
 - b. Addition of a southbound right-turn lane.
 - c. Addition of a second northbound left-turn lane and extension of the existing northbound left-turn lane.
 - d. Addition of an eastbound through lane on C 462 and re-striping of existing travel lanes.
 - e. Replacement of existing signal strain poles with traffic signal mast arms.
 - f. The proposed work will also include the addition of a directional median at the intersection of C 462E and US 301.
 - g. The work will connect to the developer driven improvements on the west side of the intersection of US 301 and C 462.
 - h. In addition to the improvements detailed in the TIA, the work will include the design of a single or dual westbound right turn lane(s).

Appendix M Roadway Segment Level of Service Analysis Documentatoin

COUNTY: 18
STATION: 0210
DESCRIPTION: ON US-301, 0.100 MI. S OF CR-466 (RVL)
START DATE: 07/14/2021
START TIME: 0430

TIME	DIRECTION: N				TOTAL	DIRECTION: S				TOTAL	COMBINED TOTAL	
	1ST	2ND	3RD	4TH		1ST	2ND	3RD	4TH			
0000	23	22	18	24	87	22	22	18	14	76	163	
0100	14	17	13	15	59	7	15	15	9	46	105	
0200	15	13	14	12	54	12	10	11	12	45	99	
0300	10	10	10	12	42	19	15	21	18	73	115	
0400	13	13	23	29	78	29	27	29	53	138	216	
0500	37	26	54	43	160	70	103	128	139	440	600	
0600	91	90	121	129	431	170	186	222	221	799	1230	
0700	159	215	205	248	827	208	222	248	216	894	1721	
0800	225	188	224	236	873	192	198	205	158	753	1626	
0900	176	199	224	196	795	196	166	170	172	704	1499	
1000	212	186	241	241	880	194	168	208	206	776	1656	
1100	230	233	249	245	957	209	233	213	184	839	1796	
1200	264	257	266	234	1021	193	260	196	212	861	1882	
1300	251	249	279	281	1060	232	183	188	147	750	1810	
1400	246	274	280	284	1084	224	201	203	276	904	1988	
1500	308	301	299	294	1202	263	244	261	219	987	2189	
1600	314	346	253	318	1231	213	188	176	208	785	2016	
1700	318	367	314	266	1265	218	202	210	168	798	2063	
1800	274	209	176	151	810	199	148	153	138	638	1448	
1900	133	170	117	110	530	122	105	107	108	442	972	
2000	90	113	98	81	382	121	118	112	87	438	820	
2100	83	73	84	73	313	74	67	70	61	272	585	
2200	60	49	43	40	192	52	30	32	28	142	334	
2300	32	39	30	26	127	32	36	17	23	108	235	
24-HOUR TOTALS:					14460						12708	27168

PEAK VOLUME INFORMATION			
DIRECTION: N		DIRECTION: S	
HOUR	VOLUME	HOUR	VOLUME
A.M.			
715	893		
P.M.			
1645	1317		
DAILY	1317		
		COMBINED DIRECTIONS	
		HOUR	VOLUME
		715	1771
		1445	2236
		1445	2236

COUNTY: 18
STATION: 0210
DESCRIPTION: ON US-301, 0.100 MI. S OF CR-466 (RVL)
START DATE: 07/15/2021
START TIME: 0430

TIME	DIRECTION: N				TOTAL	DIRECTION: S				TOTAL	COMBINED TOTAL	
	1ST	2ND	3RD	4TH		1ST	2ND	3RD	4TH			
0000	21	27	21	23	92	16	20	19	21	76	168	
0100	19	20	13	16	68	19	12	19	25	75	143	
0200	16	9	17	9	51	20	14	15	10	59	110	
0300	8	12	8	14	42	14	19	14	27	74	116	
0400	11	16	32	34	93	29	37	53	45	164	257	
0500	27	46	42	65	180	73	109	121	128	431	611	
0600	54	82	136	127	399	160	182	209	224	775	1174	
0700	165	216	216	205	802	197	237	278	262	974	1776	
0800	239	213	196	188	836	183	194	204	256	837	1673	
0900	205	185	207	218	815	183	193	191	188	755	1570	
1000	218	269	254	237	978	185	172	198	191	746	1724	
1100	190	244	272	248	954	184	190	212	234	820	1774	
1200	240	273	264	257	1034	231	159	240	250	880	1914	
1300	244	223	288	257	1012	212	198	235	238	883	1895	
1400	293	286	315	265	1159	221	219	213	215	868	2027	
1500	304	266	305	290	1165	210	216	228	236	890	2055	
1600	357	289	318	312	1276	269	238	238	229	974	2250	
1700	315	359	255	257	1186	200	232	254	222	908	2094	
1800	273	229	178	187	867	237	178	163	137	715	1582	
1900	160	175	140	150	625	181	171	156	112	620	1245	
2000	128	120	108	101	457	152	104	109	81	446	903	
2100	86	94	94	96	370	140	112	77	75	404	774	
2200	67	62	51	43	223	82	50	44	48	224	447	
2300	58	58	43	41	200	49	40	31	17	137	337	
24-HOUR TOTALS:												
					14884						13735	28619

PEAK VOLUME INFORMATION			
DIRECTION: N		DIRECTION: S	
HOUR	VOLUME	HOUR	VOLUME
A.M.			
715	876		974
P.M.			
1630	1304		981
DAILY	1304		981

USED FOR ROADWAY SEGMENT US 301 from C - 472 to C - 466

Station 0210 Average = (2,236 + 2,250) / 2 = 2,243

COUNTY: 18
STATION: 0002
DESCRIPTION: ON US-301, 0.025 MI. N OF CR-272
START DATE: 07/27/2021
START TIME: 0415

DIRECTION: N					DIRECTION: S					COMBINED	
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	19	24	8	18	69	11	14	7	8	40	109
0100	23	13	15	18	69	16	10	13	14	53	122
0200	13	5	19	13	50	16	13	12	16	57	107
0300	13	10	7	19	49	11	13	18	23	65	114
0400	16	17	17	33	83	22	27	35	46	130	213
0500	26	38	48	46	158	55	85	116	132	388	546
0600	70	80	94	133	377	136	168	176	227	707	1084
0700	141	177	186	190	694	200	242	281	275	998	1692
0800	163	153	188	138	642	205	222	222	225	874	1516
0900	148	169	165	166	648	162	165	199	154	680	1328
1000	194	185	226	217	822	210	211	231	226	878	1700
1100	209	180	196	199	784	167	201	190	203	761	1545
1200	210	178	190	191	769	169	209	197	221	796	1565
1300	176	195	212	201	784	170	213	172	195	750	1534
1400	197	193	205	211	806	173	196	190	201	760	1566
1500	200	210	227	222	859	190	188	191	187	756	1615
1600	244	258	233	226	961	193	189	147	198	727	1688
1700	282	293	230	249	1054	182	184	185	168	719	1773
1800	214	123	135	124	596	151	135	109	99	494	1090
1900	128	86	88	96	398	102	80	103	76	361	759
2000	66	70	63	78	277	72	59	69	59	259	536
2100	80	52	44	32	208	42	47	46	31	166	374
2200	42	40	27	42	151	42	40	26	18	126	277
2300	27	31	22	11	91	28	22	17	17	84	175
24-HOUR TOTALS:					11399						11629 23028

PEAK VOLUME INFORMATION										COMBINED DIRECTIONS			
DIRECTION: N					DIRECTION: S					HOUR		VOLUME	
A.M.					715					715		1719	
P.M.					1700					1645		1780	
DAILY					1700					1645		1780	
TRUCK PERCENTAGE 14.33										9.49		11.89	

CLASSIFICATION SUMMARY DATABASE																		
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL	
N	35	6705	3026	111	698	122	68	208	363	52	8	0	3	0	0	1633	11399	
S	61	8964	1494	108	424	95	19	135	296	22	1	0	4	0	6	1104	11629	

COUNTY: 18
STATION: 0002
DESCRIPTION: ON US-301, 0.025 MI. N OF CR-272
START DATE: 07/28/2021
START TIME: 0415

TIME	DIRECTION: N				TOTAL	DIRECTION: S				TOTAL	COMBINED TOTAL	
	1ST	2ND	3RD	4TH		1ST	2ND	3RD	4TH			
0000	26	26	22	19	93	10	15	19	9	53	146	
0100	11	11	11	11	44	16	14	10	13	53	97	
0200	13	19	16	13	61	11	14	9	16	50	111	
0300	9	11	14	16	50	11	13	18	18	60	110	
0400	13	11	15	21	60	16	32	38	45	131	191	
0500	23	38	43	66	170	46	90	113	119	368	538	
0600	72	82	105	131	390	148	175	176	211	710	1100	
0700	160	169	157	162	648	185	249	238	277	949	1597	
0800	176	162	169	148	655	226	218	204	211	859	1514	
0900	174	135	151	164	624	188	169	183	162	702	1326	
1000	149	177	177	167	670	172	194	194	179	739	1409	
1100	175	194	182	192	743	164	176	162	178	680	1423	
1200	204	209	196	224	833	191	192	190	207	780	1613	
1300	182	175	190	205	752	208	179	168	179	734	1486	
1400	193	193	234	186	806	160	200	198	204	762	1568	
1500	199	237	238	213	887	202	214	197	208	821	1708	
1600	250	237	344	319	1150	193	228	206	269	896	2046	
1700	353	297	247	194	1091	282	158	184	141	765	1856	
1800	195	165	139	109	608	145	153	111	80	489	1097	
1900	123	120	91	92	426	86	76	81	81	324	750	
2000	72	79	81	60	292	76	69	53	51	249	541	
2100	65	56	51	38	210	53	38	43	30	164	374	
2200	43	36	37	29	145	44	34	25	15	118	263	
2300	27	30	17	17	91	26	39	22	14	101	192	
24-HOUR TOTALS:					11499						11557	23056

DIRECTION: N				DIRECTION: S			
PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION
HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	669	715	715	990	715	1654
P.M.	1630	1313	1615	1615	985	1615	2238
DAILY	1630	1313	715	715	990	1615	2238

TRUCK PERCENTAGE 14.07 9.65 11.85

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	25	6829	3027	96	682	144	58	234	368	33	3	0	0	0	0	1618
S	50	9019	1371	95	396	114	22	172	291	19	1	4	1	0	2	1115

GENERATED BY SPS 5.0.55P

USED FOR ROADWAY SEGMENT US 301 from C - 462 N to CR 222

Station 0002 Average = (1,780 + 2,238) / 2 = 2,009

USED FOR ROADWAY SEGMENT US 301 from CR 222 to C - 472

Station 0210 and 0002 Average = (2,243 + 2,009) / 2 = 2,126

Posted on January 16, 2015

Segment ID	Roadname	FROM	TO	NUMBER OF LANES	AREA TYPE	MAINTAINING AGENCY	JURISDICTION	FUNCTIONAL CLASSIFICATION	TDOT STANDARD CAPACITY	LOS	EVACUATION ROUTE	LOS CORE	2045 LEVEL OF SERVICE												
													A	B	C	D	E	AUDT	PM PEAK HOUR	EBR&B	V/C RATIO	LOS	WBSB	V/C RATIO	LOS
60000	BAILEY TRL	BUENA VISTA BLVD	SUNSET RIDGE DR	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	10,420	1,199	633	0.04	D	564	0.84	D
60001	BAILEY TRL	BAILEY TRL	ST CHARLES PLACE	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60002	BAILEY TRL	BASSINGER CT	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60003	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60004	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60005	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60006	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60007	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60008	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60009	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60010	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60011	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60012	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60013	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60014	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60015	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60016	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60017	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60018	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60019	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60020	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60021	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60022	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60023	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60024	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60025	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60026	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60027	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60028	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60029	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60030	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60031	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60032	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60033	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60034	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60035	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60036	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60037	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60038	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60039	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60040	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60041	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60042	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60043	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60044	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60045	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60046	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60047	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60048	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60049	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60050	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60051	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60052	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60053	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60054	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60055	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60056	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60057	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMMIT COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C
60058	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY</																			

Segment ID	ROADNAME	FROM	TO	NUMBER OF LANES	AREA TYPE	MAINTAINING AGENCY	JURISDICTION	FUNCTIONAL CLASSIFICATION	TDOT STANDARD CAPACITY	LOS	EVACUATION ROUTE	LOS CODE	PEAK HOUR DIRECTION CAPACITIES										2015 LEVEL OF SERVICE				
													A	B	C	D	E	ADT	PM PEAK HOUR TOTAL	ERNB	V/C RATIO	LOS	WBSB	V/C RATIO	LOS		
SR 471	POLK COUNTY BOUNDARY	SR 50		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	71	0.17	B		
		SR 471		SR 721		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	141	0.33	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	360	0.86	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	471	1.10	D
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	281	0.65	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	200	0.48	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	178	0.41	B
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	229	0.53	B
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	538	0.61	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	458	0.52	C
SR 471	POLK COUNTY BOUNDARY	SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	312	0.26	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	179	0.20	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	205	0.23	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	376	0.58	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	351	0.51	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1215	0.42	B
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1696	0.65	B
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1126	0.67	B
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1350	0.69	B
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	729	0.43	B
SR 471	POLK COUNTY BOUNDARY	SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	517	0.35	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	339	0.50	D
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	214	0.35	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	179	0.41	B
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	273	0.51	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	498	0.33	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	211	0.34	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	261	0.39	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	351	0.54	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	674	1.01	D
SR 471	POLK COUNTY BOUNDARY	SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	386	0.58	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	721	0.22	B
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	637	0.32	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	668	0.35	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	817	0.41	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	763	0.44	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1508	0.60	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	781	0.39	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	551	0.28	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1167	0.58	C
SR 471	POLK COUNTY BOUNDARY	SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	256	0.26	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	190	0.25	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	490	0.16	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	712	0.18	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	706	0.22	B
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1376	0.37	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1913	0.61	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1438	0.41	C
		SR 471		SR 478 (S)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	1242	0.41	C
		SR 471		SR 478 (N)		2U	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2B01	0	2500	430	740	1400	1877	125	54	0.13	B	2424	0.93	C

Source: Sumter County 2014 Traffic Counts Program and FDOT 2013 Traffic Information DVD Notes. The following segments were under construction during data collection: C-466A (from US 301/SR 35 to C-462/CR 139), C-476B (from SW 95th Av to C-476W), CR 727 (from SR 50 to CR 721) and CR 728 (from C-466 to Lake County Boundary). Traffic volumes for this segment was taken from the Sumter County 2013 Traffic Counts Program with a 2% growth rate.

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas¹

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes				E	
2	Undivided	*	1,510	1,600	**	4	4,130	5,640	7,070	7,420	
4	Divided	*	3,420	3,580	**	6	6,200	8,450	10,510	11,150	
6	Divided	*	5,250	5,390	**	8	8,270	11,270	13,960	14,850	
8	Divided	*	7,090	7,210	**	10	10,350	14,110	17,310	18,580	
						12	11,600	16,550	20,950	23,200	
Class II (35 mph or slower posted speed limit)						US 301/SR 35					
Lanes	Median	B	C	D	E	Lanes				E	
2	Undivided	*	660	1,330	1,410	4	4,130	5,640	7,070	7,690	
4	Divided	*	1,310	2,920	3,040	6	6,200	8,450	10,510	11,530	
6	Divided	*	2,090	4,500	4,590	8	8,270	11,270	13,960	15,380	
8	Divided	*	2,880	6,060	6,130	10	10,350	14,110	17,310	19,220	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes					
Non-State Signalized Roadways						Present in Both Directions					
						+ 1,800					
						Ramp Metering					
						+ 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	1,050	1,620	2,180	2,930
2	Undivided	No	No	-20%		4	Divided	3,270	4,730	5,960	6,780
Multi	Undivided	Yes	No	-5%		6	Divided	4,910	7,090	8,950	10,180
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%							
One-Way Facility Adjustment						Uninterrupted Flow Highway Adjustments					
Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE ²						1 Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						2 Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
Paved						3 Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
Shoulder/Bicycle						* Cannot be achieved using table input value defaults.					
Lane Coverage	B	C	D	E							
0-49%	*	260	680	1,770							
50-84%	190	600	1,770	>1,770							
85-100%	830	1,700	>1,770	**							
PEDESTRIAN MODE ²						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Source:					
Sidewalk Coverage	B	C	D	E	Florida Department of Transportation						
0-49%	*	*	250	850	Systems Implementation Office						
50-84%	*	150	780	1,420	https://www.fdot.gov/planning/systems/						
85-100%	340	960	1,560	>1,770							
BUS MODE (Scheduled Fixed Route) ³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

¹Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

²Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

³Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
<https://www.fdot.gov/planning/systems/>

Committed Trips										
			Oxford Crossing	Twisted Oaks	The Keys at Wildwood I	The Keys at Wildwood II	Wildwood Storage Facility	Stonegate Lakeside Landing	DQ Grill and Chill	Total
CR 216	CR 209	US 301/SR 35							66	66
US 301/SR 35	CR 222	C - 472	373	26		29			30	458
US 301/SR 35	C - 472	C - 466	420	26		40	7		31	524
US 301/SR 35	C - 466	CR 204	187		68					255
Growth Rates										
Approach	Historical Growth Rate	Growth Rate Used	2024 Growth Factor (from TMC, TMC volumes from 2022)	2024 Growth Factor (from FDOT Online, volumes from 2021)						
US 301	5.86%	5.86%	1.117	1.176						
CR 216	N/A	2.00%	1.040	1.060						
US 301	6.57%	6.57%	1.131	1.197						
South US 301	9.09%	9.09%	1.182	1.273						

Appendix N

Signal Timings



EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

COORDINATION SETTINGS

Travel Direction

NBL

SBT/L

EBL

WBT

SBL

NBT

WBL

EBT

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func	Total Split	Dial 1 AVC	Dial 2/AM	Dial 3/PM
1		6	3.0	30	30	5.1	22				Lock	37.3			37.3
2		15	3.0	66	78	5.1	22	7	19	min	Non Lock	73.3	Cycle Length 179.2		73.3
3		8	3.0	20	14	4.1	27				Lock	26.8			26.8
4		8	3.0	35	80	4.8	20	7	23		Non Lock	41.8			60
5		10	3.0	30	44	4.8	21				Lock	36.9			36.9
6		15	3.0	47	46	5.1	2.2	7	20	min	Non Lock	54.3	Cycle Length 178		73.7
7		8	3.0	38	63	4.8	2.9				Lock	45.7			45.7
8		8	3.0	35	28	4.1	2.0	7	26		Non Lock	41.1			41.1

5003
INTERSECTION:
US 301 & CR 466

DATE: June 2019

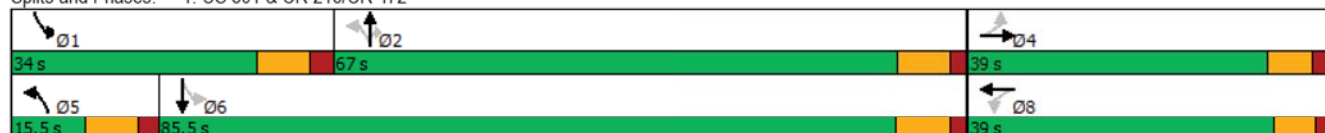
Off Set

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱	↱	↰	↱	
Traffic Volume (vph)	110	39	95	183	71	235	88	871	292	268	890	77
Future Volume (vph)	110	39	95	183	71	235	88	871	292	268	890	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	116	41	100	193	75	247	93	917	307	282	937	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	141	0	193	322	0	93	917	307	282	1018	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	12.5	12.5		11.7	11.7		12.7	23.5	23.5	13.1	23.6	
Total Split (s)	39.0	39.0		39.0	39.0		15.5	67.0	67.0	34.0	85.5	
Total Split (%)	27.9%	27.9%		27.9%	27.9%		11.1%	47.9%	47.9%	24.3%	61.1%	
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5	8.1	7.6	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
v/c Ratio	0.53	0.26		0.51	0.56		0.38	0.78	0.49	0.83	0.71	
Control Delay	45.3	16.5		39.2	26.2		17.2	37.0	15.6	43.0	28.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	45.3	16.5		39.2	26.2		17.2	37.0	15.6	43.0	28.2	
Queue Length 50th (ft)	64	29		104	115		28	286	73	118	292	
Queue Length 95th (ft)	#168	97		227	262		50	396	163	223	358	
Internal Link Dist (ft)		2181			3932			7677			6422	
Turn Bay Length (ft)							430		114	430		
Base Capacity (vph)	219	544		376	575		251	1995	960	501	2583	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.53	0.26		0.51	0.56		0.37	0.46	0.32	0.56	0.39	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 105.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: US 301 & CR 216/CR 472



SIGNAL TIMINGS PROVIDED BY SUMTER COUNTY

HCM 6th Signalized Intersection Summary
1: US 301 & CR 216/CR 472

2023 Volume Projection
Timing Plan: AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱	↱	↰	↱	↱
Traffic Volume (veh/h)	110	39	95	183	71	235	88	871	292	268	890	77
Future Volume (veh/h)	110	39	95	183	71	235	88	871	292	268	890	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	116	41	91	193	75	231	93	917	274	282	937	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	4	4	4	3	3	3	3	3	3
Cap, veh/h	214	150	332	365	118	363	266	1178	525	346	1368	111
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.33	0.33	0.13	0.41	0.41
Sat Flow, veh/h	1048	505	1120	1238	397	1223	1767	3526	1572	1767	3302	268
Grp Volume(v), veh/h	116	0	132	193	0	306	93	917	274	282	500	513
Grp Sat Flow(s), veh/h/ln	1048	0	1624	1238	0	1621	1767	1763	1572	1767	1763	1807
Q Serve(g_s), s	10.3	0.0	6.0	13.5	0.0	15.7	3.3	22.4	13.4	9.5	22.2	22.2
Cycle Q Clear(g_c), s	26.0	0.0	6.0	19.5	0.0	15.7	3.3	22.4	13.4	9.5	22.2	22.2
Prop In Lane	1.00		0.69	1.00		0.75	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	214	0	482	365	0	481	266	1178	525	346	730	749
V/C Ratio(X)	0.54	0.00	0.27	0.53	0.00	0.64	0.35	0.78	0.52	0.81	0.68	0.68
Avail Cap(c_a), veh/h	249	0	535	416	0	547	320	2193	978	600	1436	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	25.8	33.2	0.0	29.2	20.4	28.7	25.7	20.6	22.9	22.9
Incr Delay (d2), s/veh	2.1	0.0	0.3	1.2	0.0	2.0	0.8	1.1	0.8	4.7	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	4.0	7.1	0.0	10.0	2.3	13.5	8.2	6.8	13.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	0.0	26.1	34.4	0.0	31.2	21.2	29.8	26.5	25.3	24.1	24.0
LnGrp LOS	D	A	C	C	A	C	C	C	C	C	C	C
Approach Vol, veh/h		248			499			1284			1295	
Approach Delay, s/veh		33.8			32.4			28.5			24.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.2	39.6		35.9	12.6	47.2		35.9				
Change Period (Y+Rc), s	* 8.1	* 7.6		* 7.5	* 7.7	7.6		* 7.5				
Max Green Setting (Gmax), s	* 26	* 60		* 32	* 7.8	77.9		* 32				
Max Q Clear Time (g_c+I1), s	11.5	24.4		28.0	5.3	24.2		21.5				
Green Ext Time (p_c), s	0.6	7.6		0.4	0.0	6.6		1.8				
Intersection Summary												
HCM 6th Ctrl Delay			27.8									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

SIGNAL TIMINGS PROVIDED BY SUMTER COUNTY

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	46	82	313	46	227	144	1007	287	275	1007	111
Future Volume (vph)	201	46	82	313	46	227	144	1007	287	275	1007	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	209	48	85	326	48	236	150	1049	299	286	1049	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	133	0	326	284	0	150	1049	299	286	1165	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	12.5	12.5		11.7	11.7		12.7	23.5	23.5	13.1	23.6	
Total Split (s)	45.0	45.0		45.0	45.0		20.0	50.0	50.0	25.0	55.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		16.7%	41.7%	41.7%	20.8%	45.8%	
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5	8.1	7.6	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
v/c Ratio	0.89	0.25		0.89	0.45		0.64	0.87	0.47	0.89	0.83	
Control Delay	75.8	15.3		64.4	10.8		32.0	42.9	17.7	59.1	36.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	75.8	15.3		64.4	10.8		32.0	42.9	17.7	59.1	36.1	
Queue Length 50th (ft)	150	31		233	37		53	392	91	165	415	
Queue Length 95th (ft)	#289	79		#393	110		118	483	174	#333	518	
Internal Link Dist (ft)		2181			3932			7677			6422	
Turn Bay Length (ft)							430		114	430		
Base Capacity (vph)	276	613		431	703		271	1353	691	336	1515	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.76	0.22		0.76	0.40		0.55	0.78	0.43	0.85	0.77	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 110.8

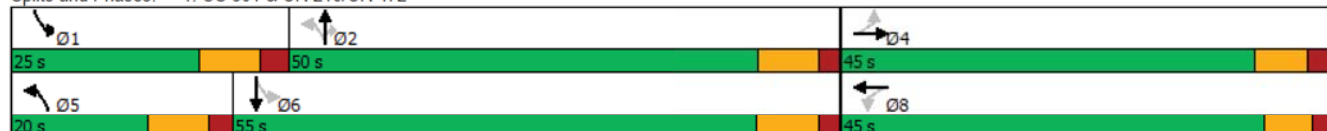
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

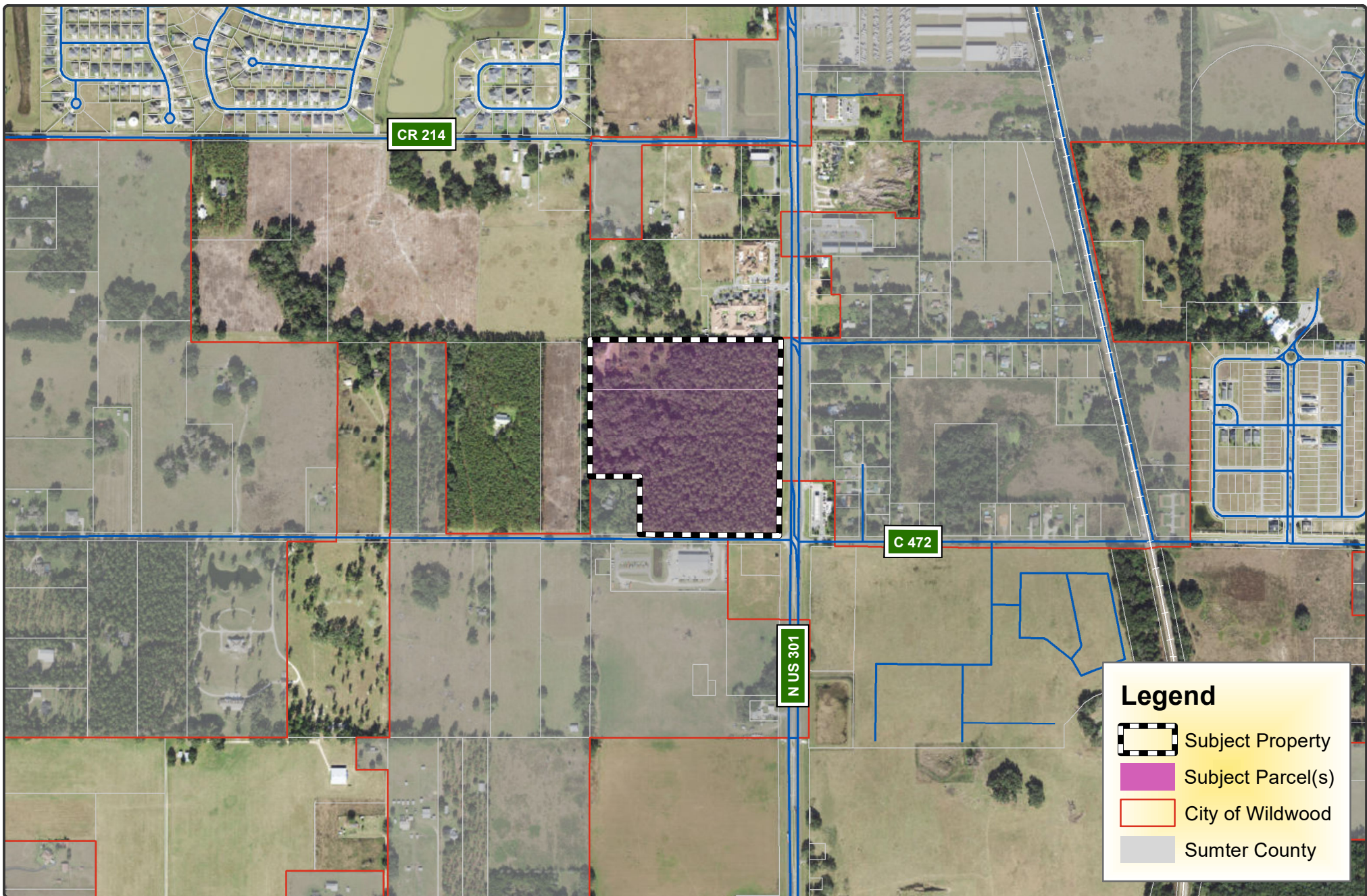
Splits and Phases: 1: US 301 & CR 216/CR 472



SIGNAL TIMINGS PROVIDED BY SUMTER COUNTY

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	46	82	313	46	227	144	1007	287	275	1007	111
Future Volume (veh/h)	201	46	82	313	46	227	144	1007	287	275	1007	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	209	48	76	326	48	220	150	1049	267	286	1049	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	3	3	3
Cap, veh/h	275	210	333	406	95	435	242	1184	528	314	1282	136
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.07	0.34	0.34	0.13	0.40	0.40
Sat Flow, veh/h	1085	637	1008	1247	287	1317	1753	3497	1560	1767	3217	340
Grp Volume(v), veh/h	209	0	124	326	0	268	150	1049	267	286	575	585
Grp Sat Flow(s),veh/h/ln	1085	0	1644	1247	0	1604	1753	1749	1560	1767	1763	1794
Q Serve(g_s), s	22.1	0.0	6.3	29.5	0.0	15.4	6.3	32.6	15.7	12.7	33.4	33.5
Cycle Q Clear(g_c), s	37.5	0.0	6.3	35.7	0.0	15.4	6.3	32.6	15.7	12.7	33.4	33.5
Prop In Lane	1.00		0.61	1.00		0.82	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	275	0	543	406	0	529	242	1184	528	314	703	715
V/C Ratio(X)	0.76	0.00	0.23	0.80	0.00	0.51	0.62	0.89	0.51	0.91	0.82	0.82
Avail Cap(c_a), veh/h	275	0	543	410	0	535	301	1294	577	345	727	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	27.9	40.8	0.0	31.0	26.2	35.9	30.3	28.9	30.8	30.8
Incr Delay (d2), s/veh	11.7	0.0	0.2	10.9	0.0	0.8	2.6	7.3	0.8	25.9	7.1	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	0.0	4.4	15.0	0.0	9.8	4.7	20.1	9.5	11.5	20.6	20.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.0	28.1	51.7	0.0	31.7	28.8	43.2	31.1	54.7	37.9	37.9
LnGrp LOS	E	A	C	D	A	C	C	D	C	D	D	D
Approach Vol, veh/h	333			594			1466			1446		
Approach Delay, s/veh	46.7			42.7			39.5			41.2		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	46.5		45.4	16.1	53.4		45.4				
Change Period (Y+Rc), s	* 8.1	* 7.6		* 7.5	* 7.7	7.6		* 7.5				
Max Green Setting (Gmax), s	* 17	* 43		* 38	* 12	47.4		* 38				
Max Q Clear Time (g_c+I1), s	14.7	34.6		39.5	8.3	35.5		37.7				
Green Ext Time (p_c), s	0.2	4.3		0.0	0.1	5.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	41.3											
HCM 6th LOS	D											
Notes												

SIGNAL TIMINGS PROVIDED BY SUMTER COUNTY



ORDINANCE NO. O2022-XX

AN ORDINANCE OF THE CITY OF WILDWOOD GRANTING A REQUEST FOR A PLANNED DEVELOPMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY HWY 301/216, LLC; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the first application for the Wildwood Place Planned Development Agreement was filed with the City of Wildwood on or about June 6, 2022;
the City now wishes to enact Ordinance O2022-XX in its entirety;

WHEREAS, it is the intent of the City Commission to promote more efficient uses of land, encourage compatible and harmonious development of contiguous lands, provide flexibility and variety to meet changing needs, and administer mixed use developments in conformance with the goals, objectives, and policies of the City's Comprehensive Plan;

WHEREAS, the City recognizes the Planned Development process as a suitable avenue for planning unique developments which may not meet the specific requirements set forth in the Land Development Regulations and Design District Standards, but still facilitate the objectives stated above;

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

The application filed by CHW on behalf of HWY 301/216, LLC, a Florida Limited Liability Company (hereinafter referred to as the "Developer"), for a Planned Development was heard by and before the City Commission, Wildwood, Florida on this [DAY] day of [MONTH], 2022³. Based upon the verified application and supporting documents, analyses, maps, charts, other evidence and instruments, the advice, report and recommendations of the Project Review Committee and the testimony adduced, and evidence received at the Public Hearing by the Planning and Zoning Board on [MONTH DAY], 2022 and otherwise being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1: GENERAL FINDINGS

- A. That the Wildwood Place Planned Development Application (hereinafter referred to as the "Project") was duly and properly filed herein on June 6, 2022 by the Developer.
- B. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule.

- C. That the Project was reviewed by the Project Review Committee and found to meet or exceed the minimum standards of the City's Comprehensive Plan, Land Development Regulations, Code of Ordinances, and all other applicable ordinances and regulations.
- D. That the Developer intends to develop a Project consisting of 34.75 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in "Exhibit A" attached hereto.
- E. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations (LDR).
- F. That the City has complied with the due notice requirements of subsection 8.2 (E) and (F) ~~3.3(B)(3)~~ of the Land Development Regulations.

SECTION 2: FINDINGS REGARDING PLANNED DEVELOPMENT OVERLAY

A. That the Developer has applied for a Planned Development of the lands described in "Exhibit A".

B.
That the zoning districts of the subject land described in "Exhibit A" are classified as "R-4: ~~Medium High Density Residential~~" and "C-3: ~~General Commercial — Highway~~" on the City of Wildwood Zoning Map.

C. That the Project is consistent with both the City of Wildwood Comprehensive Plan, the intent and purpose of the City of Wildwood Land Development Regulations, and does promote the public health, safety, morals, welfare, and orderly growth of the City of Wildwood.

D. That the City of Wildwood Land Development Regulations are consistent with the provisions of the "Planned Development Agreement" as hereinafter set forth in Section 3 of this Ordinance. With respect to any conflict between the Land Development Regulations and the "Planned Development Agreement", the provisions of the "Planned Development Agreement" shall govern. Unless specific conditions are included in the "Planned Development Agreement" waiving or replacing the terms and conditions of the Land Development Regulations, the terms and conditions of the most current Land Development Regulations shall prevail.

E. This Ordinance shall become effective immediately upon its approval and adoption by the City Commission.

SECTION 3: PLANNED DEVELOPMENT AGREEMENT: GENERAL PROVISIONS

- A. Development Concept. The Project shall be developed as a Planned Development substantially in accordance with this Ordinance. This Planned Development Agreement shall govern the development of the Project.
- B. Conceptual Development Plan. The Project includes a conceptual development plan pursuant to Section 8.4 of the Land Development Regulations. The conceptual development plan prepared by CHW dated June 3, 2022 and revised on DAY MONTH November 2, 2022 is incorporated into this Ordinance as "Exhibit B" attached hereto. The conceptual development plan is substantially consistent with City of Wildwood Comprehensive Plan.

1. The conceptual development plan illustrates general location of the following land uses:
 - a. ~~Multi-family Residential-residential~~ uses
 - a-b. Single-family attached residential uses
 - b-c. Commercial retail and office uses
 - e-d. Stormwater Management Facility (SMF) (master planned, shared by all uses)
 - d-e. Transportation systems and parking facilities
 - e-f. Existing potable water and sanitary sewer locations
2. The conceptual development plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by floodplain management regulations, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, or conservation easements, or market conditions that shall determine specific commercial retail and/or office end users. If there are any inconsistencies between the written ordinance and the conceptual development plan, the written ordinance will supersede.

C. Development Program. ~~The Project is currently undeveloped.~~ The Project shall be developed in a single phase or in two (2) phases. If two (2) phases, the first phase will include Land Use Area A (~~multi-family residential~~) and primary and/or shared infrastructure, including the master SMF and internal drives. ~~while the second phase~~. Phase 2 development will be the remainder of Land Use Area B (commercial) at an unknown time.

1) TYPE OF DEVELOPMENT.

1. Phasing Schedule:

Phase	Timeframe
1	<u>5 years</u> <u>24 months</u>
2	<u>15 years</u>

The following shall apply:

3.2. Land Use Breakdown. Acreages devoted to each land use within the Project shall be in accordance with the following table:

Land Use	Total (Acres)	Percentage of Total Site
Multi-Family Residential	<u>25.00</u>	<u>72%</u>
<u>Commercial Retail & Office</u>	<u>9.75</u>	<u>28%</u>
<u>Open Space</u>	<u>6.95</u>	<u>20%</u>
<u>Total Site</u>	<u>34.75</u>	<u>100%</u>

Open space consists of 20% of the total site area, which equals ±6.95 acres.

4.3. Maximum Development Potential. Commercial and ~~Industrial-Residential~~ development shall not exceed the following:

Multi-Family Residential	<u>Commercial</u>
-------------------------------------	-------------------

Commented [RT1]: Market conditions will dictate commercial/office end users. Therefore, it is important to allow modifications to meet their unique site layout needs while adhering to City LDR requirements.

Commented [RR2R1]: We don't need to know specific commercial retail or office end users for the PD agreement. This plan is conceptual in nature and we understand details may change.

Commented [j3]: Please justify the original timeframe of 5 years when the agreement dictates significant construction within 24 months of execution of agreement.

Commented [RT4R3]: OK. Clarification is that significant construction must begin within 24 months, not construction completed within 24 months.

Commented [j5]: These calculations are off.

The numbers add up to 41.7 acres and 120% of the total site.

Commented [RT6R5]: Open Space is contained within both the residential and commercial area. Table revised for clarity.

Density, max. (unit/acre):	12
No. of dwelling units, max.:	300
Living area, min. (square feet):	600

No. of square feet, max.:	110,000
Floor Area Ratio, max.:	±0.26
Lot area and lot width, min.:	None

5.4. Signage. The Developer will construct signage meeting the City's Land Development Regulations and Design District Standards.

C-D. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review by the Project Review Committee, review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development. The Development Services Director, or designee, shall have the authority to approve non-substantial changes to the conceptual development plan without a public hearing. The determination of what constitutes a non-substantial change shall be at the Development Services Director's, or designee's discretion. All modifications requiring an amendment to the Planned Development Agreement shall require review by the Project Review Committee, review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.

E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever Chapter is applicable.

1. Developer's Agreement. Prior to approval of a site plan or a subdivision preliminary plan, the City and the Developer agree to enter into Utility or Developer's Agreements to address the provision of water, wastewater and reuse water to the Project. Said agreement(s) shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.

D-F. ~~Permitted, Conditional, and Special Exception~~ principal Uses. ~~Principal uses~~ permitted, Conditional, and Special Exception include all permitted uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the respective R-4 (~~Medium High Density Residential~~) and C-3 (~~General Commercial—Highway~~) zoning districts shall be permitted within the project. Additional permitted uses in the C-3 zoning district may include the following ~~Special Exception~~ uses:

1. Independent living facility (ILF)
2. Community residential home with 7 or more residents
3. Assisted living facility (ALF)
4. Nursing home
5. Private or nonprofit organizations providing schooling and/or training programs with associated facilities and dormitories
6. Public buildings owned, operated, and used by a government entity such as city hall, city hall annexes, police and fire stations, libraries, post office, and other similar uses
- ~~7. Outdoor storage facilities for RVs, boats, campers, vehicles, machinery, equipment, or other similar items~~
- ~~8. Tower and wireless communication services~~

E-G. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district

Commented [RR7]: It is best to name the special exception uses you want allowed in the development. For example, RV parks is a special exception in C-3. The City is not in favor of RV parks within the city limits and has changed the code requirements recently to reflect this. In addition, the city has recently changed code requirements for internet cafes to locate in C-3 as a conditional use to discourage that use in a commercial district.

standards prescribed in Chapter 3 of the Land Development Regulations for the ~~R-4 and C-3 M-1 (Industrial)~~ zoning districts on land designated as such and shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the C-3 (General Commercial – Highway) zoning district on land designated as such.

Building setbacks for both internal and external property lines shall be as follows:

Multi-family Residential		Commercial	
Front, min.	N/A	Front, min.	25'
Rear, min.	N/A	Rear, min.	15'
Side, min.	N/A	Side, min.	15'
Building Separation	10'	Accessory Structures	
		Rear and Side, min.	8'

~~1. Signage. The Developer may construct signage meeting the City's Land Development Regulations.~~

~~2. Landscaping Standards. All trees, shrubs, hedges, ground cover, lawn grasses, berms and other landscaping treatments existing on the Property shall be preserved to the maximum extent practicable, as determined by the Developer. The Developer shall install additional landscaping to meet the applicable landscape standards.~~

~~F.H.~~ Design District Standards. Due to the Project's location within the Highway Design District, the Project will meet applicable City of Wildwood's Design District Standards.

~~G.I.~~ Recreation and Open Space. The Project shall maintain a minimum of 20% (6.95 acres) open space.

~~1. Parks and Recreation. Amenities. The following amenities are planned for the Project:~~

- ~~a. Amenity building~~
- ~~b. Pool~~
- ~~c. Dog Park~~
- ~~d. Pavilions~~

~~1. Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may also include trails, plazas, courtyards, and other qualifying common areas. Open space may also include recreation areas and amenities, even amenities or area enclosed within conditioned space. For purposes of meeting open space requirements, up to 50% of the drainage retention areas (stormwater management areas) may be included in the open space calculation; however, the amount of open space credit from the drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include open bodies of water, rights of way, yards or lots of record per plat, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.~~

2. Buffers. The Project shall establish and maintain the following buffers:

Direction	Width (Ft)
North	20

East	None, exempt per Design District Standards (DDS) Chapter 1(A)(4)
South	20, Land Use Area A only
West	None

~~The Project shall maintain the Buffers and shall contain landscape material in accordance with the Design District Standards. No buffer is required between the residential and commercial uses PD Land Use Areas is required but may be provided to serve as open space. All trees, shrubs, hedges, ground cover, lawn grasses, berms and other landscaping treatments existing on the Property shall be preserved to the maximum extent practicable, as determined by the Developer. The Developer shall install additional landscaping to meet the applicable landscape standards. Existing trees located within the required buffer area may not be removed unless approved by a certified arborist due to disease or natural disaster. Tree protection must occur consistent with LDR Section 6.10. A tree removal permit shall be obtained from the Development Services Department, per LDR Subsection 6.10(E).~~

Commented [RR8]: Please revise this language to meet the definition of buffer in the LDRs, acknowledge the standards in LDR Sec. 6.10 and acknowledge that a tree permit will be required.

Commented [RT9R8]: Addressed

3. Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may include areas such as trails, plazas, courtyards, and other similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed with air conditioned space. For purposes of meeting open space requirements, up to 50% of the drainage retention areas may be included in the open space calculation; however, the amount of open space credit from drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include open bodies of water, rights-of-way (public or private), yards or lots of record per plat, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.

Amenities. The following amenities are planned for the Project:

- ~~a. Amenity building~~
- ~~a. Pool~~
- ~~a. Dog Park~~
- ~~a. Pavilions~~

H.J. Environmental Considerations. An ecological site assessment was conducted in April 2022 by Modica & Associates, Inc. (M&A) ~~and is attached hereto as Exhibit C. The intent of this Ecological Assessment was to preliminarily evaluate on-site habitats and vegetative communities, to identify the presence or potential for presence of protected wildlife species, to identify potential environmentally related development constraints associated with the property, and to outline regulatory permitting requirements for the property, specifically pertaining to ecological resources.~~ No federally listed or threatened species were identified onsite. The Project contains no documented environmental features, including FEMA floodplain or National Wetland Inventory wetlands, that warrant protection or preservation. No further assessment is warranted based on said site assessment.

Commented [j10]: Please verify that this statement is correct.

Commented [RT11R10]: Verified by April 2022 M&A report

I.K. Public Facilities.

1. Potable Water, Wastewater, and Reuse Water. The Project ~~shall be will-connected to the City's Potable Water and Sanitary Sewer systems Wastewater prior to any certificates of occupancy being issued~~ issuance of any Certificate of Occupancy. The Project will also connect to the City's reuse water system prior to certificates of occupancy being issued.

if available. Reuse water is not currently available to the Project ~~and shall may not be required.~~

Commented [RR12]: Per utilities, reuse may be required in the future

Commented [RT13R12]: Understood; note on PD Plan also revised

2. Solid Waste. Solid waste services shall be provided by the City or the City's contracted refuse service provider.
3. Stormwater. The Project utilizes a master Stormwater Management Facility (SMF) that serves both the residential and commercial uses, increasing efficiency of the system and reducing the land area necessary to serve each use individually. The SMF shall be designed in accordance with to City Land Development Regulation (LDR), § Section 6.4 and Southwest Florida Water Management District design requirements, which requires preventing flooding of adjacent sites and ensuring the integrity of receiving waters.
4. Underground Utilities. All ~~utilities~~ on site utilities shall be located underground. Developer is responsible for running utilities underground for the Project. The City shall ~~assure~~ ensure that any utilities within any public utility easement serving lands other than the Project shall be underground.
5. Lighting. Exterior lighting of all buildings and parking lots shall be designed so that light is not directed off the Project. Exterior light fixtures should be fully shielded or designed with light-angle cut-offs to eliminate spill light, trespass light and glare.
6. Easements. A 20'-wide public utility easement (per O.R.B. 1692, PG. 276) is located along the US 301 and CR 216 frontages.
7. Transportation: Per the Traffic Impact Analysis (TIA) conducted on (DATE) August 8, 2022 by CHW and attached hereto as Exhibit C, improvements to the project driveways are warranted. The responsibility to fund the improvements listed in Section ~~K-L~~ of this ordinance, will be the responsibility of the Developer.

J.L. Access, Parking, and Transportation.

1. Access. ~~The~~ Project's main commercial area access is centrally located on US 301 with through access to the multi-family residential area. One (1) additional commercial access is at the site's north end on US 301 at a directional median opening and another full access one on CR 216. The Project's primary access to the multi-family residential area is located on the southern boundary of the Property on CR 216. Driveway permits for access on US 301 and CR 216 will be obtained from Florida Department of Transportation (FDOT) and Sumter County, respectively.

Commented [RR14]: Will need finalized TIA to confirm

Commented [RT15R14]: Revised to reflect the TIA

2. Transportation Impact Fees: Developer acknowledges that the Project is subject to Sumter County's impact fees ordinances.

- 2.3. Cross and shared access. Cross and shared access will be provided within the site both north-south (commercial uses) and east-west (residential and commercial uses). Cross Vehicular cross access to the vacant adjacent property properties (both west and north) is not possible due to the gated residential community and master stormwater management facility along the Project's entire western boundary and along the entire shared northern boundary. A pedestrian connection to Commercial FLU property to the north may be permitted.

Commented [RR16]: Vacant property is along the western boundary. Is cross access possible along the undeveloped property to the north?

Commented [RT17R16]: Unfortunately not. The vacant parcel to the north is adjacent to the residential portion and shared SMF.

Commented [RR18R16]: The stormwater facility should be clearly marked on the concept plan. Can a stub out be provided to the undeveloped property to the north with a gate to allow for future cross access? Property to the north has a commercial FLU. This would allow residents to access a future commercial development without using 301.

Commented [RT19R16]: Pedestrian connection only may be permitted.

a. Transportation System Improvements. The TIA accepted on [DATE] November 13, 2022 includes the following conclusions and recommendations:

This analysis demonstrated that the proposed access connections on US HWY 301 meet FDOT spacing standards, that the roadway segments will continue to operate under capacity through build-out, and that the intersections with the improvements recommended below will operate acceptably.

Based on this analysis, the following transportation improvement are recommended to support the Wildwood Place development:

- Adjust the PM maximum green signal times for the PM peak scenario to match the signal times provided in Table 6, at the US HWY 301/CR 216(CR 472) intersection. This improvement reduces the v/c ratio, of the northbound through movement, to below 1.0.
- Widen, repave, and stripe CR 216 in accordance with FDOT Greenbook Standards, from the proposed west access to the improved portion of CR 216 where the eastbound turn-lane was recently constructed to support the DQ Grill and Chill site.

Based on the analysis, multiple deficiencies at the US HWY 301/CR 466 intersection occur during the existing and background scenarios. Because these deficiencies occur during the existing and background conditions, and are not due to the addition of project trips, the developer should not be responsible for the improvements. The following improvements, at the US HWY 301/CR 466 intersection, are recommended to Sumter County and FDOT, in order to remove these deficiencies:

- Adjust the PM maximum green signal times for the PM peak scenario to match the signal times provided in Table 7, at the US HWY 301/CR 466 intersection. This improvement reduces the queue lengths for the eastbound left and northbound left movements and reduces the v/c ratio of the eastbound left movement to below 1.0.
- Extend the eastbound left-turn lane so that it ties into the two-way/left-turn lane further to the west.
- Extend the northbound left-turn lane so that it abuts the southbound left-turn lane to the south.

Developer is responsible for constructing this improvement during Phase 1 of the Development.

4. Internal vehicular circulation. Internal vehicular circulation will be provided by single- or double-loaded parking drive aisles, not roadways.

5. Parking. Commercial parking shall be shared by patrons/tenants within the Project while residential parking shall be gated and used exclusively by Project residents and property management staff. Parking areas may be considered Common Area as provided below in section 3.4M.

The minimum number of parking spaces required for residential uses:

Ordinance
PD O2022-XX Wildwood Place PD
Page 8

Commented [RR20]: Will the main entrance off 301 have a roadway name? How will addresses be assigned?

Commented [RT21R20]: Addressing will be off US 301 for both nonresidential and residential uses. There will be no internal roadways.

- a. Multi-family: 1.5 spaces per dwelling unit
- b. Single-family attached: 2 spaces per dwelling unit. Parking garages and driveways shall count to meet this requirement.

Commented [RT22]: Attached units are anticipated to have at least a single-car parking garage to count towards the parking requirement.

The minimum number of parking spaces required for commercial uses:

- a. Retail Use Less Than 100,000 square feet of GFA: four (4) spaces per 1,000 square feet Gross Floor Area (GFA)
- b. Office: three (3) spaces per 1,000 square feet of GFA

All other uses shall meet LDR Table 6-12 requirements. Single-family attached parking may be met with garages and associated driveways.

~~3.1. Internal vehicular circulation. Internal vehicular circulation will be provided by single or double loaded parking drive aisles, not roadways.~~

~~External Transportation System Improvements. The TIA approved on [DATE] recommends [INSERT RECOMMENDATIONS] modifications to the following intersections:~~

- ~~US HWY 301/CR 462 Intersection~~
- ~~US HWY 301/CR 216 (CR 472) intersection~~
- ~~US HWY 301/CR 466 intersection~~

~~Developer is responsible for constructing this improvement during Phase 1 of the Development.~~

4.6. Pedestrian Facilities. The Project shall contain sidewalk connections between internal uses within the Project, parking areas, and to external public facilities as requested during development.

~~K. Energy and Water Conservation. Water and energy conservation measures taken may include material choices for lighting, low flow or dual flush toilets, plumbing fixtures, Florida Friendly Landscaping, and Water and Energy Star appliances. The Florida Energy Conservation Code 2017 edition and the Florida Plumbing Code 2020 edition will be used in the design of the project, or the then-current edition of such codes at the time of building permit submission if such codes have been updated between the Effective Date of this Agreement and such time, will be used in the design of the project. Specific measures are uncertain currently due to both production and supply issues that have caused wide fluctuations in cost and availability. Determinations will be made during development plan review when price and availability are timed with construction.~~

L.M. Maintenance of Common Areas and Open Spaces. Maintenance and repair of structures, paved areas (internal roadways and parking), lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the property owner or its designee such as a property owners association, at no cost or obligation to the City. The Developer, its successors and/or assigns, shall provide guidelines to the City for approval, not to be reasonably withheld, conditioned, or delayed, for the maintenance of common areas. The City will conduct annual inspections of the approved landscaping. The City will be granted the right to enforce the common areas maintenance obligations against the Developer, its successors and/or

5th DRAFT: January 31, 2022

assigns, as may be applicable, and to be reimbursed for the reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.

M.N. **Enforcement of Rules and Regulations.** For the maintenance of the common areas referenced in Section 3. MN above, the applicable provisions in the Guidelines: (i) shall be made applicable to the Project; and (ii) shall be reviewed/approved by the City of Wildwood and a certificate of occupancy being issued for completed improvements; and (iii) will provide that the City of Wildwood shall have the right, but not the obligation, to enforce such maintenance obligations against a violating party and that the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.

N.O. **Impact Fees.** The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any impact fees adopted by the City of Wildwood, Sumter County, or the Sumter County School Board prior to issuance of building permits shall also be applicable to the Planned Development.

O.P. **Expiration of Planned Development Agreement.** Significant construction must begin within the Project boundary (as legally described in "Exhibit A") within 24 months of the final adoption of the Planned Development Agreement. If no significant construction has started on the approved Project within 24 months, the Planned Development shall lapse and be of no further effect. The City Commission may extend the Planned Development for periods of up to twelve (12) months provided the applicant can show good cause why the said Project was delayed under the originally approved Planned Development Agreement. However, the City Commission shall not allow extensions beyond 48 months after the effective date of this Ordinance.

SECTION 4. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 5. This Ordinance shall be effective upon adoption during the second and final reading by the City of Wildwood City Commission.

DONE PASSED AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this _____ day of _____, 2022.

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

ED WOLF, MAYOR

ATTEST: _____
Susan Patterson, City Clerk

| 5th DRAFT: January 31, 2022

First Reading: _____

Second Reading: _____

Approved as to Form:

City Attorney

DRAFT

Exhibit A

LEGAL DESCRIPTION: (BY SURVEYOR)

(PER TITLE COMMITMENT NUMBER NCS-1111573-ORL, DATED JANUARY 18, 2022)

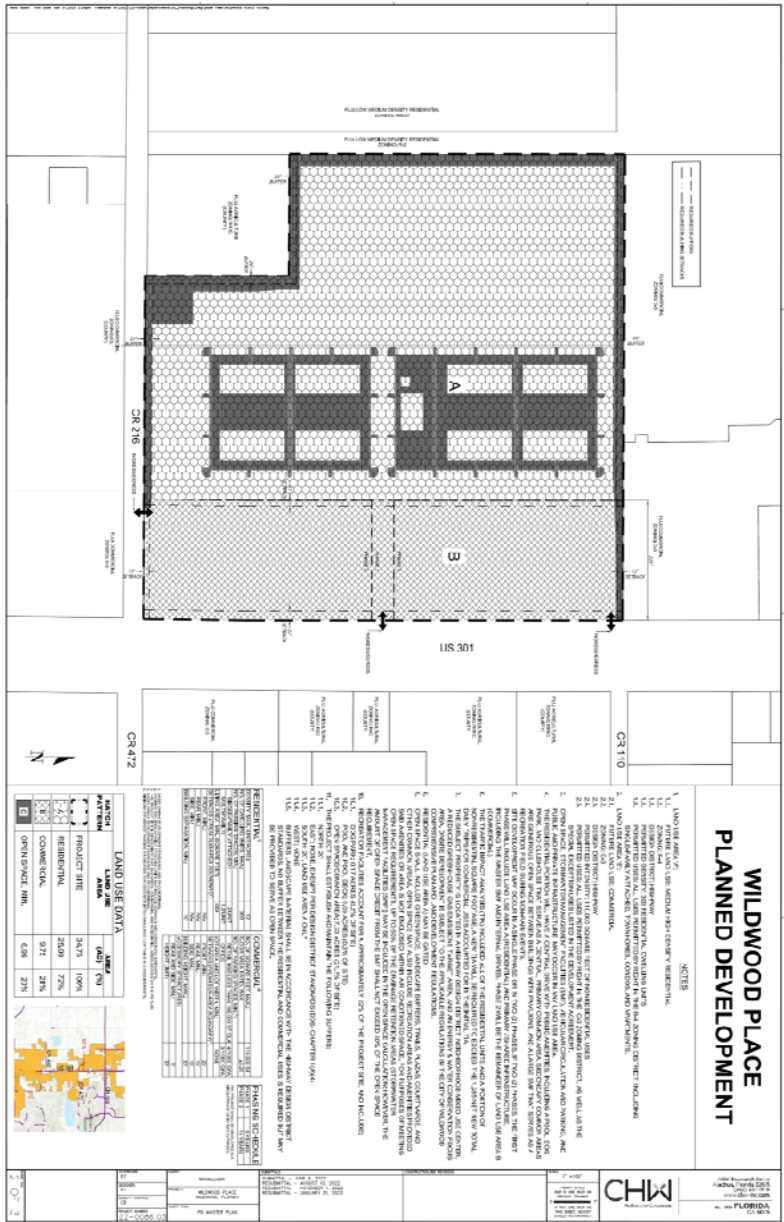
THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

LESS AND EXCEPT THE SOUTH 415.00 FEET OF THE WEST 330.00 FEET OF THE WEST 1/3 OF THE SOUTH 3/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

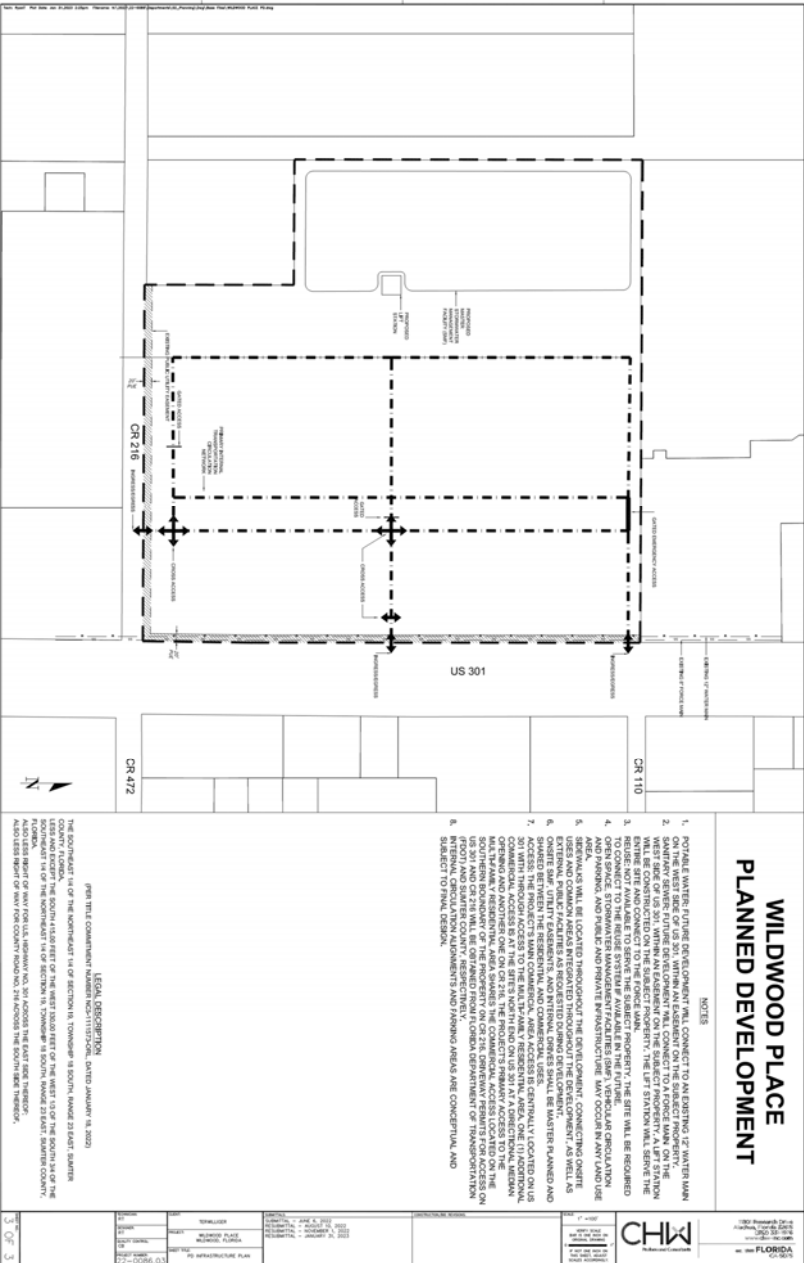
ALSO LESS RIGHT OF WAY FOR U.S. HIGHWAY NO. 301 ACROSS THE EAST SIDE THEREOF;

ALSO LESS RIGHT OF WAY FOR COUNTY ROAD NO. 216 ACROSS THE SOUTH SIDE THEREOF.

Exhibit B



Ordinance
PD 02022-XX Wildwood Place PD
Page 13



DRAFT

5th DRAFT: January 31, 2022³

Exhibit C

[INSERT TIA]

DRAFT

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PD 2301-001 Trailwinds Village Planned Development Amendment

REQUESTED ACTION: Staff recommends approval and a favorable recommendation of Ordinance O2023-13

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	PD 2301-001 Trailwinds Village Planned Development Amendment
Ordinance #	O2023-13
Applicant/Owner	Word Family LLC
Property Location	Along the intersection of Trailwinds Blvd and Wilds Loop
Parcel Number(s)	G04LRI-002
Date	3/8/2023

Word Family, LLC seeks approval and a favorable recommendation from the Project Review Committee for a Planned Development (PD) amendment. This is an amendment to the original Planned Development approved on February 28, 2022. The owner would like to amend the western buffer requirement for parcel G04LRI-002, to match surrounding parcels G04LCO-001, G04LOF-001, and G04LOF-002. Approval of this amendment will restate Ordinance O2020-1 in its entirety, with the sole modification being the change of the western buffer from 20' to 5' for parcel G04LRI-002.

Per City of Wildwood Land Development Regulations Sec. 8.6.(E) the City Commission may approve a PD amendment only after substantial, competent evidence has been presented that allows the Commission to make the following findings:

(1) That the proposed change is consistent with the comprehensive plan;

The proposed amendment is consistent with the comprehensive plan and is consistent with the intent of this Future Land Use designation. This change would follow Policy 1.2.8.b. within the 2050 Comprehensive plan, as it promotes compact design principles within a Planned Development.

(2) That the proposed change will not adversely affect public facilities such as schools, utilities, streets, etc;

The proposed change will not adversely affect public facilities. The buffer requirement modification will not add additional units or facilities that would result in a change to existing functions.

(3) That changed or changing conditions makes the passage of the proposed amendment necessary;

Changing conditions make the proposed amendment necessary. The applicant is proposing the amendment to bring the parcel into alignment with neighboring parcels.

(4) That the proposed change will not create or excessively increase traffic congestion or otherwise be a detriment to public safety; and

There is no expected change to traffic due to this amendment.

(5) That the proposed change will not be a deterrent to the improvement or development of adjacent property.

The proposed change will not be a deterrent to the improvement or development of adjacent properties. Adjacent properties will be allowed to develop according to their future land use and zoning designations assigned by their jurisdictions.

Staff recommends approval and a favorable recommendation of Ordinance O2023-13.

A handwritten signature in black ink that reads "Shaun Raja". The signature is written in a cursive, flowing style.

Shaun Raja,
Planner, Development Services Department

ORDINANCE NO. O2023-13

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA GRANTING A REQUEST FOR A PLANNED DEVELOPMENT AMENDMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY WORD FAMILY LLC; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Word Family LLC Planned Development Application was filed on October 31 2011;

WHEREAS, the City Commission of the City of Wildwood, Florida passed and ordained Ordinance O2012-07 on February 27, 2012;

WHEREAS, said Ordinance was recorded April 11, 2012, in OR. Book 2433, Page 689, Public Records of Sumter County, Florida;

WHEREAS, the first Word Family LLC Planned Development Amendment Application was filed on September 30, 2013;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2014-18 on April 28, 2014, thereby amending and restating Ordinance O2012—07 in its entirety;

WHEREAS, said Ordinance was recorded May 19, 2014, in OR. Book 2779, Page 657, Public Records of Sumter County, Florida;

WHEREAS, the second Word Family LLC Planned Development Amendment Application was filed on August 31, 2015;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2015-44 on October 26, 2015, thereby amending and restating Ordinance O2014-18 In its entirety;

WHEREAS, said Ordinance was recorded November 5, 2015, in OR. Book 3031, Page 367, Public Records of Sumter County, Florida;

WHEREAS, the third Word Family LLC Planned Development Amendment Application, was filed on September 30, 2016;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2017-01 on January 9, 2017, thereby amending and restating Ordinance O2015-44 in its entirety;

WHEREAS, the fourth Word Family LLC Planned Development Amendment Application was filed on July 26, 2017;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2017-50 on September 25, 2017, thereby amending and restating Ordinance O2017-01 in its entirety;

WHEREAS, the fifth Word Family LLC Planned Development Amendment Application was filed on November 21, 2019;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2020-1 on January 27, 2020, thereby amending and restating Ordinance O2017-50 in its entirety;

WHEREAS, the sixth Word Family LLC Planned Development Amendment Application was filed on January 5, 2022;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2022-8 on February 28, 2022, thereby amending and restating Ordinance O2020-1 in its entirety;

WHEREAS, the seventh Word Family LLC Planned Development Amendment Application was filed on January 17, 2023;

WHEREAS, it is the intention of the City for this amendment and restatement to supersede Ordinance O2022-8.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

The application filed by Word Family LLC (hereinafter referred as the, "Developer") for a Planned Development Amendment was heard by and before the City Commission, Wildwood, Florida on this ____ day of _____ 2023. Based upon the verified application and supporting documents, analyses, maps, charts, other evidence and instruments; the advice, report and recommendations of the Project Review Committee; - the testimony adduced and evidence received at the Public Hearing by the Planning and Zoning Board on _____ 2023; and otherwise being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1: GENERAL FINDINGS

- A. That the Word Family LLC Planned Development Amendment Application (hereinafter referred to as the "Project") was duly and properly filed herein on September 30, 2013;
- B. That the second Word Family LLC Planned Development Amendment Application was duly and properly filed on August 31, 2015;
- C. That the third Word Family LLC Planned Development Amendment Application was duly and properly filed on September 30, 2016;
- D. That the fourth Word Family LLC Planned Development Amendment Application was duly and properly filed on July 26, 2017;
- E. That the fifth Word Family LLC Planned Development Amendment Application was duly and properly filed on November 21, 2019;
- F. That the sixth Word Family LLC Planned Development Amendment Application was duly and properly filed on January 5, 2022;
- G. That the seventh Word Family LLC Planned Development Amendment Application was duly and properly filed on January 17, 2023;
- H. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule;
- I. That the Project was reviewed by the Project Review Committee and found to meet or exceed the minimum standards of the City's Comprehensive Plan, Land Development Regulations, Code of Ordinances, and all other applicable ordinances and regulations;
- J. That the Developer intends to develop a Project consisting; of 165.4 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in "Exhibit A" attached hereto
- K. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations; and
- L. That the City has complied with the due notice requirements of subsection 3.3(C)(3) of the Land Development Regulations.

SECTION 2: FINDINGS REGARDING PLANNED DEVELOPMENT OVERLAY

- A. That the Applicant has applied for a Mixed Use Planned Development (MUPD) of the lands described in "Exhibit A";

- B. That the zoning district of the subject land described in “Exhibit A” is classified as Central Mixed Use (CMU) on the City of Wildwood Zoning Map;
- C. That the Project is consistent with the City of Wildwood Comprehensive Plan, the intent and purpose of the City of Wildwood Land Development Regulations, and does promote the public health, safety, morals, welfare, and orderly growth of the City of Wildwood;
- D. That the City of Wildwood Land Development Regulations are consistent with the provisions of the “Planned Development Agreement” as hereinafter set forth in Section 3 of this Ordinance. With respect to any conflict between the Land Development Regulations and the “Planned Development Agreement”, the provisions of the “Planned Development Agreement” shall govern. Unless specific conditions are included in the “Planned Development Agreement” waiving or replacing the terms and conditions of the Land Development Regulations, the terms and conditions of the most current Land Development Regulations shall prevail; and
- E. This Ordinance shall become effective immediately upon its approval and adoption by the City Commission.

SECTION 3: PLANNED DEVELOPMENT AGREEMENT: GENERAL PROVISIONS

- A. Development Concept. The Project shall be developed as a Planned Development substantially in accordance with this Ordinance. This Planned Development Agreement shall govern the development of the Project.
- B. Conceptual Development Plan. The Project includes a conceptual development plan pursuant to Section 8.4 of the Land Development Regulations. The conceptual development plan prepared by JBrown Professional Group, Inc. dated January 2022, as amended, is incorporated into this Ordinance as “Exhibit B” attached hereto. The conceptual development plan is substantially consistent with City of Wildwood Comprehensive Plan.
 - 1) The conceptual development plan illustrates the general location of the following land uses:
 - a. Residential: Assisted Living Facility (ALF) and Independent Living Facility (ILF);
 - b. Commercial Office and Medical Office;
 - c. Commercial Sales and Retail; and
 - d. Recreational (Parks)

- 2) The conceptual development plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by compensating storage capacity requirements in flood prone areas, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, or conservation easements. If there are any inconsistencies between the written ordinance and the conceptual development plan, the written ordinance will supersede.

C. Development Program. The Project shall be developed in a single phase in accordance with the conceptual development plan and this Section.

- 1) Residential Development. The residential component of the Project shall contain a mix of two (2) or more housing types. Assisted Living Facilities and Independent Living Facilities each count as one (1) housing type. Conversions of ALF beds and ILF units to other residential units are permitted. Three (3) ALF beds shall equal one (1) residential unit. One (1) ILF unit shall equal one (1) residential unit.
- 2) Land Use Breakdown. Acreages devoted to each land use over the life of the Project shall be in accordance with the following table:

Land Use	Total (Acres)
Residential (ALF and ILF)	33.1
Commercial and Medical Office	12.2
Commercial Sales and Retail	73.8
Recreation	12.4
Total	131.5

Note: There are 33.9 acres within the nonresidential areas that consist of drainage retention areas, open space, and right-of-way, for a total project acreage of 165.4+/- acres.

- 3) Maximum Development Potential. Residential and non-residential development within the Project shall not exceed the following:

Land Use	Square Feet (SF)	Beds/Units
Residential		462 (ALF beds) 296 (dwelling units)
Office	151,500	

Retail	572,750	
--------	---------	--

- 4) Land Use (Trip) Equivalency Matrix. Land uses may be converted in accordance with the following Table provided doing so does not exceed Development of Regional Impact thresholds for the Regional Activity Center, as established by F.S. § 380.06(2)(d) and Chapter 28-24, Florida Administrative Code. The coefficients are based on the trip generation, per the Institute of Transportation Engineers Trip Generation Manual, 9th Edition.

		Change To						
		Residential, Condo/ Townhome (Per Unit)	Residential, Apartment/ Multi-Family (Per Unit)	Residential, ACLF (Per Bed)	Residential, ILF (Per Unit)	Commercial Sales (1,000 SF)	General Office (1,000 SF)	Medical Office (1,000 SF)
C h a n g e F r o m	Residential, Condo/ Townhome (Per Unit)	N/A	1.701	0.616	0.762	8.505	4.219	10.039
	Residential, Apartment/ Multi-Family (Per Unit)	0.588	N/A	0.362	0.448	5.001	2.480	5.902
	Residential, ACLF (Per Bed)	1.625	5.763	N/A	1.239	13.818	6.854	16.310
	Residential, ILF (Per Unit)	1.312	2.231	0.807	N/A	11.155	5.533	13.167
	Commercial Sales (1,000 SF)	0.118	0.200	0.072	0.090	N/A	0.496	1.180
	General Office (1,000 SF)	0.237	0.403	0.146	0.181	2.016	N/A	2.380
	Medical Office (1,000 SF)	0.100	0.169	0.061	0.076	0.847	0.420	N/A

As development needs arise, amendments to the land use (trip) equivalency matrix may be carried out through approval of an updated matrix incorporated as an exhibit to the Planned Development Agreement.

“Exhibit E” - “Traffic Memorandum” amends the land use (trip) equivalency matrix to include “hospital” use through traffic impact equivalency. Section 3(F)(7) identifies “hospitals” as a permitted use. Additionally, “Exhibit E” updates the equivalency factors to the PM peak—hour trips rates from 10th Edition of the ITE Trip Generation Manual. In the event of any inconsistency between the terms of this Planned Development Agreement and language set forth in “Exhibit E”, the inconsistency shall be resolved by giving precedence to this Planned Development Agreement.

5) Signage.

- a. The Project may contain up to four (4) Shopping/Office Center signs. The signs shall be located within the landscaped medians at the project entrances at C-466A.
- b. The Shopping/Office Center signs shall be monument signs and shall consist of one (1) Type A sign and three (3) Type B signs as shown on “Exhibit C.”
- c. All other signage, including directional and occupant identification, is required to meet the City’s Design District Standards for signage.
- d. Monument signage setback for parcels CO-5 through CO-11 along CR 466A is reduced from 10' to 5' due to substantial elevation change based on the elevation of CR 466A.

D. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.

E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever ‘Chapter is applicable:

- 1) Developer’s Agreement. Prior to approval of a site plan or a subdivision preliminary plan, the City and the Developer agree to enter into Utility or Developer’s Agreements to address the provision of water, wastewater and reuse water to the Project. The agreement shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.

F. Principal Uses. The following uses shall be allowed within the Project.

- 1) All permitted; principal uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the CMU zoning district.
- 2) Retail and wholesale commercial establishments for lumber, building and landscaping supplies, equipment, and other similar uses. However, the outside storage of goods must be:
 - a. Located contiguous either behind or flanking the principal structure;
 - b. Enclosed by a screen or other similar material; and
 - c. Architecturally compatible with the principal structure.
- 3) Indoor shooting range and gun shop, including the sale, rental, and repair/service; of firearms, ammunition, and other shooting accessories and sporting goods. The indoor gun range shall be designed to contain projectiles, debris and pollution within the building through the use of baffles, backstops, HVAC systems, soundproofing, or other barriers. Noise levels measured at the property line shall not exceed sixty (60) dBA. Parking requirements shall be 1 parking space per shooting lane, plus 4 spaces per 1,000 sq. ft. of retail sales and office area, plus 10 spaces per instructional classroom, if any.
- 4) Single and multi-story Indoor self-storage facility. No outdoor storage of RVs, boats, campers, vehicles, other similar equipment and items is allowed unless completely enclosed and screened by a wall that is architecturally compatible with the principal structure.
- 5) Temporary sales/leasing office (modular building or trailer).
- 6) Service Repair Center or Golf Cart Sales shall be permitted as long as the subject lot(s) comply with the following requirements:
 - a. The use and all associated activities must be in completely enclosed building.
 - b. Additional buffering and screening may be required.
- 7) Medical facilities, hospitals, and urgent care centers which shall not require a separate Conditional Use approval. Parking requirements for hospitals shall be two (2) spaces per bed.

G. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the Central Mixed Use (CMU) zoning district.

H. Design District Standards. Unless otherwise noted, the Project shall adhere to the Community Design District Standards pursuant to Section 6.12 of the Land Development Regulations.

I. Recreation and Open Space. The Project shall maintain a minimum of 15% open space.

1) Parks and Recreation. The Project shall contain a minimum of 9.5 acres of parks which may include both passive and active recreation parks.

2) Buffers.

a. The Project shall contain a 25' perimeter landscape buffer along CR 466A and along the northern boundary where it abuts platted single-family subdivision lots within The Villages of Sumter. The buffer is intended to protect the privacy and well-being of the adjacent homes within The Villages and to mitigate potential visual and noise impacts of the Project. The buffer will be continuous and contain canopy and understory trees as well as a 3' tall hedge in conformance with the buffer detail sections incorporated into this Ordinance as part of "Exhibit B."

b. The width of the perimeter buffer described above may be reduced to 20' on eastern and western property lines, along NE 57th Drive, and on the northern property line where the property does not border a home within The Villages. The perimeter buffer along the western boundary of parcels G04LCO-001, G04LOF-001, G04LOF-002, and G04LRI-002 shall be 5' as long as the proposed uses are similar to the adjacent uses.

c. The Project will also contain 10' wide interior buffers in instances where there is a change of land use and along both sides of internal roadways (public and private) as depicted on "Exhibit B" and the typical internal roadway section as depicted on "Exhibit B".

d. Any on-site booster pumps, tanks, or lift stations needed to serve the Project shall be screened, buffered and located outside of the perimeter buffer.

3) Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may also include trails, plazas, courtyards, and other public similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed within air conditioned space. For purposes of meeting

open space requirements, up to 50% of the drainage retention areas (stormwater management areas) may be included in the open space calculation; however, the amount of open space credit from the drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include rights-of-way, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.

J. Environmental Consideration.

- 1) Gopher Tortoise Survey. As stated in the Preliminary Protected Species Assessment submitted with the Planned Development Application, a gopher tortoise survey is required 90 days prior to any construction activities taking place. If tortoises are found on the Project, a relocation permit from the Florida Fish and Wildlife Conservation Commission may be required.
- 2) Wetlands. The Project contains a 0.36 acre wetland as shown on the conceptual development plan. A 15' minimum, 25' average buffer is required along the preserved wetland. The wetland and associated wetland buffer may be utilized as a passive recreation park.

K. Public Facilities.

- 1) Potable Water, Wastewater, and Reuse Water. The Project shall be connected to the City's Potable Water and Sanitary Sewer systems prior to any certificates of occupancy being issued. The Project will also connect to the City's reuse water system prior to certificates of occupancy being issued, if available. Expansion of the City's Potable Water and Sanitary Sewer systems, including necessary utility easements, shall be negotiated by a separate Developer's Agreement between the City and the Developer. Said agreement shall specify cost, ownership and maintenance, and timetables for delivery of services.
- 2) Solid Waste. Solid waste services shall be provided by the City or the City's contracted refuse service provider.
- 3) Stormwater. The Project shall contain a stormwater management system which meets the requirements of the Southwest Florida Water Management District, and Chapter 6, Section 6.4 of the City's Land Development Regulations.
- 4) Underground Utilities. All on site utilities shall be underground. Developer is responsible for running utilities underground for the Project. The City shall insure that any utilities within any public utilities' easement serving lands other than the Planned Development shall be underground.

- 5) Lighting. Exterior lighting of all buildings and parking lots shall be designed so that light is not directed off the Project. Exterior light fixtures should be fully shielded or designed with light-angle cut-offs so as to eliminate spill light, trespass light, and glare.
- 6) Transportation Concurrency: There is sufficient roadway capacity available to accommodate the Project at buildout. The responsibility to fund the improvements listed in Section L of this ordinance, in part or whole, will be the responsibility of the Applicant/Developer.

L. Access and Transportation

1) Access.

- a. CR 466A. CR 466A is owned, operated, and maintained by Sumter County. Eight (8) access points to the Project may be permitted along CR 466A if approved by Sumter County.
- b. CR 133. To ensure the traffic generated by the Project does not adversely impact the existing residents along CR 133, the Project shall construct an internal roadway parallel to CR 133 as indicated on the conceptual development plan as shown in "Exhibit B" unless superseded by a future agreement. This internal roadway shall be buffered from CR 133 as described herein.
- c. NE 57th Drive. NE 57th Drive is an unimproved road that currently provides ingress and egress to several homes along CR 133 (north of the Project). The Project shall ensure two (2) access points to CR 133 are provided along the Project's internal roadways as shown on the conceptual development plan.
- d. Interconnectivity to the West. The Project is required to provide one (1) road stub-out for future connection through the adjoining property to the west for future connectivity to C-462 as shown on the conceptual development plan. The Developer shall cooperate with the adjoining property owner and/or owner's agent or assign to effect the required interconnection points.
- e. The Developer will comply with terms of the Site Plan Access Review Memorandum of Understanding dated September 16, 2015 and attached as "Exhibit D", unless otherwise deemed necessary and agreed to in writing by both parties.
- f. Secondary Driveway #6 shall be minimum distance of 260' from primary driveway measured from the Western most curb of the

primary driveway to the Eastern most curb of the proposed secondary driveway.

- g. Primary Driveway #4 shall be a right in/right-out with a left in directional median opening. Upon the vertical development of the residential Tract R-1, the directional median opening shall be converted to full access median opening.

2) Transportation System Improvements. The Developer shall be fully responsible for the following improvements to the transportation system to mitigate transportation impacts of the Project. These improvements were identified in the Traffic Impact Analysis submitted with the Planned Development amendment application.

- a. The Developer shall construct a second westbound turn lane on CR 466A to Powell Road in order to maintain a level of service (LOS) "C" at the intersection of CR 462/Powell Road and CR 466A.
- b. The Developer shall construct left and right turn deceleration lanes at all site access points to ensure safe and efficient operations to and from the Project.
- c. The Developer shall install a traffic signal at the main access point to the Project (Primary Driveway #2 on the conceptual development plan) prior to the Project reaching 40% of buildout.
- d. The Developer shall upgrade the traffic signal at the CR 466A/Pinellas Place intersection (if approved by Sumter County) if the Developer constructs the off-site access connection to the Project.
- e. The Developer acknowledges that C-466A and C-462 are receiving transportation system improvements by Sumter County that are not yet complete. At 40% of the Project buildout, the Developer is required to conduct a Traffic Impact Study to re-evaluate the Project's traffic impacts. Additional mitigation may be required as determined by the study.

3) Internal Roadways and Multi-Use Trails.

- a. Individual development pods and land uses shall be interconnected by a series of roadways and trails within the Project. Internal roadways and trails shall be developed in accordance with the conceptual development plan and the typical

roadway section incorporated into this Ordinance as part of "Exhibit B."

- b. The Project shall provide a system of multi-use trails and sidewalks that encourage walking and bicycling within the development as shown on the conceptual development plan as part of "Exhibit B." One side of the road shall contain an 8' wide (minimum) multi-use path which may be reduced to 5' south of the frontage road to provide a transition to the sidewalk along CR 466A.
- c. Golf carts. Golf carts may be allowed to utilize the multi-use paths or internal roadways within the Project pending final engineering approval at the time of site plan. The Developer is aware that golf carts are not allowed to access or cross CR 466A per the regulations of Sumter County.

M. Maintenance of Common Areas. Maintenance and repair of structures, lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the property owner or its designee such as a property owners association, at no cost or obligation to the City. The Developer, its successors and/or assigns, shall provide Guidelines to the City for approval. not to be reasonably withheld, conditioned or delayed, for the maintenance of common areas. The City will be granted the right to enforce the common areas maintenance obligations against the Developer, its successors and/or assigns, as may be applicable, and to be reimbursed for the reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.

N. Enforcement of Rules and Regulations. For the maintenance of the common areas referenced in Section 3(M) above, the applicable provisions in the Guidelines: (i) shall be made applicable to the Project; and (ii) shall be reviewed/approved by the City of Wildwood and a certificate of occupancy being issued for completed improvements; and (iii) will provide that the City of Wildwood shall have the right, but not the obligation, to enforce such maintenance obligations against a violating party and that the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.

O. Impact Fees. The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any impact fees adopted by the City of Wildwood, Sumter County or the Sumter County School Board prior to issuance of building permits shall also be applicable to the Planned Development.

- P. Expiration of Planned Development Agreement. Significant construction has begun within the Project boundary (as legally described in "Exhibit A"). This project is considered active and has no expiration date.

PASSED AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this _____ day of _____, 2023.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

ED WOLF, MAYOR

ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to Form:

City Attorney

EXHIBIT A

TRAILWINDS VILLAGE - LEGAL DESCRIPTION

THE WEST 1/2 OF THE NORTHEAST 1/4 OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST; AND THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST; AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 23 EAST, ALL LYING AND BEING IN SUMTER COUNTY, FLORIDA. LESS AND EXCEPT ROAD RIGHT-OF-WAY FOR COUNTY ROAD 466-A.

AND

THE NORTHERLY 50.00 FEET OF THE NORTHWEST 1/4 OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, ALL LYING AND BEING IN SUMTER COUNTY, FLORIDA. LESS AND EXCEPT ROAD RIGHT-OF-WAY FOR COUNTY ROAD 462.

AND

BEGIN AT THE SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, RUN NORTH 210 FEET, EAST 210 FEET, SOUTH 210 FEET, THENCE WEST 210 FEET TO THE POINT OF BEGINNING. ALL IN SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

AND

THE SOUTH 420 FEET OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST IN SUMTER COUNTY, FLORIDA, LESS THE WEST 210 FEET THEREOF.

EXHIBIT B

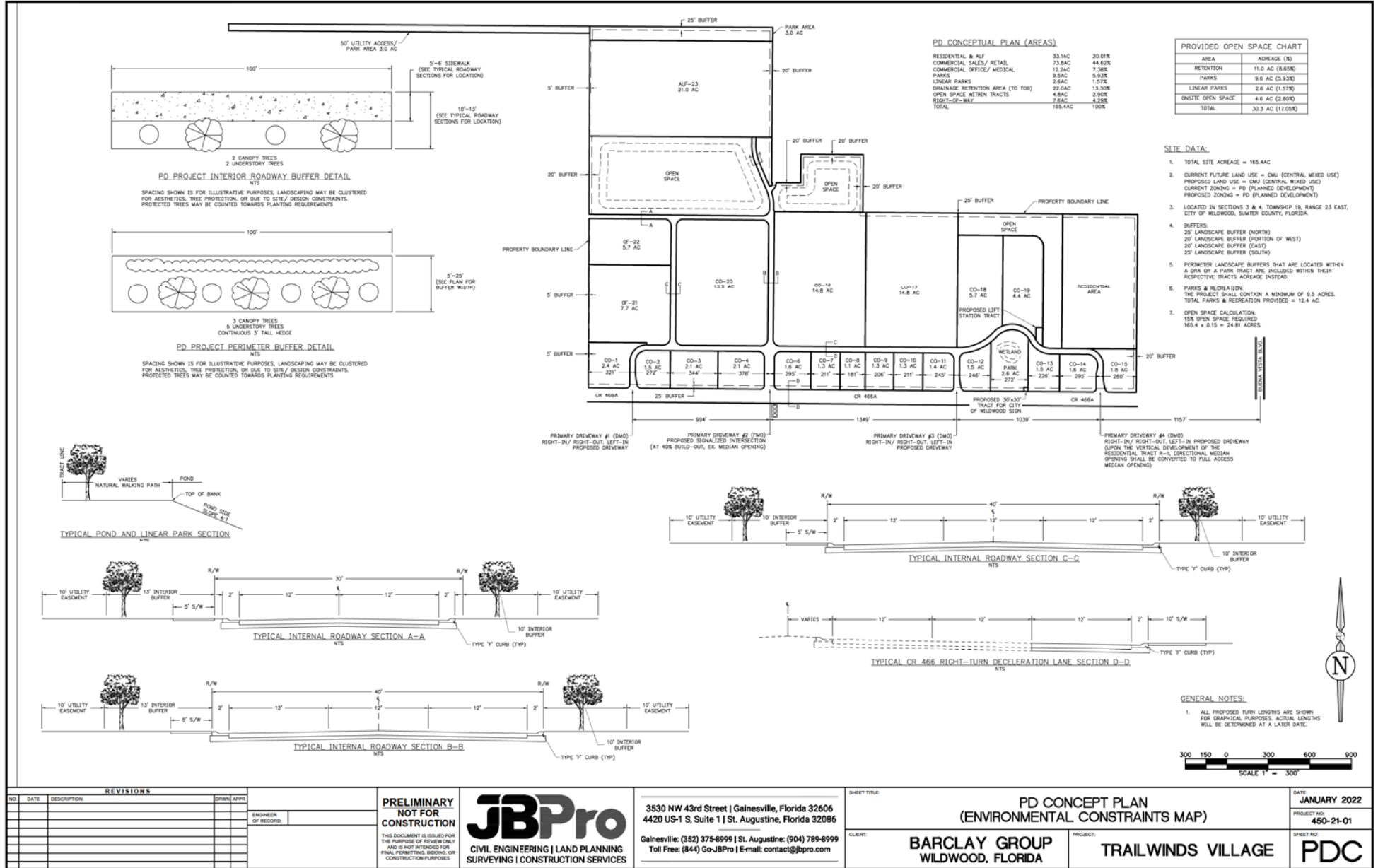
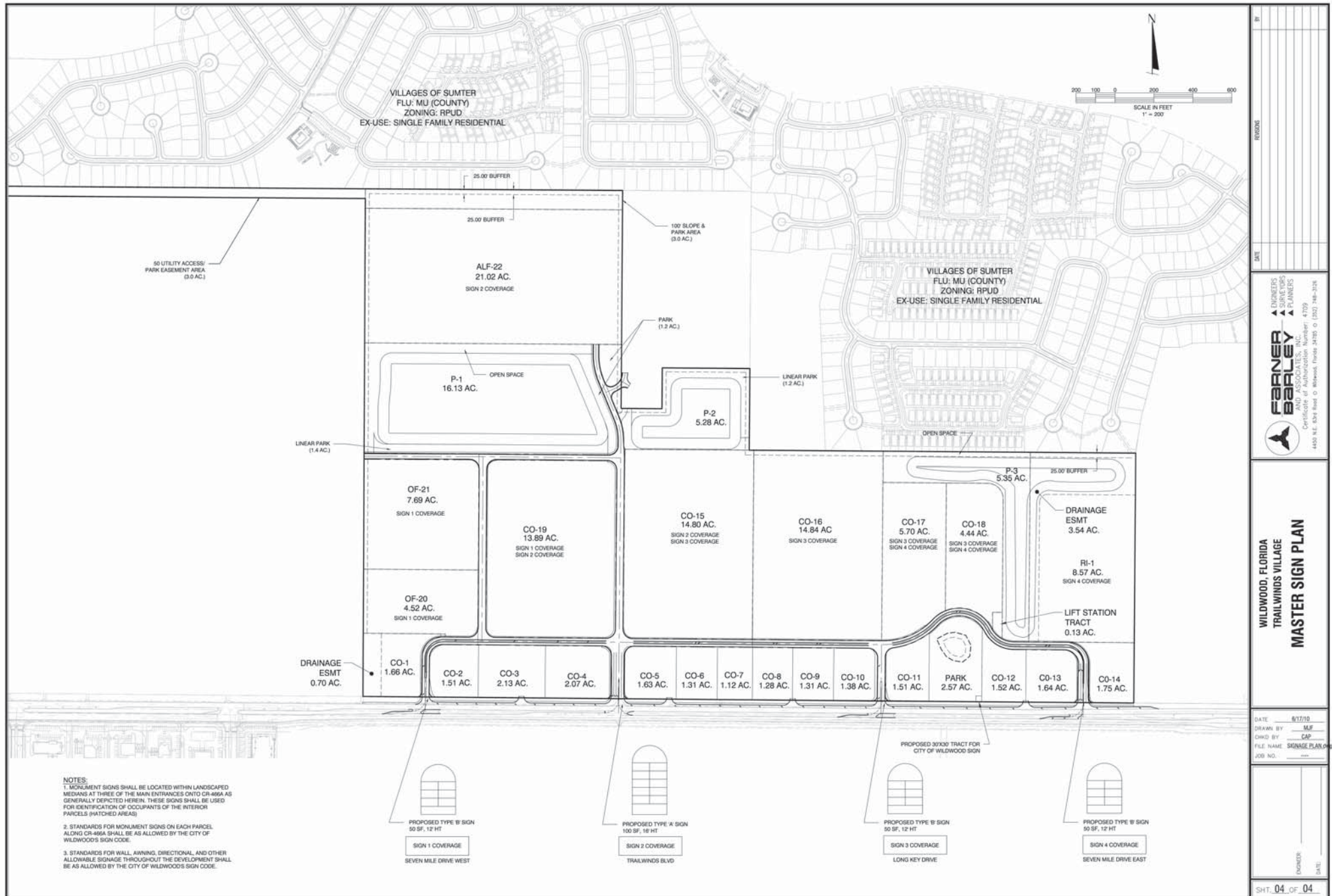


EXHIBIT "C"





MEMORANDUM OF UNDERSTANDING

Date: September 16, 2015

To: Richard Baier, P.E. - Sumter County Department of Public Works
Esle Oxendine - Sumter County Department of Public Works

From: Jane A. Caldera, P.E. - TRUCKIN TRAFFIC, LLC

Copy To: Chris Potts, P.E. - Farner Barley
Jerry Hart - Barclay Group

Subject: Trailwinds Village PUD
Site Access Plan Review

The purpose of the memorandum is to document the results of the master site access plan review for Trailwinds Village.

After the initial review meeting held between the Barclay Group development team and Public County Department for Public Works staff, and several follow up discussions, the Master Site Access Plan for Trailwinds Village as shown on Attachment A, and described below was mutually agreed to.

- Four (4) right in/out driveways will be permitted.
- Two (2) directional median openings will be permitted. These directional median openings will be designed to prohibit SB left turn movements.
- One (1) full median opening that will be signalized when the developer can demonstrate that traffic signal warrants are met.
- One (1) directional median opening that will be modified to a full median opening, when the 10 acre residential development tract (R-1) is constructed; based on the following conditions.
 - 1) Upon the vertical development of the residential tract R-1 the developer will provide the County with a Letter of Credit and or Bond
 - 2) Once this median opening is converted to a full median opening, the developer will have 12 months to conduct a traffic signal warrant study to demonstrate that traffic signal warrants are met. If traffic signal warrants are met the developer will be allowed to signalization this driveway, if signal warrants are not met, then the developer will convert this driveway back to a directional median opening.

w/ Attachment A

ATTACHMENT A

(to Memo of Understanding, dated 9/16/2015)

MASTER SITE ACCESS PLAN TRAILWINDS VILLAGE PUD

Legend

- Right In/Out Driveway
- Directional Median Opening
- Full Median Opening / Traffic Signal
- Directional Median Opening, with special conditions

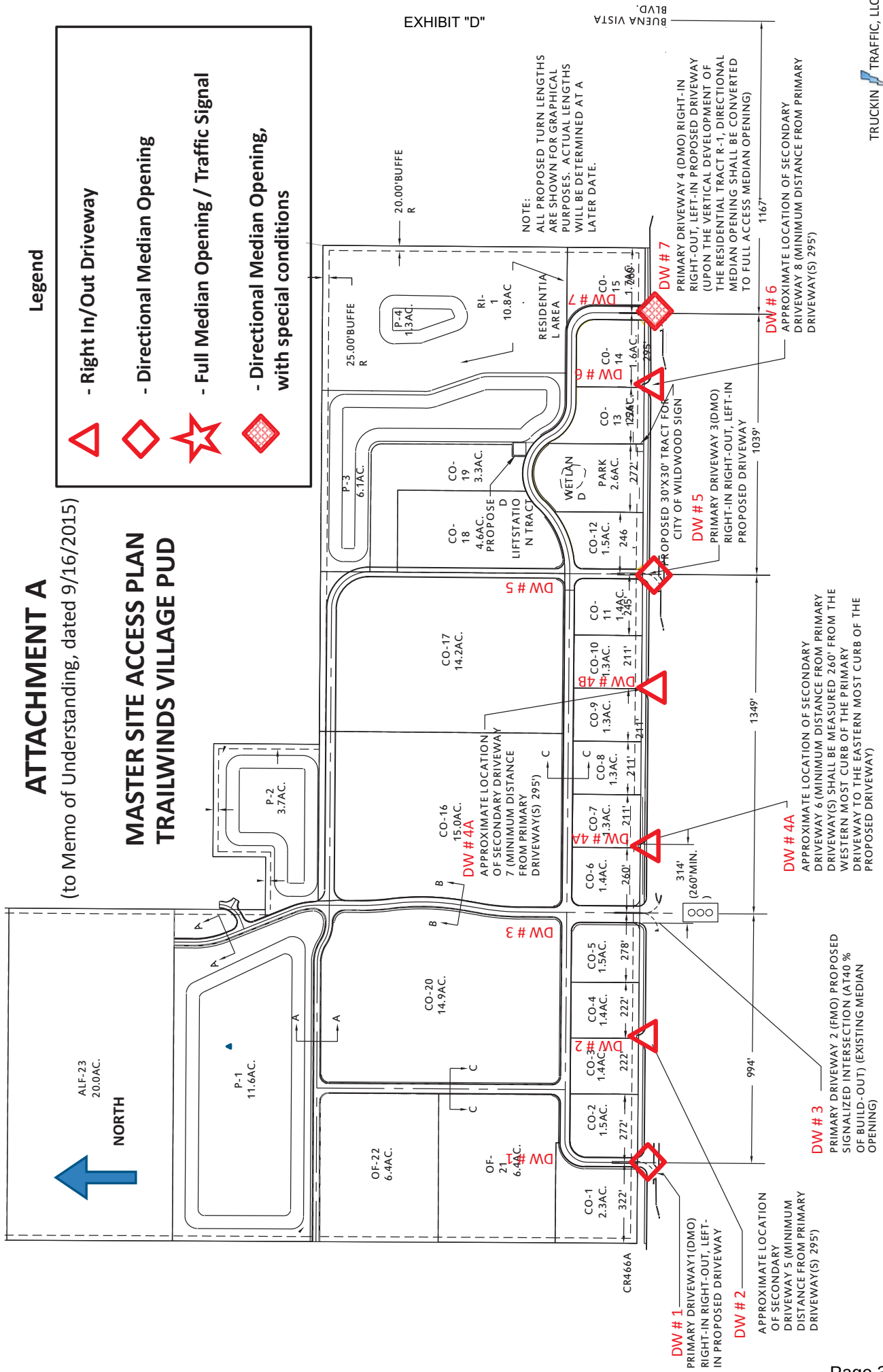


EXHIBIT "D"

BUENA VISTA BLVD.

TRUCKIN' TRAFFIC, LLC



TRAFFIC MEMORANDUM

Date: December 20, 2019

To: Melanie Peavy, AICP - City of Wildwood, Development Services Director

From: Jane A. Caldera, P.E. - TRUCKIN TRAFFIC, LLC

Copy To: Chris Potts, P.E. - Farner Barley
Jerry Hart - Barclay Group

Subject Trailwinds Village PD Modification December 2019 Traffic Impact Analysis



The purpose of this memorandum is to evaluate the traffic impacts associated with the proposed development plan for the Trailwinds Village PD Modification 2019; to document that the trip generation estimates from the previously approved Traffic Impact Analysis (dated 8/31/2015) are not exceeded.

The development program that the approved 2015 Traffic Impact Analysis was based on is listed below.

Commercial/Retail/Service
Shopping Center - 572,750 SF

Office
General Office - 31,500 SF
Medical Office - 120,000 SF

Residential
Apartments - 332 DU
Assisted Living - 462 BEDS

The development program associated with the 2019 PD Modification is summarized below.

Commercial/Retail/Service
Shopping Center - 285,001 SF

Office
General Office - 95,630 SF
Medical Office - 120,000 SF

Residential
Apartments - 425 DU
Assisted Living - 125 BEDS

Medical
Hospital - 300 BEDS

Detailed trip generation estimates for the 2019 PD development plan were performed. **Attachment A** to this memorandum contains the detailed trip generation calculations for the 2109 PD development plan.

Table 1 below compares the approved trips from the 2015 Traffic Impact Analysis to the new trip estimates for the 2019 development plan. As shown in Table 1, the 2019 PD development plan will generate less trips than the previously approved development plan.

TABLE 1
TRIP GENERATION COMPARISON SUMMARY
TRAILWINDS VILLAGE PD

DESCRIPTION	Total Trips 2-Way (vph)	External Trips 2-Way (vph)	Net-New Trips 2-Way (vph)
2015 APPROVED DEVELOPMENT PLAN	2,712	2,360	2,092
2019 PROPOSED DEVELOPMENT PLAN	2,542	2,212	1,904
Net Change (Approved - Proposed)	170 LESS TRIPS	148 LESS TRIPS	188 LESS TRIPS

Attachment B to this memorandum contains the relevant pages from the approved 2015 Traffic Impact Analysis.

The number of trips associated with current development plan (i.e. open businesses, under construction, or in the design and permitting phase) are listed in Table 2. The purpose of Table 2 is to provide a table that "tracks" the trips linked with current development plan.

TABLE 2 - TRIP TRACKING
TRAILWINDS VILLAGE PD - APPROVED DEVELOPMENTS

Land-Use	ITE Land-Use Category	ITE Land-Use (Code)	Indep. Variable	ITE Rate or Eqn. (1)	Size (2)	Total 2-Way (vph)	Internal Trips (vph)	Net External (vph)	Pass-By 2-Way (vph)	Net-New 2-Way (vph)
PROPOSED DEVELOPMENT										
Commercial/ Retail/Service	Shopping Center	820 ITE /E	SQUARE FEET	4.14	238,001	1,032	134	898	269	629
Office	General Office	710 ITE/R	SQUARE FEET	1.15	15,630	18	2	16	0	16
Office	Medical-Office	720 ITE /R	SQUARE FEET	3.46	0	0	0	0	0	0
Residential	Apartments (Framework)	220 ITE /R	DWELL UNITS	0.56	425	238	31	207	0	207
Residential	Assisted Living (Legacy)	254 ITE /R	BEDS	0.26	125	33	4	28	0	28
Medical	Hospital	610 ITE /R	BEDS	1.89	0	0	0	0	0	0
Total						1,321	172	1,149	269	880

(1) The Trip Generation Rates were obtained from ITE Trip Generation Manual, 10th Edition.

Date Prepared: 12/20/2019

(2) Reflects the current development plan (i.e. open businesses, under construction, or in the design and permitting phase)

Trailwinds Village PD Modification December 2019 Traffic Impact Analysis

The Land Use (Trip) Equivalency Matrix was also updated to reflect new land-use equivalency factors based on the PM peak-hour trips rates from the ITE Trip Generation Manual, 10th Edition. Table 2 contains the updated land-use equivalency factors. Please note, the land-use descriptions for the residential components were revised to match up with the ITE 10th ED land-use descriptions.

Table 3
Land Use (Trip) Equivalency Matrix

Land-Use			CHANGE TO								
			Residential, Multi Family/Low-Rise	Residential, Multi Family/Mid-Rise	Residential, IL-Senior Adult Housing /Attached	Residential, IL-Congregate Care Facility	Residential, Assisted Living	Commercial Sales	General Office	Medical Office	Hospital
			Dwelling Unit	Dwelling Unit	Dwelling Unit	Dwelling Unit	Bed	1,000 SF	1,000 SF	1,000 SF	Bed
CHANGE FROM	Residential, Multi Family/Low-Rise	Dwelling Unit	1.00	0.79	0.46	0.32	0.46	7.39	2.05	6.18	3.38
	Residential, Multi Family/Mid-Rise	Dwelling Unit	1.27	1.00	0.59	0.41	0.59	9.41	2.61	7.86	4.30
	Residential, IL-Senior Adult Housing /Attached	Dwelling Unit	2.15	1.69	1.00	0.69	1.00	15.92	4.42	13.31	7.27
	Residential, IL-Congregate Care Facility	Dwelling Unit	3.11	2.44	1.44	1.00	1.44	23.00	6.39	19.22	10.50
	Residential, Assisted Living	Bed	2.15	1.69	1.00	0.69	1.00	15.92	4.42	13.31	7.27
	Commercial Sales	1,000 SF	0.14	0.11	0.06	0.04	0.06	1.00	0.28	0.84	0.46
	General Office	1,000 SF	0.49	0.38	0.23	0.16	0.23	3.60	1.00	3.01	1.64
	Medical Office	1,000 SF	0.16	0.13	0.08	0.05	0.08	1.20	0.33	1.00	0.55
	Hospital	Bed	0.30	0.23	0.14	0.10	0.14	2.19	0.61	1.83	1.00

NOTE: THE EQUIVALENCY FACTORS IN THE TABLE ARE BASED ON THE PM PEAK-HOUR TRIPS RATES FROM THE ITE TRIP GENERATION MANUAL, 10th EDITION

Example #1: To convert from Commercial Sales to Medical Office

Take the desired sq.ft. of Medical Office and multiply by the equivalency factor to get the equivalent sq.ft. of Commercial Sales
 20,000 sq.ft. of Medical Office * 1.20 (Commercial Sales equiv. Factor) = 24,000 sq.ft. of Commercial Sales

To add 20,000 sq.ft. of Medical Office, you reduce Commercial Sales by 24,000 sq.ft.

Example #2: To convert from Commercial Sales to Assisted Living Beds

Take the desired Assisted Living Beds and multiply by the equivalency factor to get the equivalent sq.ft. of Commercial Sales
 200 Assisted Living Beds * 0.06 (Commercial Sales equiv. factor) = 12.0 * 1,000 = 12,000 sq.ft. Commercial Sales

To add 200 Assisted Living Beds, you reduce Commercial Sales by 12,000 sq.ft.

In summary, the trip generation estimates associated with the 2019 PD Modification for Trailwinds Village are less than trip generation estimates contained in the previously approved traffic study.

Please feel free to contact me if you have any questions or need additional information to process the Trailwinds Village PD Modification December 2019.

w/ Attachments A and B

ATTACHMENT A

PM PEAK HOUR TRIP GENERATION ESTIMATES TRAILWINDS VILLAGE PD MODIFICATION - 2019

2019 CURRENT PROPOSAL

Land-Use	ITE Land-Use Category	ITE Land-Use (Code)	Indep. Variable	ITE Rate or Eqn. (1)	Size	Total 2-Way (vph)	Trips In (vph)	Trips Out (vph)	Int. Cap. Rate (2)	Internal Trips (vph)	Net External (vph)	Pass-By Capture Rate (3)	Pass-By 2-Way (vph)	Pass-By Trips In (vph)	Pass-By Trips Out (vph)	Net-New 2-Way (vph)	Net-New Trips In (vph)	Net-New Trips Out (vph)
PROPOSED DEVELOPMENT																		
Commercial/Retail/Service	Shopping Center	820 ITE / E	SQUARE FEET	$\ln(T)=0.74 \cdot \ln(X)+2.89$	285,001	1,179	566	613	13%	153	1,026	30%	308	148	160	718	345	374
Office	General Office	710 ITE / R	SQUARE FEET	1.15	95,630	110	18	92	13%	14	96	0%	0	0	0	96	15	80
Office	Medical-Office	720 ITE / R	SQUARE FEET	3.46	120,000	415	116	299	13%	54	361	0%	0	0	0	361	101	260
Residential	Multi-Family/Low-Rise (Framework)	220 ITE / R	DWELL UNITS	0.56	425	238	150	88	13%	31	207	0%	0	0	0	207	130	77
Residential	Assisted Living (Legacy)	254 ITE / R	BEDS	0.26	125	33	14	18	13%	4	28	0%	0	0	0	28	12	16
Medical	Hospital	610 ITE / R	BEDS	1.89	300	567	159	408	13%	74	493	0%	0	0	0	493	138	355
Total						2,542	1,023	1,519		330	2,212		308	148	160	1,904	742	1,162

EXHIBIT "F"

(1) The Trip Generation Rates were obtained from ITE Trip Generation Manual, 10th Edition.

(2) The Internal Capture Rate was based on the recommended rates from the ITE Trip Generation Handbook, 2nd Edition. For consistency purposes the rate keep at 13%.

(3) The Pass-By Capture Rate was adjusted down from the recommended the ITE Trip Generation Handbook, 2nd Edition rate of 34%, to comply with MPO guideline that states the pass-by rate can not exceed 10% of adjacent street traffic future volume. The pass by check calculations are shown on the lower right corner of this table.

Pass By Capture Rate Check (10% Rule)	
Adj street 2-way total volume	3,056 vph
10% of adj street volume rule	306 vph
Cap Pass-By Rate at 10% of adj st.	306 vph
Shopping Center External Trips	1,026 vph
Max. Pass-By Rate based on 10% rule	30%

TRAFFIC IMPACT ANALYSIS

TRAILWINDS VILLAGE PUD MODIFICATION (fka Word Property PUD)

C-466A
(East of Powell Road, Northside)

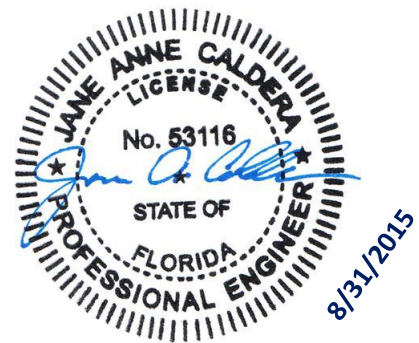
Prepared for:
BGV Limited, LLP

Prepared By:
TRUCKIN TRAFFIC, LLC



Submitted To:
City of Wildwood

August 31, 2015



Jane A. Caldera, P.E.
P.E. # 53116

1. INTRODUCTION

This Traffic Impact Analysis has been prepared to support the Planned Unit Development (PUD) Modification Application for Trailwinds Village (fka Word Property). The property is located on the northside of C-466A, midway between Powell Road and Buena Vista Boulevard. The site is located within city limits of the City of Wildwood. The site location is displayed on Figure 1.

This TIA is an update to the TIA that was prepared in March of 2022¹⁴ the previously approved Trailwinds Village PUD. The Trailwinds Village PUD was approved for the following land-uses in 2014:

Commercial/Retail/Service

Shopping Center - 485,000 s.f.

Office

General Office - 40,000 s.f.

Medical Office - 160,000 s.f.

Residential

Adult Senior Housing (Detached) - 332 d.u.

Assisted Living - 462 beds

The current development program for the Trailwinds Village PUD continues to be a “mixed-use” plan consisting of retail/commercial, office and residential land-uses. The proposed densities for these land-uses are as follows:

Commercial/Retail/Service

Shopping Center - 572,750 s.f.

Office

General Office - 31,500 s.f.

Medical Office - 120,000 s.f.

Residential

Apartments - 332 d.u.

Assisted Living - 462 beds

The buildout Year for the Trailwinds Village PUD is Year 2020.

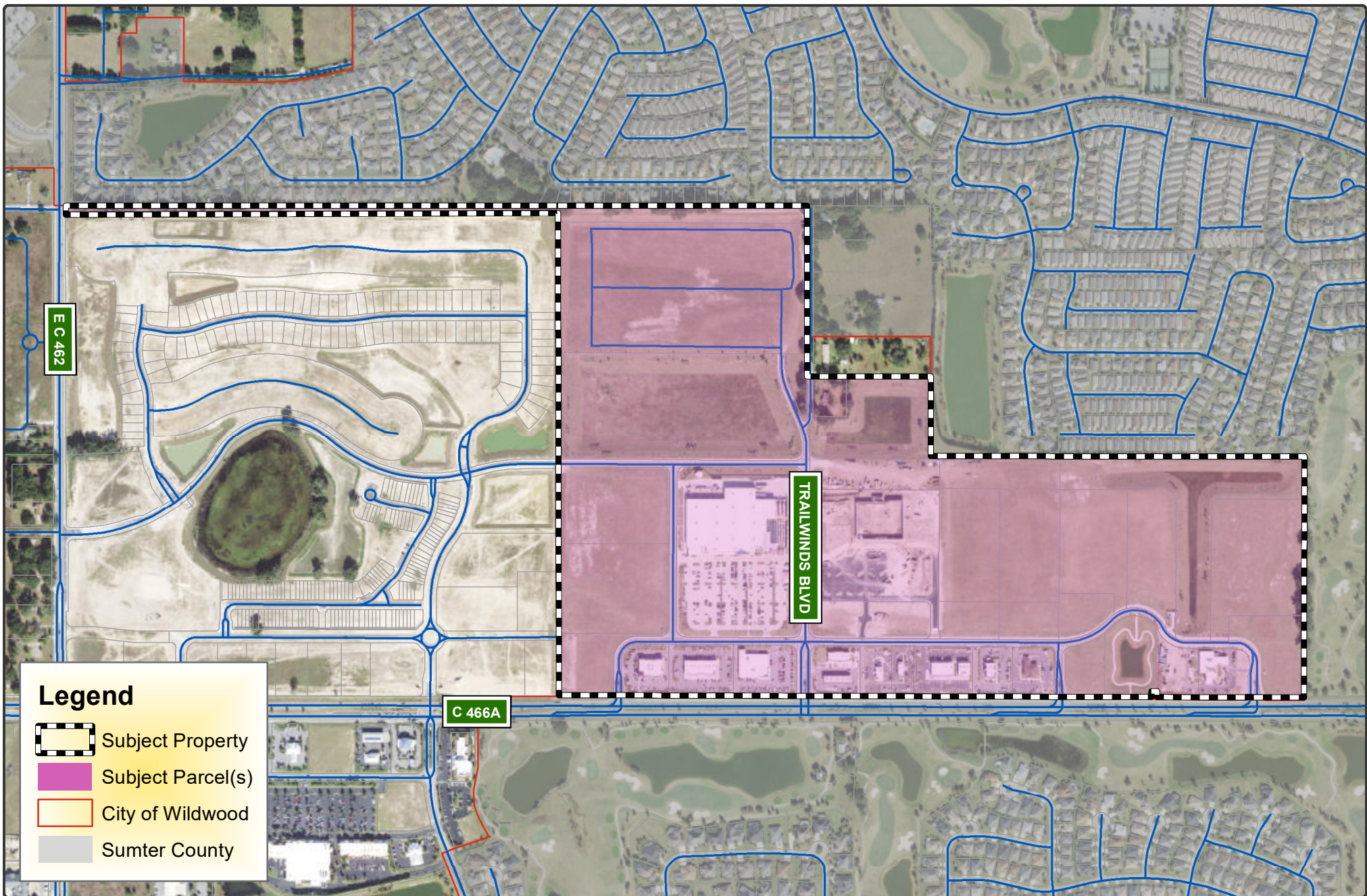
A methodology meeting was held with the City of Wildwood and the Sumter/Lake County MPO on July 27, 2015. At this meeting it was mutually agreed that this updated TIA will follow the same traffic methodology statement that was previously approved.

TABLE 1 - PM PEAK HOUR TRIP GENERATION ESTIMATES

TRAILWINDS VILLAGE PUD MODIFICATION

Land-Use	ITE Land-Use Category	ITE Land-Use (Code)	ITE Rate or Variable Eqn. (3)	ITE Size	2-Way (vph)	Trips In (vph)	Trips Out (vph)	Int. Cap. Rate (4)	Int. Trips (vph)	Net Ext. (vph)	Pass-By Capture Rate (5)	Pass-By 2-Way (vph)	Pass-By Trips In (vph)	Pass-By Trips Out (vph)	Net-New 2-Way (vph)	Net-New Trips In (vph)	Net-New Trips Out (vph)
PROPOSED DEVELOPMENT																	
Commercial/Retail/Service Office	Shopping Center	820 ITE /E	SQUARE FEET	572,750	1,929	926	1,003	13%	250	1,679	16%	269	129	140	1,410	677	733
	General Office	710 ITE/R	SQUARE FEET	31,500	47	8	39	13%	6	41	0%	0	0	0	41	7	34
Office	Medical-Dental Office	720 ITE /R	SQUARE FEET	120,000	428	120	308	13%	56	373	0%	0	0	0	373	104	268
Residential (1)	Apartments	220 ITE /R	DWELL UNITS	332	206	134	72	13%	27	179	0%	0	0	0	179	116	63
Residential (2)	Assisted Living	254 ITE /R	BEDS	462	102	45	57	13%	13	88	0%	0	0	0	88	39	50
Total					2,712	1,232	1,479		352	2,360		269	129	140	2,092	944	1,148

- (1) This land-use is intended to be developed as Independent Living.
(2) This land-use is intended to be a mix of Assisted Living, Skilled Nursing, and Memory Care.
(3) The Trip Generation Rates were obtained from ITE Trip Generation Manual, 9th Edition.
(4) The Internal Capture Rate was based on the recommended rates from the ITE Trip Generation Handbook, 2nd Edition.
(5) The Pass-By Capture Rate was adjusted down from the recommended the ITE Trip Generation Handbook, 2nd Edition rate of 34%, to comply with MPO guideline that states the pass-by rate can not exceed 10% of adjacent street traffic future volume.
Updated: 8/27/15



ORDINANCE NO. O2023-

**AN ORDINANCE OF THE CITY OF WILDWOOD,
FLORIDA GRANTING A REQUEST FOR A PLANNED
DEVELOPMENT AMENDMENT PURSUANT TO
SECTION 8.6 OF THE LAND DEVELOPMENT
REGULATIONS FOR CERTAIN PROPERTY WITHIN
THE CITY OF WILDWOOD, FLORIDA; OWNED BY
WORD FAMILY LLC; PROVIDING FOR
SEVERABILITY; PROVIDING FOR CODIFICATION;
AND PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, the Word Family LLC Planned Development Application was filed on October 31 2011;

WHEREAS, the City Commission of the City of Wildwood, Florida passed and ordained Ordinance O2012-07 on February 27, 2012;

WHEREAS, said Ordinance was recorded April 11, 2012, in OR. Book 2433, Page 689, Public Records of Sumter County, Florida;

WHEREAS, the first Word Family LLC Planned Development Amendment Application was filed on September 30, 2013;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2014-18 on April 28, 2014, thereby amending and restating Ordinance O2012—07 in its entirety;

WHEREAS, said Ordinance was recorded May 19, 2014, in OR. Book 2779, Page 657, Public Records of Sumter County, Florida;

WHEREAS, the second Word Family LLC Planned Development Amendment Application was filed on August 31, 2015;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2015-44 on October 26, 2015, thereby amending and restating Ordinance O2014-18 In its entirety;

WHEREAS, said Ordinance was recorded November 5, 2015, in OR. Book 3031, Page 367, Public Records of Sumter County, Florida;

WHEREAS, the third Word Family LLC Planned Development Amendment Application, was filed on September 30, 2016;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2017-01 on January 9, 2017, thereby amending and restating Ordinance O2015-44 in its entirety;

WHEREAS, the fourth Word Family LLC Planned Development Amendment Application was filed on July 26, 2017;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2017-50 on September 25, 2017, thereby amending and restating Ordinance O2017-01 in its entirety;

WHEREAS, the fifth Word Family LLC Planned Development Amendment Application was filed on November 21, 2019;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2020-1 on January 27, 2020, thereby amending and restating Ordinance O2017-50 in its entirety;

WHEREAS, the sixth Word Family LLC Planned Development Amendment Application was filed on January 5, 2022;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2022-8 on February 28, 2022, thereby amending and restating Ordinance O2020-1 in its entirety;

WHEREAS, the seventh Word Family LLC Planned Development Amendment Application was filed on January 17, 2023;

WHEREAS, it is the intention of the City for this amendment and restatement to supersede Ordinance 0202~~20-801~~.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

The application filed by Word Family LLC (hereinafter referred as the, "Developer") for a Planned Development Amendment was heard by and before the City Commission, Wildwood, Florida on this ____ day of _____ 202~~32~~. Based upon the verified application and supporting documents, analyses, maps, charts, other evidence and instruments; the advice, report and recommendations of the Project Review Committee; - the testimony adduced and evidence received at the Public Hearing by the Planning and Zoning Board on _____ 202~~32~~; and otherwise being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1: GENERAL FINDINGS

A. That the Word Family LLC Planned Development Amendment Application (hereinafter referred to as the "Project") was duly and properly filed herein on September 30, 2013;

B. That the second Word Family LLC Planned Development Amendment Application was duly and properly filed on August 31, 2015;

C. That the third Word Family LLC Planned Development Amendment Application was duly and properly filed on September 30, 2016;

D. That the fourth Word Family LLC Planned Development Amendment Application was duly and properly filed on July 26, 2017;

E. That the fifth Word Family LLC Planned Development Amendment Application was duly and properly filed on November 21, 2019;

F. That the sixth Word Family LLC Planned Development Amendment Application was duly and properly filed on January 5, 2022;

F.G. [That the seventh Word Family LLC Planned Development Amendment Application was duly and properly filed on January 17, 2023;](#)

G.H. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule;

H.I. That the Project was reviewed by the Project Review Committee and found to meet or exceed the minimum standards of the City's Comprehensive Plan, Land Development Regulations, Code of Ordinances, and all other applicable ordinances and regulations;

I.J. That the Developer intends to develop a Project consisting; of 165.4 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in "Exhibit A" attached hereto

J.K. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations; and

K.L. That the City has complied with the due notice requirements of subsection 3.3(C)(3) of the Land Development Regulations.

SECTION 2: FINDINGS REGARDING PLANNED DEVELOPMENT OVERLAY

- A. That the Applicant has applied for a Mixed Use Planned Development (MUPD) of the lands described in "Exhibit A";
- B. That the zoning district of the subject land described in "Exhibit A" is classified as Central Mixed Use (CMU) on the City of Wildwood Zoning Map;
- C. That the Project is consistent with the City of Wildwood Comprehensive Plan, the intent and purpose of the City of Wildwood Land Development Regulations, and does promote the public health, safety, morals, welfare, and orderly growth of the City of Wildwood;
- D. That the City of Wildwood Land Development Regulations are consistent with the provisions of the "Planned Development Agreement" as hereinafter set forth in

Section 3 of this Ordinance. With respect to any conflict between the Land Development Regulations and the “Planned Development Agreement”, the provisions of the “Planned Development Agreement” shall govern. Unless specific conditions are included in the “Planned Development Agreement” waiving or replacing the terms and conditions of the Land Development Regulations, the terms and conditions of the most current Land Development Regulations shall prevail; and

- E. This Ordinance shall become effective immediately upon its approval and adoption by the City Commission.

SECTION 3: PLANNED DEVELOPMENT AGREEMENT: GENERAL PROVISIONS

- A. Development Concept. The Project shall be developed as a Planned Development substantially in accordance with this Ordinance. This Planned Development Agreement shall govern the development of the Project.
- B. Conceptual Development Plan. The Project includes a conceptual development plan pursuant to Section 8.4 of the Land Development Regulations. The conceptual development plan prepared by JBrown Professional Group, Inc. dated January 2022, as amended, is incorporated into this Ordinance as “Exhibit B” attached hereto. The conceptual development plan is substantially consistent with City of Wildwood Comprehensive Plan.
- 1) The conceptual development plan illustrates the general location of the following land uses:
 - a. Residential: Assisted Living Facility (ALF) and Independent Living Facility (ILF);
 - b. Commercial Office and Medical Office;
 - c. Commercial Sales and Retail; and
 - d. Recreational (Parks)
 - 2) The conceptual development plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by compensating storage capacity requirements in flood prone areas, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, or conservation easements. If there are any inconsistencies between the written ordinance and the conceptual development plan, the written ordinance will supersede.
- C. Development Program. The Project shall be developed in a single phase in accordance with the conceptual development plan and this Section.
- 1) Residential Development. The residential component of the Project shall contain a mix of two (2) or more housing types. Assisted Living Facilities

and Independent Living Facilities each count as one (1) housing type. Conversions of ALF beds and ILF units to other residential units are permitted. Three (3) ALF beds shall equal one (1) residential unit. One (1) ILF unit shall equal one (1) residential unit.

- 2) Land Use Breakdown. Acreages devoted to each land use over the life of the Project shall be in accordance with the following table:

Land Use	Total (Acres)
Residential (ALF and ILF)	33.1
Commercial and Medical Office	12.2
Commercial Sales and Retail	73.8
Recreation	12.4
Total	131.5

Note: There are 33.9 acres within the nonresidential areas that consist of drainage retention areas, open space, and right-of-way, for a total project acreage of 165.4+/- acres.

- 3) Maximum Development Potential. Residential and non-residential development within the Project shall not exceed the following:

Land Use	Square Feet (SF)	Beds/Units
Residential		462 (ALF beds) 296 (dwelling units)
Office	151,500	
Retail	572,750	

- 4) Land Use (Trip) Equivalency Matrix. Land uses may be converted in accordance with the following Table provided doing so does not exceed Development of Regional Impact thresholds for the Regional Activity Center, as established by F.S. § 380.06(2)(d) and Chapter 28-24, Florida Administrative Code. The coefficients are based on the trip generation, per the Institute of Transportation Engineers Trip Generation Manual, 9th Edition.

		Change To						
		Residential, Condo/ Townhome (Per Unit)	Residential, Apartment/ Multi-Family (Per Unit)	Residential, ACLF (Per Bed)	Residential, ILF (Per Unit)	Commercial Sales (1,000 SF)	General Office (1,000 SF)	Medical Office (1,000 SF)
C h a n g e F r o	Residential, Condo/ Townhome (Per Unit)	N/A	1.701	0.616	0.762	8.505	4.219	10.039
	Residential, Apartment/ Multi-Family (Per Unit)	0.588	N/A	0.362	0.448	5.001	2.480	5.902
	Residential,	1.625	5.763	N/A	1.239	13.818	6.854	16.310

m	ACLF (Per Bed)							
	Residential, ILF (Per Unit)	1.312	2.231	0.807	N/A	11.155	5.533	13.167
	Commercial Sales (1,000 SF)	0.118	0.200	0.072	0.090	N/A	0.496	1.180
	General Office (1,000 SF)	0.237	0.403	0.146	0.181	2.016	N/A	2.380
	Medical Office (1,000 SF)	0.100	0.169	0.061	0.076	0.847	0.420	N/A

As development needs arise, amendments to the land use (trip) equivalency matrix may be carried out through approval of an updated matrix incorporated as an exhibit to the Planned Development Agreement.

“Exhibit E” - “Traffic Memorandum” amends the land use (trip) equivalency matrix to include “hospital” use through traffic impact equivalency. Section 3(F)(7) identifies “hospitals” as a permitted use. Additionally, “Exhibit E” updates the equivalency factors to the PM peak—hour trips rates from 10th Edition of the ITE Trip Generation Manual. In the event of any inconsistency between the terms of this Planned Development Agreement and language set forth in “Exhibit E”, the inconsistency shall be resolved by giving precedence to this Planned Development Agreement.

5) Signage.

- a. The Project may contain up to four (4) Shopping/Office Center signs. The signs shall be located within the landscaped medians at the project entrances at C-466A.
- b. The Shopping/Office Center signs shall be monument signs and shall consist of one (1) Type A sign and three (3) Type B signs as shown on “Exhibit C.”
- c. All other signage, including directional and occupant identification, is required to meet the City’s Design District Standards for signage.
- d. Monument signage setback for parcels CO-5 through CO-11 along CR 466A is reduced from 10' to 5' due to substantial elevation change based on the elevation of CR 466A.

D. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.

E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever 'Chapter is applicable:

- 1) Developer's Agreement. Prior to approval of a site plan or a subdivision preliminary plan, the City and the Developer agree to enter into Utility or Developer's Agreements to address the provision of water, wastewater and reuse water to the Project. The agreement shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.

F. Principal Uses. The following uses shall be allowed within the Project.

- 1) All permitted; principal uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the CMU zoning district.
- 2) Retail and wholesale commercial establishments for lumber, building and landscaping supplies, equipment, and other similar uses. However, the outside storage of goods must be:
 - a. Located contiguous either behind or flanking the principal structure;
 - b. Enclosed by a screen or other similar material; and
 - c. Architecturally compatible with the principal structure.
- 3) Indoor shooting range and gun shop, including the sale, rental, and repair/service; of firearms, ammunition, and other shooting accessories and sporting goods. The indoor gun range shall be designed to contain projectiles, debris and pollution within the building through the use of baffles, backstops, HVAC systems, soundproofing, or other barriers. Noise levels measured at the property line shall not exceed sixty (60) dBA. Parking requirements shall be 1 parking space per shooting lane, plus 4 spaces per 1,000 sq. ft. of retail sales and office area, plus 10 spaces per instructional classroom, if any.
- 4) Single and multi-story Indoor self-storage facility. No outdoor storage of RVs, boats, campers, vehicles, other similar equipment and items is allowed unless completely enclosed and screened by a wall that is architecturally compatible with the principal structure.
- 5) Temporary sales/leasing office (modular building or trailer).
- 6) Service Repair Center or Golf Cart Sales shall be permitted as long as the subject lot(s) comply with the following requirements:

- a. The use and all associated activities must be in completely enclosed building.
 - b. Additional buffering and screening may be required.
- 7) Medical facilities, hospitals, and urgent care centers which shall not require a separate Conditional Use approval. Parking requirements for hospitals shall be two (2) spaces per bed.
- G. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the Central Mixed Use (CMU) zoning district.
- H. Design District Standards. Unless otherwise noted, the Project shall adhere to the Community Design District Standards pursuant to Section 6.12 of the Land Development Regulations.
- I. Recreation and Open Space. The Project shall maintain a minimum of 15% open space.
 - 1) Parks and Recreation. The Project shall contain a minimum of 9.5 acres of parks which may include both passive and active recreation parks.
 - 2) Buffers.
 - a. The Project shall contain a 25' perimeter landscape buffer along CR 466A and along the northern boundary where it abuts platted single-family subdivision lots within The Villages of Sumter. The buffer is intended to protect the privacy and well-being of the adjacent homes within The Villages and to mitigate potential visual and noise impacts of the Project. The buffer will be continuous and contain canopy and understory trees as well as a 3' tall hedge in conformance with the buffer detail sections incorporated into this Ordinance as part of "Exhibit B."
 - b. The width of the perimeter buffer described above may be reduced to 20' on eastern and western property lines, along NE 57th Drive, and on the northern property line where the property does not border a home within The Villages. The perimeter buffer along the western boundary of parcels G04LCO-001, G04LOF-001, and G04LOF-002, and G04LRI-002 shall be 5' as long as the proposed uses are similar to the adjacent uses.
 - c. The Project will also contain 10' wide interior buffers in instances where there is a change of land use and along both sides of internal roadways (public and private) as depicted on "Exhibit B"

and the typical internal roadway section as depicted on “Exhibit B”.

- d. Any on-site booster pumps, tanks, or lift stations needed to serve the Project shall be screened, buffered and located outside of the perimeter buffer.
- 3) Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may also include trails, plazas, courtyards, and other public similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed within air conditioned space. For purposes of meeting open space requirements, up to 50% of the drainage retention areas (stormwater management areas) may be included in the open space calculation; however, the amount of open space credit from the drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include rights-of-way, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.

J. Environmental Consideration.

- 1) Gopher Tortoise Survey. As stated in the Preliminary Protected Species Assessment submitted with the Planned Development Application, a gopher tortoise survey is required 90 days prior to any construction activities taking place. If tortoises are found on the Project, a relocation permit from the Florida Fish and Wildlife Conservation Commission may be required.
- 2) Wetlands. The Project contains a 0.36 acre wetland as shown on the conceptual development plan. A 15' minimum, 25' average buffer is required along the preserved wetland. The wetland and associated wetland buffer may be utilized as a passive recreation park.

K. Public Facilities.

- 1) Potable Water, Wastewater, and Reuse Water. The Project shall be connected to the City's Potable Water and Sanitary Sewer systems prior to any certificates of occupancy being issued. The Project will also connect to the City's reuse water system prior to certificates of occupancy being issued, if available. Expansion of the City's Potable Water and Sanitary Sewer systems, including necessary utility easements, shall be negotiated by a separate Developer's Agreement between the City and the Developer. Said agreement shall specify cost, ownership and maintenance, and timetables for delivery of services.
- 2) Solid Waste. Solid waste services shall be provided by the City or the City's contracted refuse service provider.

- 3) Stormwater. The Project shall contain a stormwater management system which meets the requirements of the Southwest Florida Water Management District, and Chapter 6, Section 6.4 of the City's Land Development Regulations.
- 4) Underground Utilities. All on site utilities shall be underground. Developer is responsible for running utilities underground for the Project. The City shall insure that any utilities within any public utilities' easement serving lands other than the Planned Development shall be underground.
- 5) Lighting. Exterior lighting of all buildings and parking lots shall be designed so that light is not directed off the Project. Exterior light fixtures should be fully shielded or designed with light-angle cut-offs so as to eliminate spill light, trespass light, and glare.
- 6) Transportation Concurrency: There is sufficient roadway capacity available to accommodate the Project at buildout. The responsibility to fund the improvements listed in Section L of this ordinance, in part or whole, will be the responsibility of the Applicant/Developer.

L. Access and Transportation

- 1) Access.
 - a. CR 466A. CR 466A is owned, operated, and maintained by Sumter County. Eight (8) access points to the Project may be permitted along CR 466A if approved by Sumter County.
 - b. CR 133. To ensure the traffic generated by the Project does not adversely impact the existing residents along CR 133, the Project shall construct an internal roadway parallel to CR 133 as indicated on the conceptual development plan as shown in "Exhibit B" unless superseded by a future agreement. This internal roadway shall be buffered from CR 133 as described herein.
 - c. NE 57th Drive. NE 57th Drive is an unimproved road that currently provides ingress and egress to several homes along CR 133 (north of the Project). The Project shall ensure two (2) access points to CR 133 are provided along the Project's internal roadways as shown on the conceptual development plan.
 - d. Interconnectivity to the West. The Project is required to provide one (1) road stub-out for future connection through the adjoining property to the west for future connectivity to C-462 as shown on the conceptual development plan. The Developer shall cooperate with the adjoining property owner and/or owner's agent or assign to effect the required interconnection points.

- e. The Developer will comply with terms of the Site Plan Access Review Memorandum of Understanding dated September 16, 2015 and attached as "Exhibit D", unless otherwise deemed necessary and agreed to in writing by both parties.
- f. Secondary Driveway #6 shall be minimum distance of 260' from primary driveway measured from the Western most curb of the primary driveway to the Eastern most curb of the proposed secondary driveway.
- g. Primary Driveway #4 shall be a right in/right-out with a left in directional median opening. Upon the vertical development of the residential Tract R-1, the directional median opening shall be converted to full access median opening.

2) Transportation System Improvements. The Developer shall be fully responsible for the following improvements to the transportation system to mitigate transportation impacts of the Project. These improvements were identified in the Traffic Impact Analysis submitted with the Planned Development amendment application.

- a. The Developer shall construct a second westbound turn lane on CR 466A to Powell Road in order to maintain a level of service (LOS) "C" at the intersection of CR 462/Powell Road and CR 466A.
- b. The Developer shall construct left and right turn deceleration lanes at all site access points to ensure safe and efficient operations to and from the Project.
- c. The Developer shall install a traffic signal at the main access point to the Project (Primary Driveway #2 on the conceptual development plan) prior to the Project reaching 40% of buildout.
- d. The Developer shall upgrade the traffic signal at the CR 466A/Pinellas Place intersection (if approved by Sumter County) if the Developer constructs the off-site access connection to the Project.
- e. The Developer acknowledges that C-466A and C-462 are receiving transportation system improvements by Sumter County that are not yet complete. At 40% of the Project buildout, the Developer is required to conduct a Traffic Impact Study to re-evaluate the Project's traffic impacts. Additional mitigation may be required as determined by the study.

3) Internal Roadways and Multi-Use Trails.

- a. Individual development pods and land uses shall be interconnected by a series of roadways and trails within the Project. Internal roadways and trails shall be developed in accordance with the conceptual development plan and the typical roadway section incorporated into this Ordinance as part of "Exhibit B."
- b. The Project shall provide a system of multi-use trails and sidewalks that encourage walking and bicycling within the development as shown on the conceptual development plan as part of "Exhibit B." One side of the road shall contain an 8' wide (minimum) multi-use path which may be reduced to 5' south of the frontage road to provide a transition to the sidewalk along CR 466A.
- c. Golf carts. Golf carts may be allowed to utilize the multi-use paths or internal roadways within the Project pending final engineering approval at the time of site plan. The Developer is aware that golf carts are not allowed to access or cross CR 466A per the regulations of Sumter County.

M. Maintenance of Common Areas. Maintenance and repair of structures, lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the property owner or its designee such as a property owners association, at no cost or obligation to the City. The Developer, its successors and/or assigns, shall provide Guidelines to the City for approval. not to be reasonably withheld, conditioned or delayed, for the maintenance of common areas. The City will be granted the right to enforce the common areas maintenance obligations against the Developer, its successors and/or assigns, as may be applicable, and to be reimbursed for the reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.

N. Enforcement of Rules and Regulations. For the maintenance of the common areas referenced in Section 3(M) above, the applicable provisions in the Guidelines: (i) shall be made applicable to the Project; and (ii) shall be reviewed/approved by the City of Wildwood and a certificate of occupancy being issued for completed improvements; and (iii) will provide that the City of Wildwood shall have the right, but not the obligation, to enforce such maintenance obligations against a violating party and that the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.

O. Impact Fees. The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any impact fees adopted by the City of Wildwood, Sumter County or the Sumter County School Board prior to issuance of building permits shall also be applicable to the Planned Development.

P. Expiration of Planned Development Agreement. Significant construction has begun within the Project boundary (as legally described in "Exhibit A"). This project is considered active and has no expiration date.

PASSED AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this _____ day of _____, 202~~3~~².

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

ED WOLF, MAYOR

ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to Form:

City Attorney