



## **PLANNING & ZONING BOARD - CITY OF WILDWOOD**

**Special Magistrate – Lindsay C.T. Holt**

### **Agenda**

#### **Regular Meeting**

**April 4, 2023 2:15 PM**

City Hall Commission Chamber  
100 N Main Street

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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.

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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.

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### **I. CALL TO ORDER: Planning & Zoning Board**

### **II. APPROVAL OF SUMMARY MINUTES**

- 1. Planning and Zoning Board/Special Magistrate - Regular Meeting March 7, 2023 at 2:15pm**

### **III. OLD BUSINESS**

### **IV. NEW BUSINESS**

- 1. RZ 2206-002 Wildwood Place  
AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A  
ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN**

**ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**Parcel(s) D19-014 & D19-043**

The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from C-3, R-2 & NMU-7 (City) to C-3 & R-4 (City) for the parcels listed above on 34.75 acres MOL. **Staff Recommends Approval**

**2. SP 2111-003 Mainstay Suite 37 Room Addition**

**Parcel G18-036**

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate 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.**

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

**Parcels D32-029 & D32-034**

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of six (6) motel 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 Planning and Zoning Board/Special Magistrate 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.**

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

**Parcel D33-014**

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for Wildwood Landings, an improvement plan, consisting of 68 single-family dwelling units. **Staff recommends approval.**

**6. 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 Planning and Zoning Board/Special Magistrate for a Planned Development (PD) 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.**

**7. 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 Planning and Zoning Board/Special Magistrate 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**

**V. ADJOURNMENT**

**APPEAL: NECESSITY OF RECORD.** In order to appeal the Board/Special Magistrate's decision of this matter, a verbatim record of the proceedings is required. The Board/Special Magistrate assumes no responsibility for furnishing said record.

**April 4, 2023 2:15 PM**

PLANNING & ZONING BOARD  
CITY OF WILDWOOD, FLORIDA  
REGULAR MEETING  
March 7, 2023 2:15 PM  
CITY HALL COMMISSION CHAMBER

(meeting taped)

**I. CALL TO ORDER: Planning & Zoning Board**

| <b>ATTENDANCE</b> | <b>TITLE</b>       | <b>STATUS</b> |
|-------------------|--------------------|---------------|
| Lindsey C.T. Holt | Special Magistrate | Present       |
| Amanda Bush       | City Planner       | Present       |
| Shaun Raja        | City Planner       | Present       |
| Susan Patterson   | City Clerk         | Present       |

Special Magistrate Holt brought the meeting to order, followed by the swearing-in of city staff and audience members.

**II. APPROVAL OF SUMMARY MINUTES**

1. Planning and Zoning Board/Special Magistrate - Regular Meeting February 7, 2023, at 2:15 pm

Special Magistrate Holt approved the Summary of Minutes from the February 7, 2023, meeting.

|                  |                         |
|------------------|-------------------------|
| <b>RESULT:</b>   | <b>Adopted</b>          |
| <b>MOVER:</b>    | Special Magistrate Holt |
| <b>SECONDER:</b> | None                    |
| <b>AYES:</b>     | Special Magistrate Holt |

**III. OLD BUSINESS**

None.

**IV. NEW BUSINESS**

1. RZ 2302-001 RMC Wildwood Ready Mix Plant

Special Magistrate Holt read the title of RZ 2302-001 RMC Wildwood Ready Mix Plant. The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning from M-1 (City) to M-2 (City) for parcel **D32-172** on 7.4 acres MOL. Raja stated that the staff report indicated this project to create less traffic. Ed Abshire, engineer for the project, along with Adam Freeman were present for any questions. Abshire did point out that a concrete plant was already in the industrial park. No other comments were offered or received.

|                  |                            |
|------------------|----------------------------|
| <b>RESULT:</b>   | <b>Recommends Approval</b> |
| <b>MOVER:</b>    | Special Magistrate Holt    |
| <b>SECONDER:</b> | None                       |
| <b>AYES:</b>     | Special Magistrate Holt    |

2. SP 2104-001 Dr. Heydari Medical Office

Special Magistrate Holt read the title of SP 2104-001 Dr. Heydari Medical Office. The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a three thousand seven hundred eighteen (3,718) sq ft medical office building. Paolo Mastroserio Engineering was present to answer any questions. No other comments were offered or received.

|                  |                            |
|------------------|----------------------------|
| <b>RESULT:</b>   | <b>Recommends Approval</b> |
| <b>MOVER:</b>    | Special Magistrate Holt    |
| <b>SECONDER:</b> | None                       |
| <b>AYES:</b>     | Special Magistrate Holt    |

3. SP 2203-011 Sunstop #351 - Wildwood

Special Magistrate Holt read the title of SP 2203-011 Sunstop #351 Wildwood. The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a twelve thousand four hundred ten (12,410) sq ft convenience store with a fuel station. Paolo Mastroserio Engineering was present for any questions. No other comments were offered or received.

|                  |                            |
|------------------|----------------------------|
| <b>RESULT:</b>   | <b>Recommends Approval</b> |
| <b>MOVER:</b>    | Special Magistrate Holt    |
| <b>SECONDER:</b> | None                       |
| <b>AYES:</b>     | Special Magistrate Holt    |

4. SP 2204-006 Self Storage Wildwood

Special Magistrate Holt read the title of SP 2204-006 Self Storage Wildwood. The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate 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. Utility Easement and Stormwater Easement along with an approved sidewalk agreement were provided within the agenda. Chris Thompson applicant for the project was present for any questions and did state that the easements had been sent for recording. No other comments were offered or received.

|                  |                            |
|------------------|----------------------------|
| <b>RESULT:</b>   | <b>Recommends Approval</b> |
| <b>MOVER:</b>    | Special Magistrate Holt    |
| <b>SECONDER:</b> | None                       |
| <b>AYES:</b>     | Special Magistrate Holt    |

5. SE 2301-001 Mister Car Wash

Special Magistrate Holt read the title of SE 2301-001 Mister Car Wash. The applicant is seeking Special Exception approval from the City of Wildwood Planning and Zoning Board/Special Magistrate for the Mister Car Wash on a property zoned CMU. Mister Car Wash is a national commercial chain that utilizes a conveyor system to provide customers with a quick and efficient car wash. The proposed structure will be approximately 5430 SF, with twenty-two (22) available parking spaces including one (1) ADA space. Darren Eyre representative for the project stated that there would not be any outside detailing at the facility. No other comments were offered or received.

|                  |                            |
|------------------|----------------------------|
| <b>RESULT:</b>   | <b>Recommends Approval</b> |
| <b>MOVER:</b>    | Special Magistrate Holt    |
| <b>SECONDER:</b> | None                       |
| <b>AYES:</b>     | Special Magistrate Holt    |

**V. ADJOURNMENT**

The meeting was adjourned at 2:29 p.m. No comments were offered or received.

|                  |                         |
|------------------|-------------------------|
| <b>RESULT:</b>   | <b>Adjourned</b>        |
| <b>MOVER:</b>    | Special Magistrate Holt |
| <b>SECONDER:</b> | None                    |
| <b>AYES:</b>     | Special Magistrate Holt |

**APPEAL: NECESSITY OF RECORD.**

PLANNING & ZONING BOARD  
CITY OF WILDWOOD, FLORIDA

SEAL

\_\_\_\_\_  
Date

\_\_\_\_\_  
Lindsay C.T. Holt,  
Special Magistrate  
City of Wildwood, Florida

# PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

## EXECUTIVE SUMMARY

**SUBJECT:** RZ 2206-002 Wildwood Place

**REQUESTED ACTION:** Staff Recommends Approval

**CONTRACT:**

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

**BUDGET IMPACT:**

**HISTORY/FACTS/ISSUES:**

|                          |                                                            |
|--------------------------|------------------------------------------------------------|
| <b>Case #</b>            | RZ 2206-002 Wildwood Place                                 |
| <b>Ordinance #</b>       | O2022-98                                                   |
| <b>Applicant</b>         | Ryan Thompson                                              |
| <b>Owner</b>             | HWY 301/216, LLC                                           |
| <b>Property Location</b> | Located at the northwest intersection of US 301 and CR 216 |
| <b>Parcel Number(s)</b>  | D19-014 and D19-043                                        |
| <b>Date</b>              | 3/23/22                                                    |

The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from C-3, R-2 & NMU-7 (City) to C-3 & R-4 (City) for the parcels listed above on 34.75 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2206-005. Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), staff believes the zoning change should be granted based on the following criteria:

**(a) Whether the proposed change is consistent with the comprehensive plan;**

The proposed rezoning to a mix of R-4 and C-3 is consistent with the proposed Future Land Use Map designation of High-Density Residential with a portion dedicated to Commercial. However, it is important to note that this application was submitted when the 2035 Comprehensive Plan was in effect and has been evaluated based on the criteria within that Comprehensive Plan. The proposed development is a mix of commercial and residential, focused on a compact design, providing plenty of open space among higher-density structures. This focus on compact design conforms to elements of the Comprehensive plan such as FLU Policy 1.1.3, and Policy 1.1.10. which also coincides with Objective 1.9 of the Future Land Use Element. All of which discourage urban sprawl through a future land use pattern that promotes orderly, compact development. As such this change is consistent with the 2035 Comprehensive Plan.

**(b) The existing land use pattern of the surrounding area;**

The proposed rezoning to R-4 and C-3 is compatible with the current zoning in this area along US 301. The property is intended to be used as a compact high-density residential development with a commercial element along N US 301. It is within range of other properties designated as C-3 zoning and a mix of R-2 and R-3 residential zoning. The proposed development would abide by Policy 1.9.1 and directly counteract urban sprawl.

**(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;**

**Schools:** The residential development is proposed to add 36 students to Wildwood Schools. The school district advises that capacity is available.

**Potable Water & Sewer:** 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. The applicant/owner will work with City utilities at the site plan stage to connect to City water and sewer.

**Streets:** Access to the property is proposed from US 301, which is maintained by the State of Florida, and CR 216, which is a minor local road maintained by the county. US 301 is currently a four-lane divided principal arterial roadway that operates at LOS D along the segment from C 472 to C 466 (2015 Sumter County TMS segment report).

**(d) Whether changed or changing conditions make the passage of the proposed amendment necessary;**

The surrounding area is a mix of commercial and low-density residential developments, which could be considered urban sprawl which would contradict Objective 1.9 of the 2035 Comprehensive Plan in the Future Land Use Element section. The rezoning is necessary to accommodate the proposed use of the property and to bring the property into compliance with the proposed Future Land Use designation.

**(e) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;**

The proposed rezoning change to R-4 & C-3 according to the submitted traffic analysis would add 3,003 daily trips, 165 A.M. & 256 P.M. peak hour trips to the intersection of US 301 and CR 216. A full traffic impact analysis has been conducted for maximum density and was approved by Sumter County. The intersection of US 301/CR 472 is projected to operate at LOS E following project build-out. However, Sumter County plans to improve the existing intersection, with the anticipated completion by 2024 which is expected to alleviate these concerns and allow the intersection to operate at LOS D.

**(f) Whether the proposed change will be a deterrent to the improvement or development of adjacent property;**

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Properties along US 301 & CR 216 are a mix of residential and Commercial development. Properties that remain in Sumter County's jurisdiction are allowed to develop according to their jurisdiction's future land use and zoning designations.

**ZONING DESIGNATION**

**SURROUNDING PROPERTIES**

|       |                                      |
|-------|--------------------------------------|
| NORTH | C-3 (CITY)                           |
| SOUTH | RR1C, RR5C & CL (COUNTY), C-3 (CITY) |
| EAST  | RR1C, R4C & R2C (COUNTY)             |
| WEST  | R-2 & NMU-7 (CITY)                   |

If approved, the applicant will be required to submit a site plan to the city prior to development. The site plan will need to follow all requirements as established in the City's Land Development Regulations, Design District Standards and Planned Development Agreement.

**Staff recommends approval and favorable recommendation of Ordinance Number O2022-98** subject to approval of O2022-97, which establishes a Future Land Use appropriate to the proposed zoning.

A handwritten signature in dark ink, reading "Shaun Raja". The signature is written in a cursive, flowing style.

Shaun Raja,  
Planner I, Development Services

**ORDINANCE NO. O2022-98**

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA;  
PROPOSING A ZONING MAP AMENDMENT TO THE  
OFFICIAL ZONING MAP IN ACCORDANCE WITH  
SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT  
REGULATIONS; PROVIDING FOR CODIFICATION;  
PROVIDING FOR CONFLICT; PROVIDING FOR  
SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE  
DATE.

**WHEREAS**, the City of Wildwood, Florida, is proposing to amend the Official Zoning Map of said City, to include a rezoning of real property described as follows, to-wit:

**Parcel(s) D19-014 & D19-043**  
**HWY 301/216 LLC (Owner)**  
**34.75 Acres +/-**

**LEGAL DESCRIPTION:**

PARCEL A

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST FOR THE POINT OF REFERENCE AND RUN S 89°43'05" E, ALONG THE SAID SOUTH LINE OF THE NORTHEAST 1/4 OF SECTION 19, A DISTANCE OF 1326.97 FEET; THENCE RUN N 0°03'10" E, A DISTANCE OF 415.09 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N 0°03'10" E, A DISTANCE OF 909.42 FEET; THENCE RUN S 89°42'05" EAST, A DISTANCE OF 939.14 FEET; THENCE RUN S 0°10'31" W, A DISTANCE OF 1299.10 FEET TO A POINT AT THE NORTH RIGHT OF WAY OF COUNTY ROAD NO. 216 (VARIABLE WIDTH RIGHT OF WAY); THENCE RUN ALONG SAID NORTH RIGHT OF WAY OF COUNTY ROAD NO. 216, N 89°43'09" W, A DISTANCE OF 606.56 FEET; THENCE DEPARTING SAID NORTH RIGHT OF WAY, RUN N 0°02'51" E, A DISTANCE OF 389.80 FEET; THENCE RUN N 89°41'22" W, A DISTANCE OF 329.77 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINING 25.00 ACRES MORE OR LESS.

PARCEL B

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST FOR THE POINT OF REFERENCE AND RUN S 89°43'05" E, ALONG THE SAID SOUTH LINE OF THE NORTHEAST 1/4 OF SECTION 19, A DISTANCE OF 1326.97 FEET; THENCE RUN N 0°03'10" E, A DISTANCE OF 25.05 FEET TO A POINT AT THE NORTH RIGHT OF WAY LINE OF COUNTY ROAD NO. 216 (VARIABLE WIDTH RIGHT OF WAY); THENCE RUN S 89°43'09" E, ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 936.37 FEET TO THE POINT OF BEGINNING; THENCE RUN N 0°10'31" E, A DISTANCE OF 1299.10 FEET; THENCE RUN S 89°42'05" E, A DISTANCE OF 325.00 FEET TO A POINT AT THE WEST RIGHT OF WAY LINE OF US HIGHWAY NO. 301; THENCE RUN S 0°01'29" W, ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 1013.03 FEET TO INTERSECTION OF SAID WEST RIGHT OF WAY AND THE NORTH RIGHT OF WAY



LINE OF COUNTY ROAD NO. 216 (VARIABLE WIDTH RIGHT OF WAY); THENCE RUN N 89°43'09" W, ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 325.00 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINING 9.73 ACRES MORE OR LESS.

This property is to be reclassified from C-3, R-2, & NMU-7 to R-4 & C-3 containing 34.75 acres, more or less;

**AND WHEREAS**, the rezoning is consistent with the City's Comprehensive Plan and Land Development Regulations.

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

**SECTION 1.** The Official Zoning Map of the City of Wildwood, Florida is hereby amended to include the above-referenced property as indicated above. The amendment to the Official Zoning Map is attached hereto as "Exhibit A" and incorporated herein by reference.

**SECTION 2.** All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

**SECTION 3.** 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 4.** This Ordinance shall take effect 31 days after its final reading by the City Commission of the City of Wildwood.

**DONE AND ORDAINED** this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by the City Commission of the City of Wildwood, Florida.

**CITY COMMISSION**  
**CITY OF WILDWOOD, FLORIDA**

\_\_\_\_\_  
Ed Wolf, Mayor

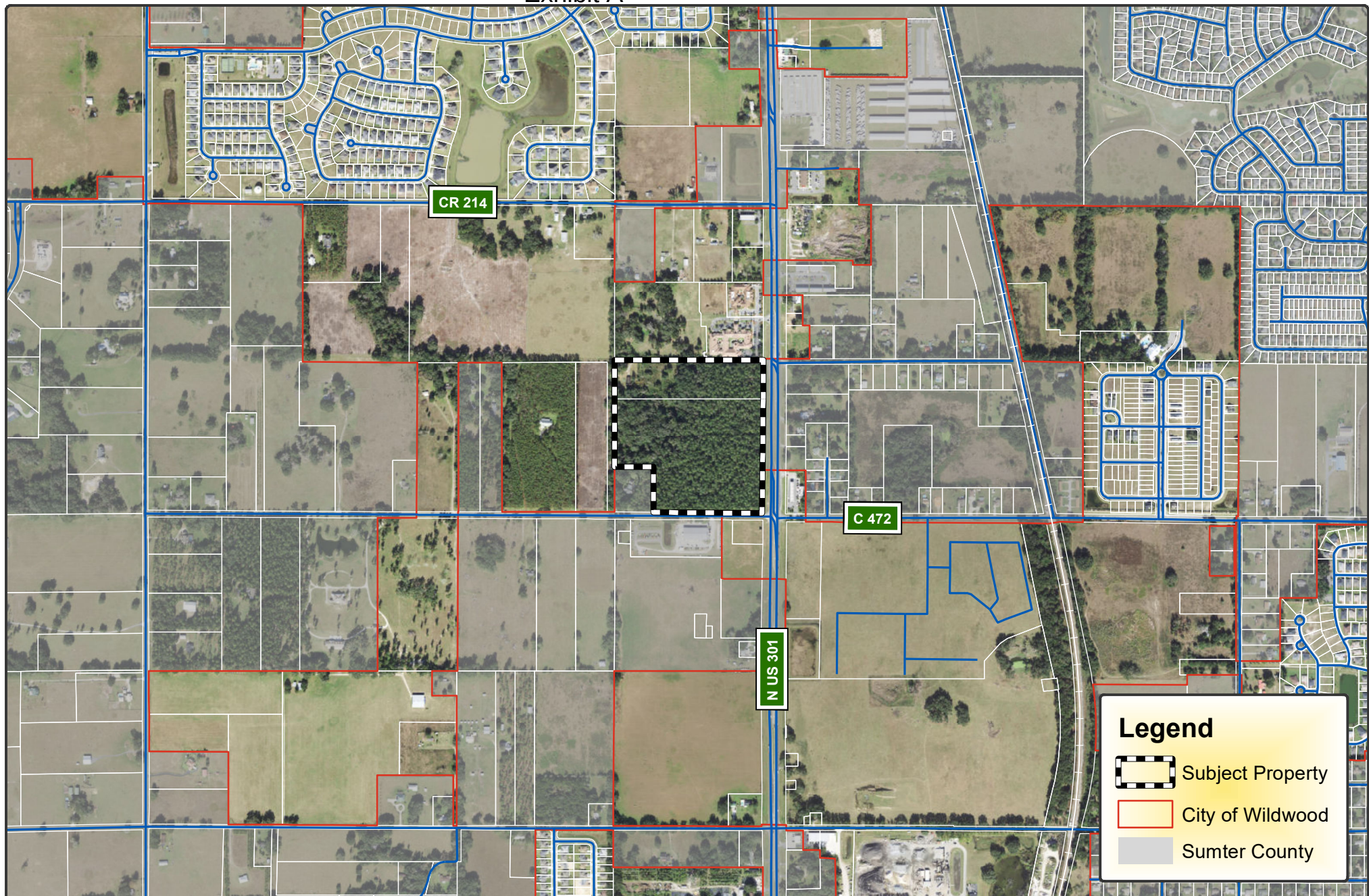
ATTEST: \_\_\_\_\_  
Susan Patterson, City Clerk

First Reading: \_\_\_\_\_

Second Reading: \_\_\_\_\_

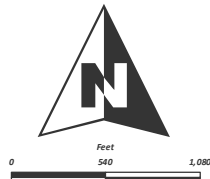
Approved as to form:

\_\_\_\_\_  
City Attorney



**CITY OF  
WILDWOOD**

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



**CP 2206-002 / RZ 2206-002**

**WILDWOOD PLACE**

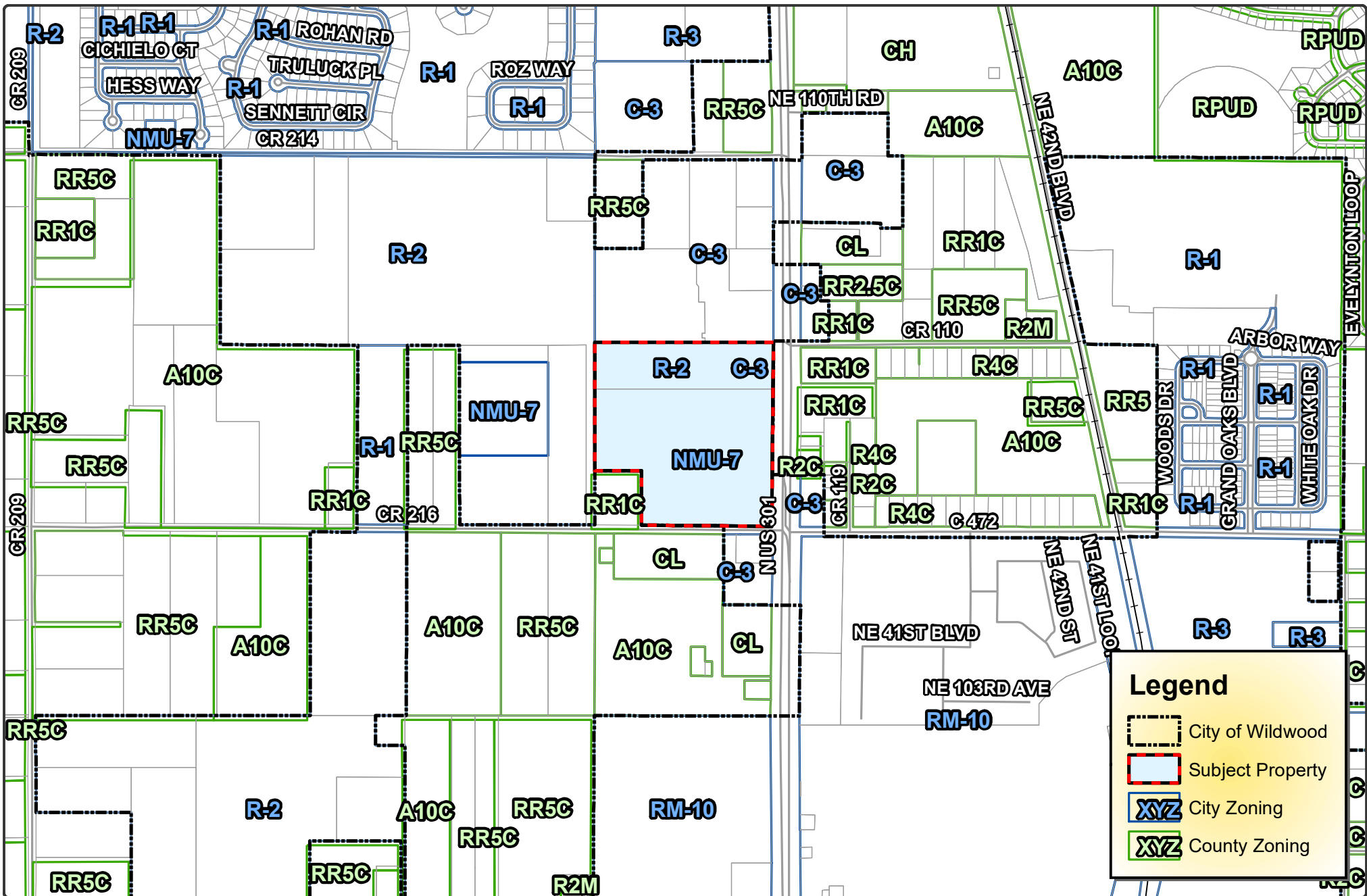
**PARCELS D19-014 & D19-043**

**MAP 1B**

**LOCATION  
MAP**

**JUNE  
2022**







**PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD**  
**EXECUTIVE SUMMARY**

**SUBJECT:** SP 2111-003 Mainstay Suite 37 Room Addition

**REQUESTED ACTION:** Staff recommends approval.

**CONTRACT:**

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

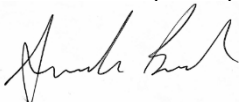
**BUDGET IMPACT:**

**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's Turnpike. |
| OWNER             | North Star Florida Inn, LLC                                                                                                                                            |
| APPLICANT         | Dinkins Construction, LLC                                                                                                                                              |

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate 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.

SP 2111-003 meets the criteria set forth in the Land Development Regulations and Design District Standards. A technical waiver was submitted and approved by the Project Review Committee (PRC) on March 14, 2023, to omit a photometric plan.



DATED: 03/21/2023

Amanda Bush

Planner, Development Services



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](http://www.wildwood-fl.gov)



Feet  
0 190 380

LOCATION MAP

SP 2111-003

**MAINSTAY SUITES 37 ROOM ADDITION**  
**PARCEL G18-036**

NOVEMBER 2021

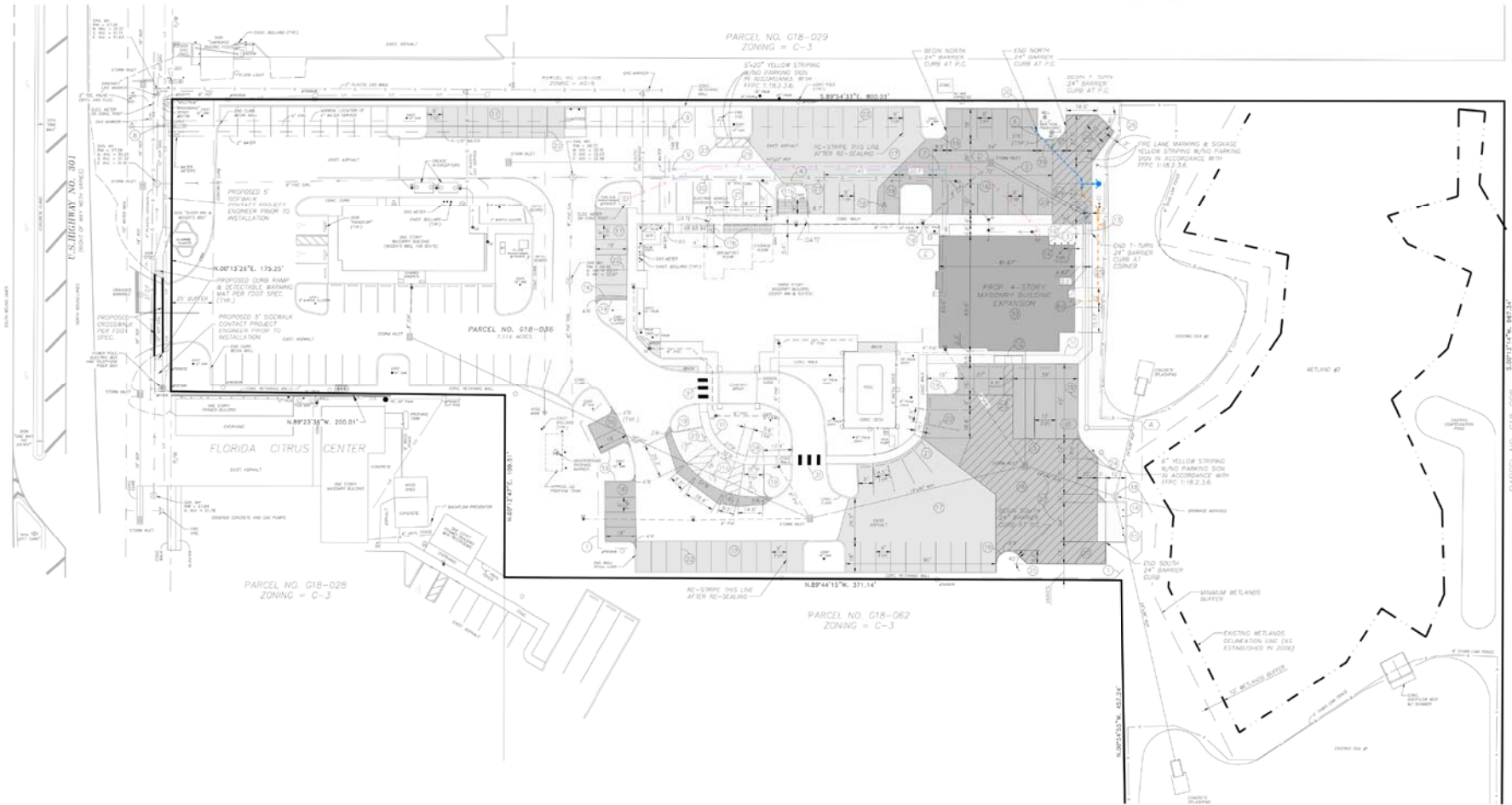
MAP 1B



# CONSTRUCTION NOTES:

1. ALL WORK DESCRIBED BELOW SHALL BE CONSTRUCTED BY THE SITE CONTRACTOR UNLESS STATED OTHERWISE.
2. INSTALL 8" X 12" L.P. SALT PILE WHERE SHOWN. SEE GENERAL NOTE #1, 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). CONFORM BUILDING DEPARTMENT REQUIREMENTS WITH ARCHITECTURAL PLANS.
5. CONSTRUCT 4" P.V.C. (30# OR 20#) GRAVITY SANITARY SEWER SERVICE AT A 1% MINIMUM SLOPE WITH CLEANOUTS PER PLUMBING CODE (NOT SHOWN). ALL CLEANOUTS WITH PAVEMENT SHALL HAVE A BRASS CAP. SEE DETAIL 8" P.V.C. STORM IF P.V.C. IS USED.
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.
9. INSTALL 1" GLASS DRIP PAN AT 1" P.V.C. DOMESTIC WATER LINE (WITH LOCATING WIRE) TO PROMOTE BUILDING AS SHOWN. INSULATE DRAIN-UP VALVE NEAR BUILDING. DRAIN MUST CONTINUE TO THE STREET TO AVOID BACKFLOW.
10. INSTALL 4" REDUCED PRESSURE BACKFLOW PREVENTER WITH EXISTING SERVICE LINE AT 12" MINIMUM & 18" MINIMUM ABOVE GROUND, AND ADJUST ALL EXPOSED PIPES (BY CONTRACTORS) TO BE CONSTRUCTED WITH A THICKENED EDGE. SEE SHOWN PLANS AND REFER TO CONCRETE WITH THICKENED EDGE DETAIL 1-3 TO BE APPLICABLE.
11. INSTALL GATE VALVE WITH SAE 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 SLAB ON GROUND INDICATED AND PROVIDE 8" INCH 4" INCH REBAR. REBAR ADJACENT TO PROPOSED PAVEMENT AND ADJACENT TO 20# AS. ARE TO BE CONSTRUCTED WITH A THICKENED EDGE. SEE SHOWN PLANS AND REFER TO CONCRETE WITH THICKENED EDGE DETAIL 1-3 TO BE APPLICABLE.
14. CONSTRUCT 12" INCH, 1500 P.S.I. CONCRETE PAVEMENT WITH AS REBAR 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 CR-C.
17. CONSTRUCT CURB RAMP CR-E.
18. INSTALL 4" JUNCTION CONCRETE-PAVED STEE, RISE 6" RAMP, FOUR WITH DRAINAGE PAD AND FOUR AT INTERSECTION CORNER OF BUILDING. (NOT TOTAL).

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" THICKENING.
24. INSTALL 24" BARRIER CURB AT THREE LOCATIONS. SEE DETAIL.
25. TOTAL LENGTHS: NORTH 82 L.F., 7-TURN= 76 L.F., SOUTH 88 L.F.
26. INSTALL CONCRETE WHEEL STOP WITH 8" SET AT 17' FROM EDGE OF DRIVEWAY FOR STANDARD SPACES AND 30" FROM BULK FOR LARGE VEHICLE SPACES (ON TOTAL).
27. PAINT MARKER PARKING LOT ENDING. SEE DETAIL. MARK WITH 2" TYPICAL MARKER 2" & 1/4.
28. FIRE LINE MARKING - PAINT AS SHOWN WITH YELLOW PAINTING.
29. RE-USE LIGHT POLE WHERE SHOWN (SEE DEMONSTRATION FOR EXISTING POLE).
30. PAINT GRASS AND CURB AS A BARRIER. SEE DETAIL. SLOPE TO MATCH EXISTING OR TO THE THICKENED TO BE SET ON LOTS NEARBY (FOR 12" WALL).
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 P.V.C. 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 (30# MAX. DENSITY).
40. PER FOOT ROCK 30#.
41. REMOVED/REPLACE ADDITIONAL ASPHALT AS NEEDED.



|            |  |                                         |
|------------|--|-----------------------------------------|
| DATE       |  | 11-10-2021                              |
| REVISION   |  | REVISION                                |
| NO.        |  | 01                                      |
| DATE       |  | 11-10-2021                              |
| PROJECT    |  | MASTER SITE PLAN FOR PARCEL NO. G18-029 |
| DRAWN BY   |  | WPD                                     |
| CHECKED BY |  | WPD                                     |
| DATE       |  | 10-25-2021                              |
| SHEET NO.  |  | 3                                       |
| VERSION    |  | 003                                     |



**PLANNING & ZONING BOARD 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:

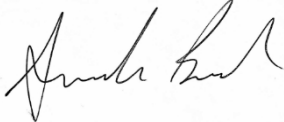
**BUDGET IMPACT:**

**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 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 Planning and Zoning Board/Special Magistrate for the construction of six (6) motel 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.

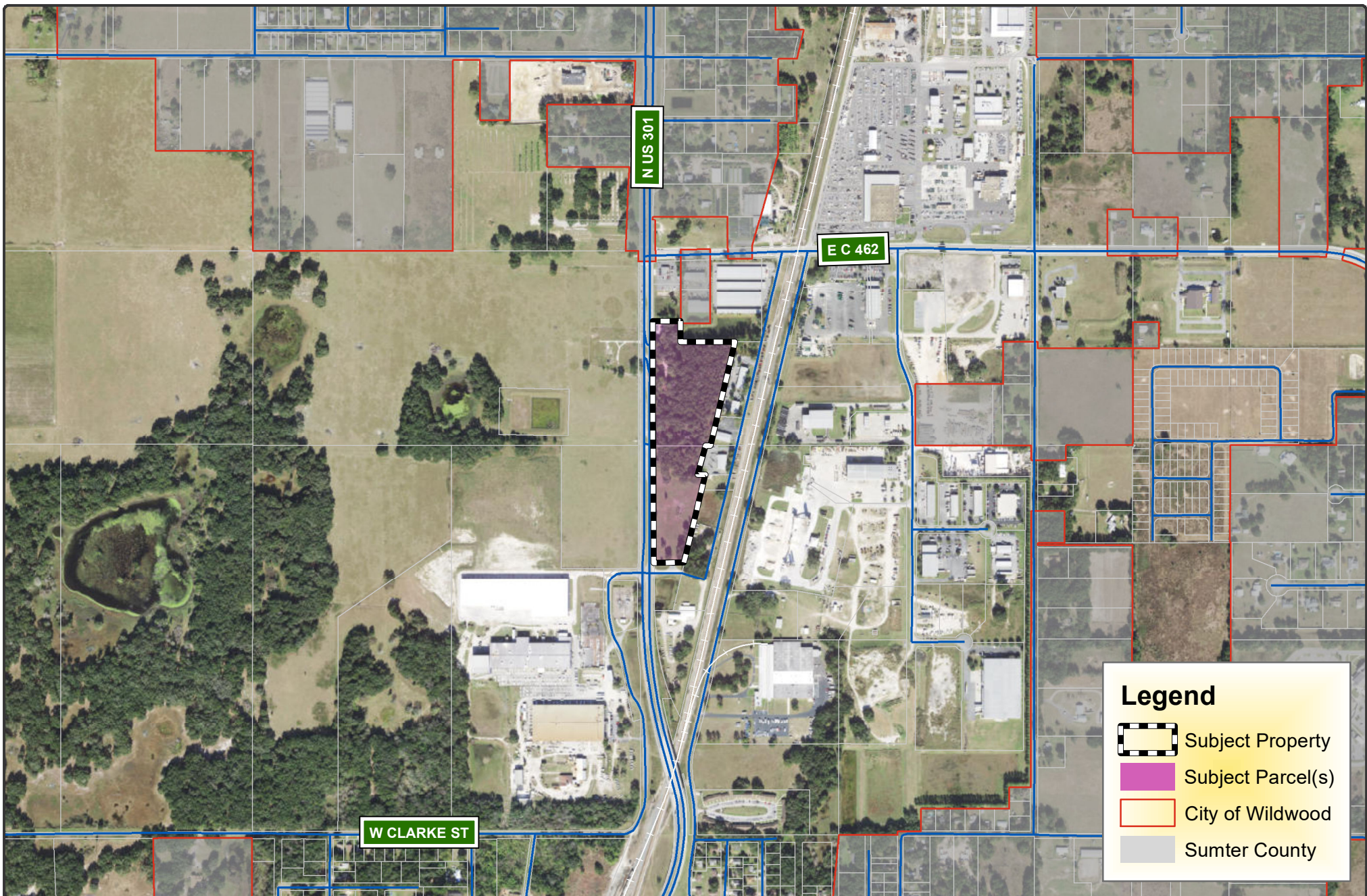
SP 2206-010 meets the criteria set forth in the Land Development Regulations and Design District Standards.



DATED: 03/21/2023

Amanda Bush

Planner, Development Services



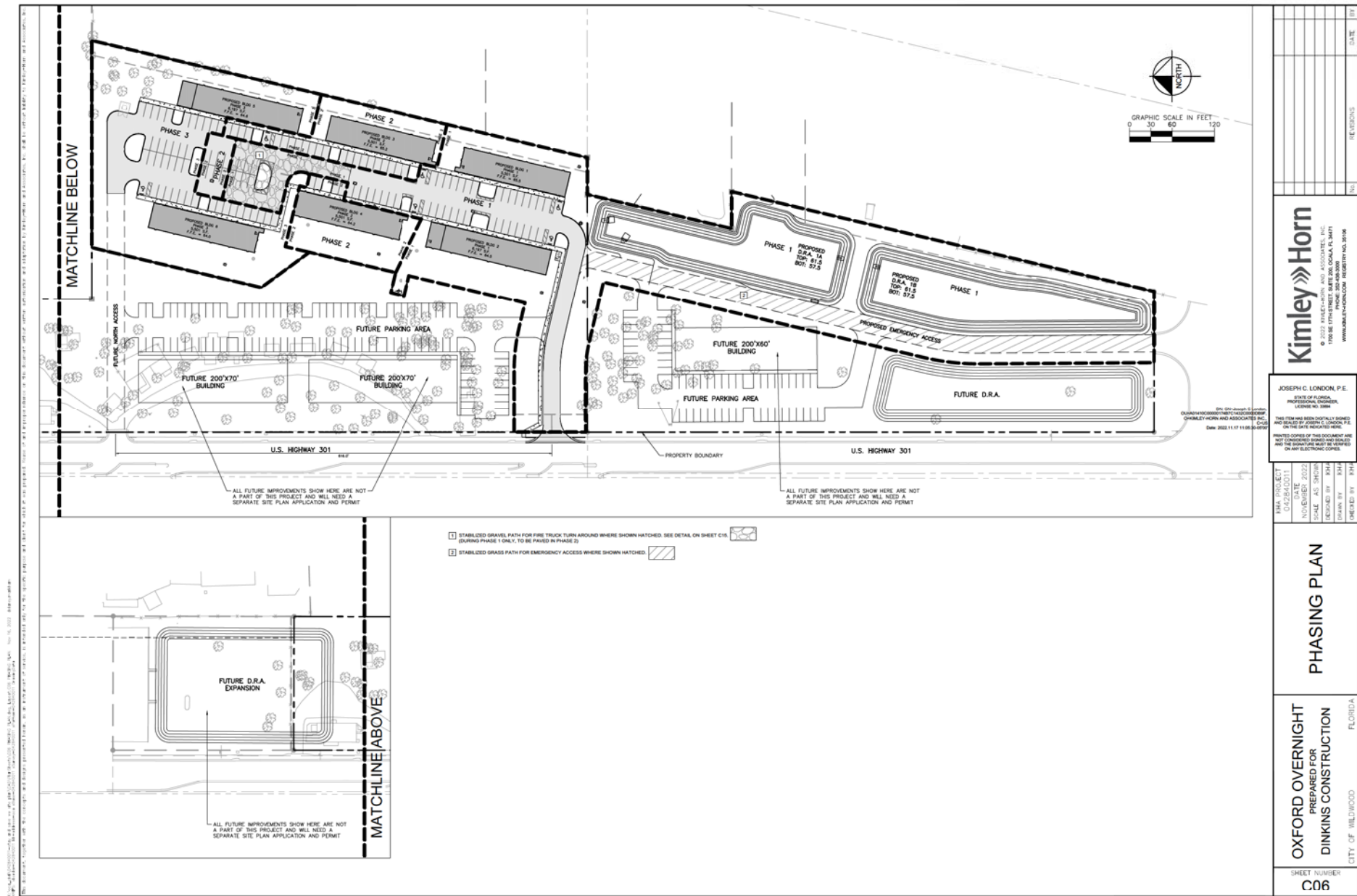
**CITY OF  
WILDWOOD**  
100 North Main Street  
Wildwood, FL 34785  
Phone: (352) 330-1330  
[www.wildwood-fl.gov](http://www.wildwood-fl.gov)



**SP 2206-010**  
**OXFORD OVERNIGHT**  
PARCELS D32-029 & D32-034

**MAP 1B**  
**LOCATION  
MAP**  
**JULY  
2022**





**PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD**  
**EXECUTIVE SUMMARY**

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

**REQUESTED ACTION:** Staff recommends approval.

**CONTRACT:**

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

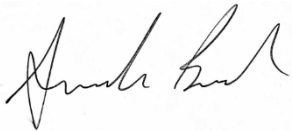
**BUDGET IMPACT:**

**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 a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a fourteen thousand eight hundred seventy-one (14,871) sq ft pharmacy retail building with a drive-thru.

SP 2210-001 meets the criteria set forth in the Land Development Regulations and Design District Standards.

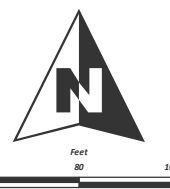


DATED: 03/21/2023

Amanda Bush

Planner, Development Services



|                                                                                                                       |                                                                                                                                                                               |                                                                                                              |                                                                                                        |                                                               |
|-----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
|  <p><b>WILDWOOD</b><br/>FLORIDA</p> | <p><b>CITY OF WILDWOOD</b></p> <p>100 North Main Street<br/>Wildwood, FL 34785<br/>Phone: (352) 330-1330<br/><a href="http://www.wildwood-fl.gov">www.wildwood-fl.gov</a></p> |  <p>Feet<br/>0 80 160</p> | <p>SP 2210-001</p> <p><b>CVS WILDWOOD (WILDWOOD CROSSING)</b></p> <p>PARCELS G05-119 &amp; G05-120</p> | <p>MAP 1B</p> <p>LOCATION<br/>MAP</p> <p>OCTOBER<br/>2022</p> |
|-----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|





**PLANNING & ZONING BOARD 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 from the Planning and Zoning Board/Special Magistrate for Wildwood Landings, an improvement plan, consisting of 68 single-family dwelling units.

Plat 2205-003 satisfies the criteria found in the City of Wildwood's Land Development Regulations.



DATE: 03/27/2023  
Terri O'Neal  
Planning Manager, Development Services





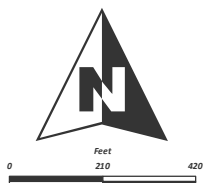
### Legend

-  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](http://www.wildwood-fl.gov)



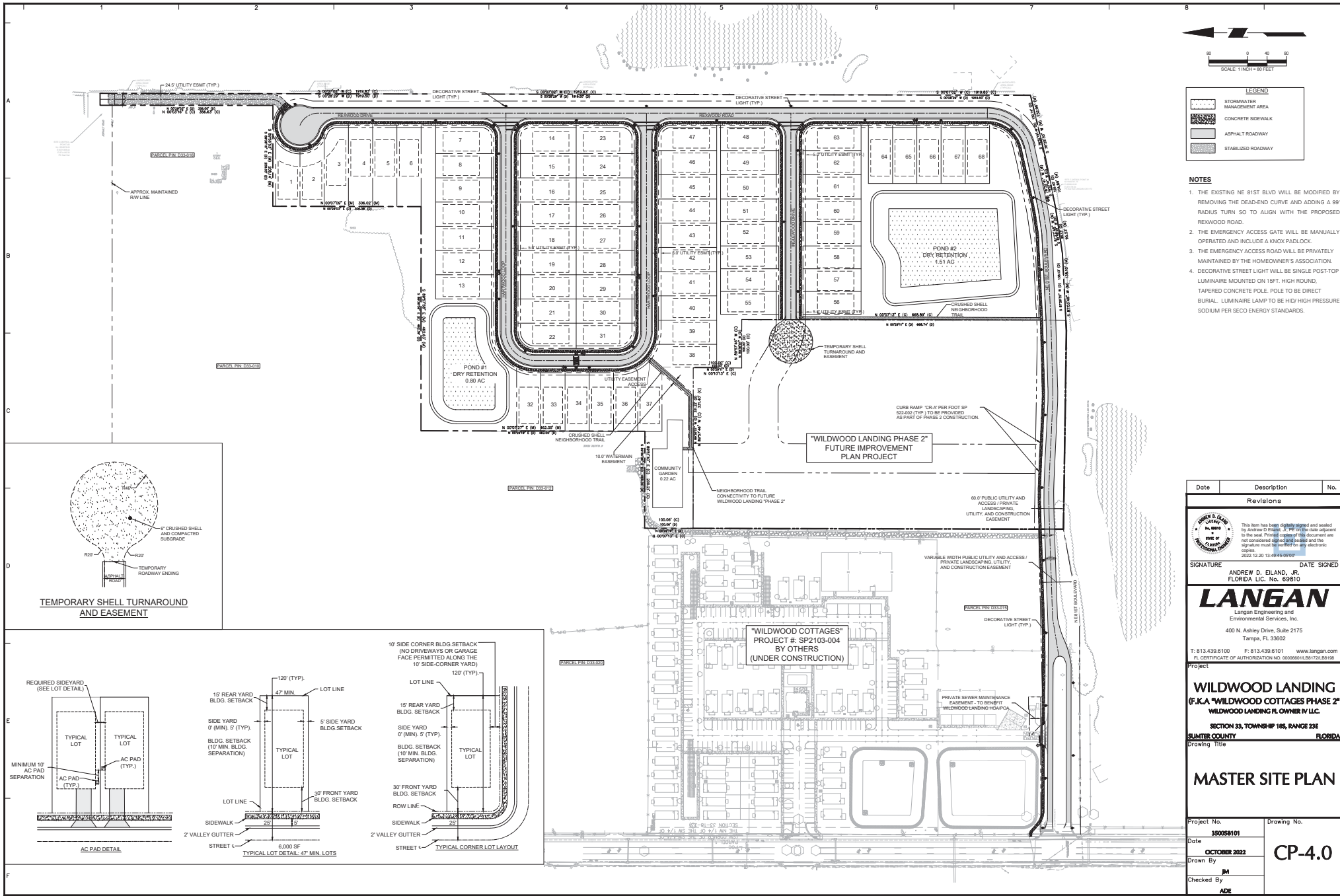
PLAT 2205-003  
**WILDWOOD LANDING IMPROVEMENT PLAN**  
**(FKA WW COTTAGES PH 2)**  
PARCEL D33-014

MAP 1B

LOCATION  
MAP

MAY  
2022





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



# PLANNING & ZONING BOARD 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:**

|                          |                                                            |
|--------------------------|------------------------------------------------------------|
| <b>Case #</b>            | PD 2206-001 Wildwood Place                                 |
| <b>Ordinance #</b>       | O2023-9                                                    |
| <b>Applicant/Owner</b>   | HWY 301/216 LLC                                            |
| <b>Property Location</b> | Located at the northwest intersection of US 301 and CR 216 |
| <b>Parcel Number(s)</b>  | D19-014 and D19-043                                        |
| <b>Date</b>              | 3/7/2023                                                   |

HWY 301/216, LLC seeks approval and a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Planned Development (PD). This is 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 \_\_\_\_\_, 2023 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%                      |
| <b>Site</b> | <b>34.75</b>  | <b>100%</b>              |

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 \_\_\_\_\_, 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

## 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.

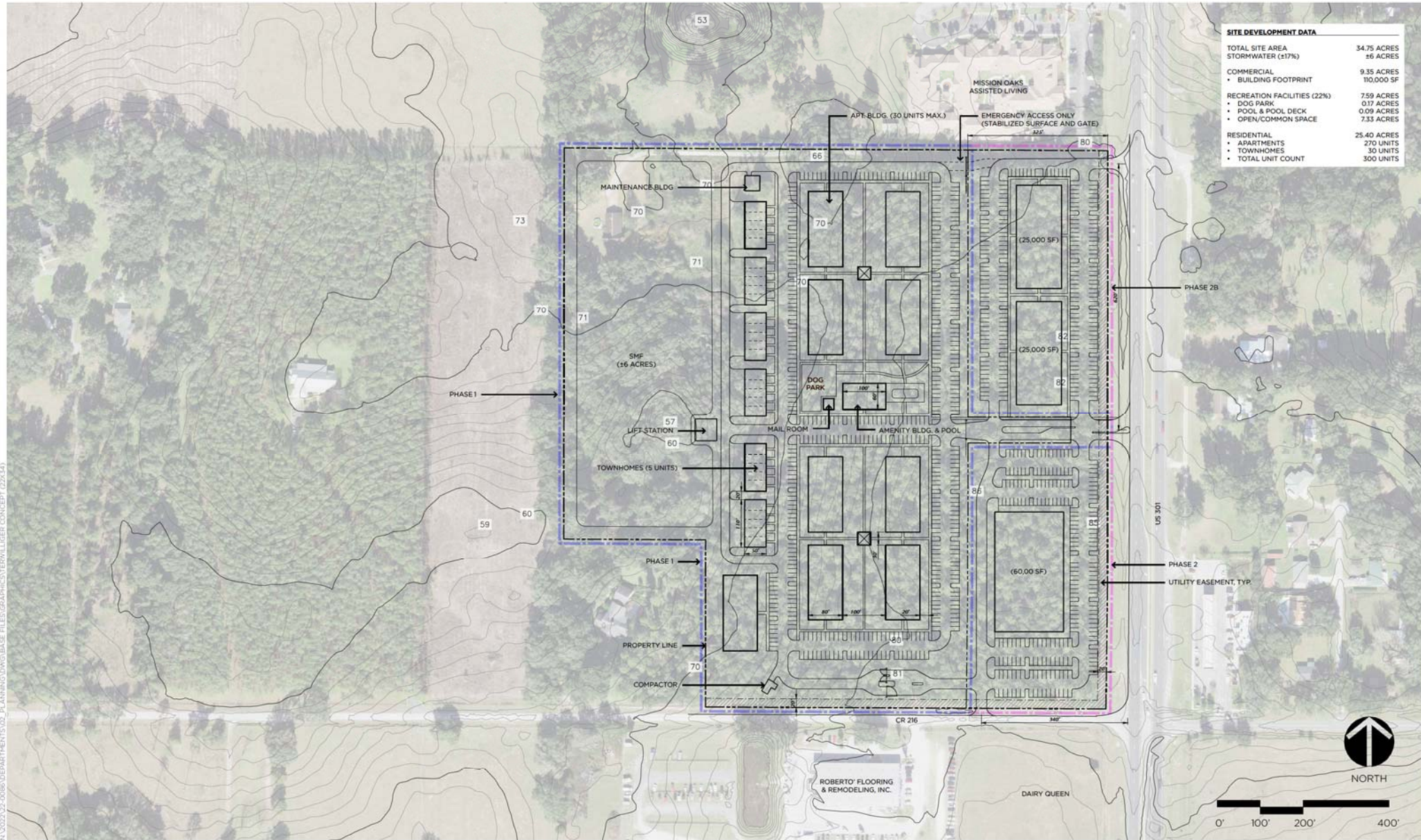
LESS AND EXCEPT THE SOUTH 415.00 FEET OF THE WEST 330.00 FEET OF THE WEST 1/3 OF THE SOUTH 3/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

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.

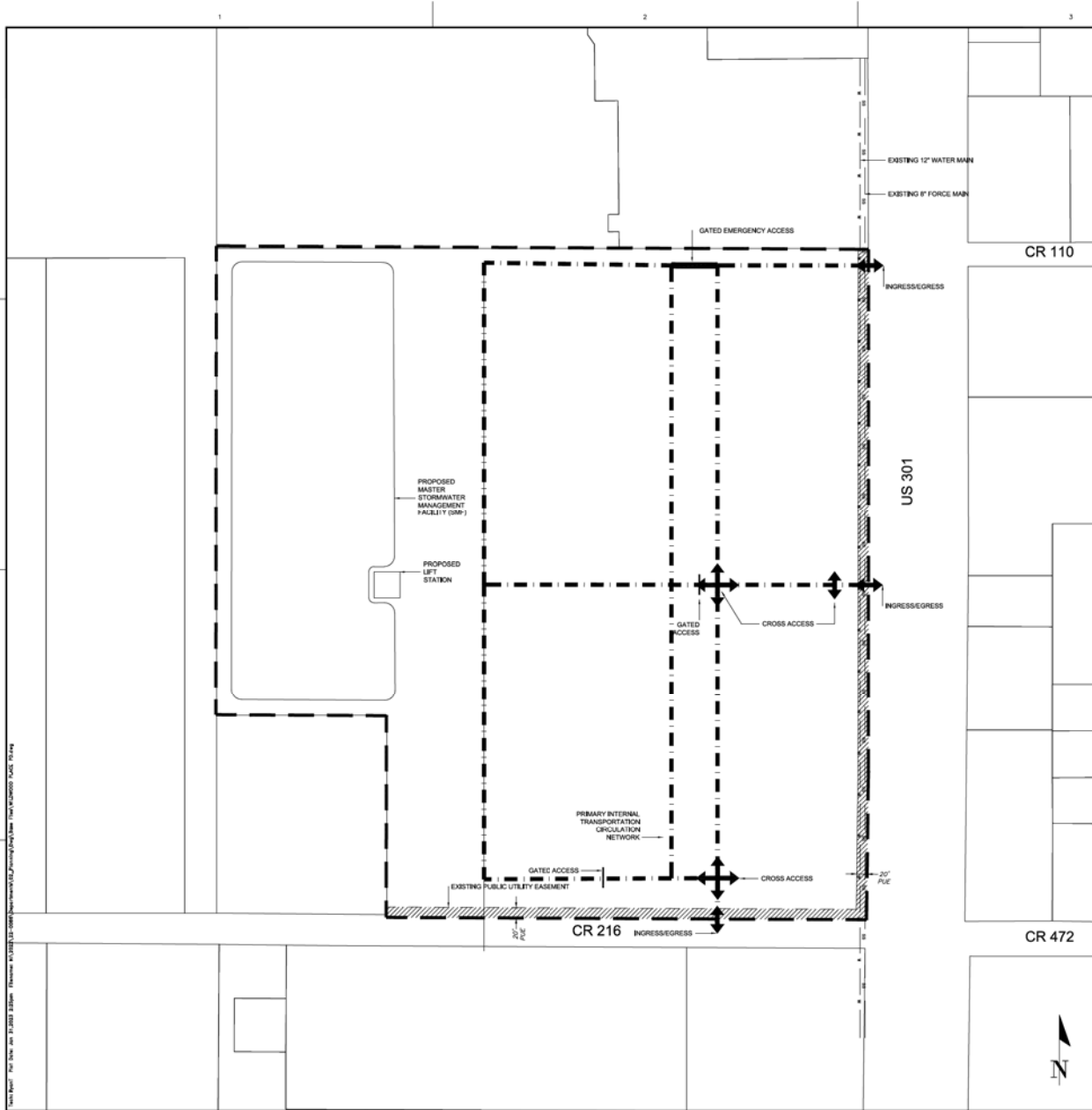


Exhibit B









# 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  
Wildwood, Florida 33556  
www.wildwoodfl.com  
tel: 281-388-5075  
CD-5075

CHIK  
Professional Corporation

1" = 400'  
DATE: 01/18/2022  
DRAWN BY: J. L. LEE  
CHECKED BY: J. L. LEE  
PROJECT NO.: 22-0056.03

CONSTRUCTION PERMITS  
SUBMITTAL - JANUARY 18, 2022  
RECEIVED - JANUARY 18, 2022  
RECEIVED - JANUARY 18, 2022  
RECEIVED - JANUARY 18, 2022

DATE: 01/18/2022  
PROJECT: WILDWOOD PLACE  
PROJECT NO.: 22-0056.03  
SHEET NO.: 3 OF 3

3 OF 3

**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.

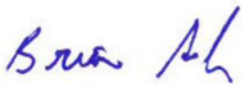
**Response:** Acknowledged.

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](mailto: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](http://www.chw-inc.com)

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- Appendix C: Study Area Roadway Segments
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- Appendix L: Programmed Improvements
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## 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 11<sup>th</sup>, 2022, as provided in **Appendix B**.

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

## 2. STUDY INTERSECTIONS AND SEGMENTS

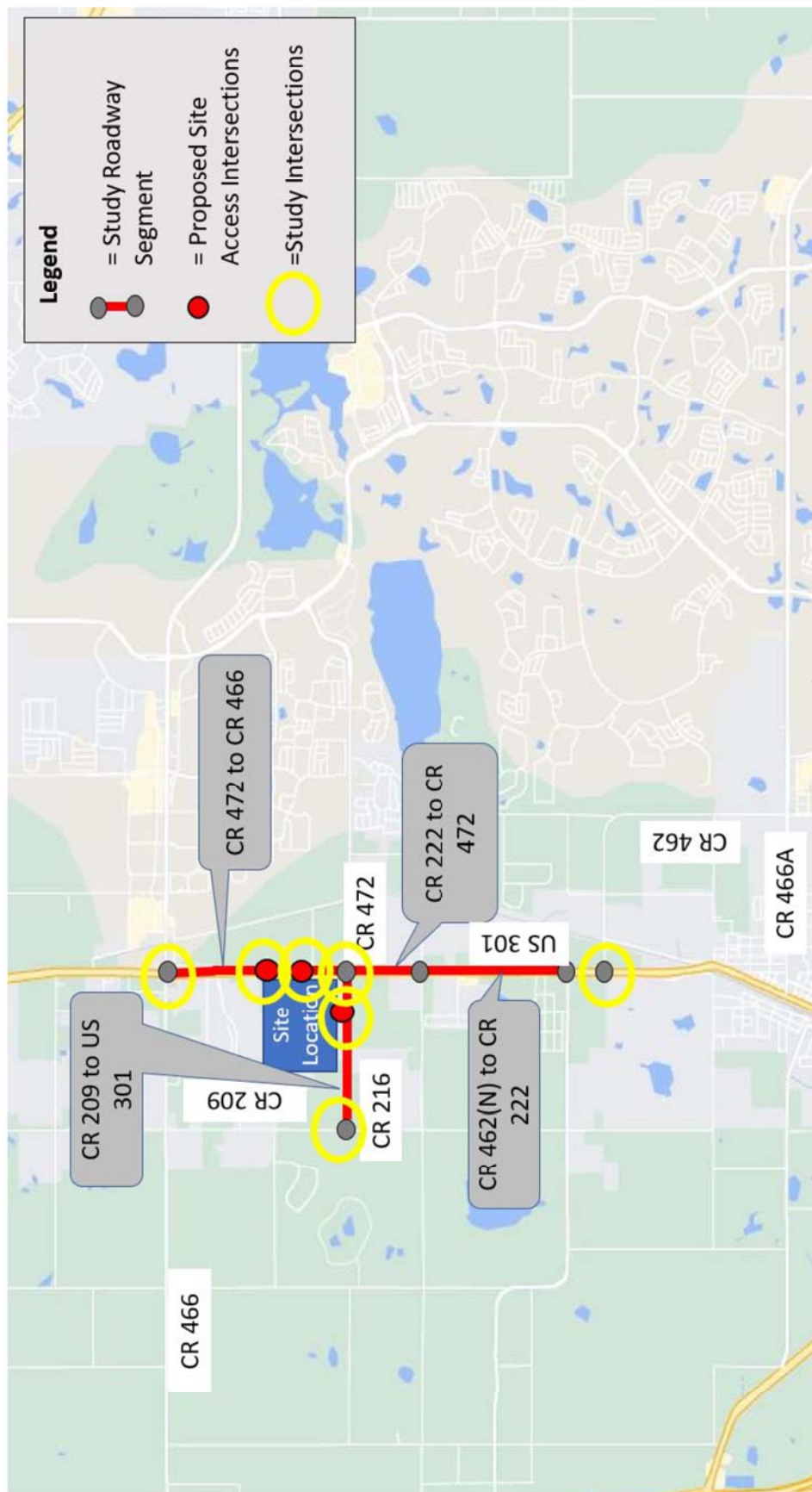
The study area roadway segments will consist of all road segments where the project trips exceed 3% of the Generalized Peak Hour Two-Way Maximum Service Volume, or more than 70 peak hour two-way trips, in accordance with the *Sumter County Public Works Department Traffic Impact Analysis (TIA) Guidelines*. 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                                                                                                                                                                                                                   |
| <ul style="list-style-type: none"> <li>CR 216 from CR 209 to US 301</li> </ul>      | <ul style="list-style-type: none"> <li>CR 216 at CR 209 (un-signalized)</li> <li>CR 216 at Proposed Site Access (un-signalized)</li> </ul>                                                                                      |
| <ul style="list-style-type: none"> <li>US 301 from C – 462 (N) to CR 222</li> </ul> | <ul style="list-style-type: none"> <li>US 301 at C- 462 (S and N) (signalized)</li> </ul>                                                                                                                                       |
| <ul style="list-style-type: none"> <li>US 301 from CR 222 to C - 472</li> </ul>     | <ul style="list-style-type: none"> <li>US 301 at C – 472 (signalized)</li> </ul>                                                                                                                                                |
| <ul style="list-style-type: none"> <li>US 301 from C – 472 to C - 466</li> </ul>    | <ul style="list-style-type: none"> <li>US 301 at Proposed Right-in/right-out Site Access (un-signalized)</li> <li>US 301 at Proposed Directional Site Access (un-signalized)</li> <li>US 301 at C – 466 (signalized)</li> </ul> |



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, 11<sup>th</sup> 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) <sup>1</sup>                         | 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 <sup>1,2</sup>   |             |               |               | 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 28<sup>th</sup>, 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

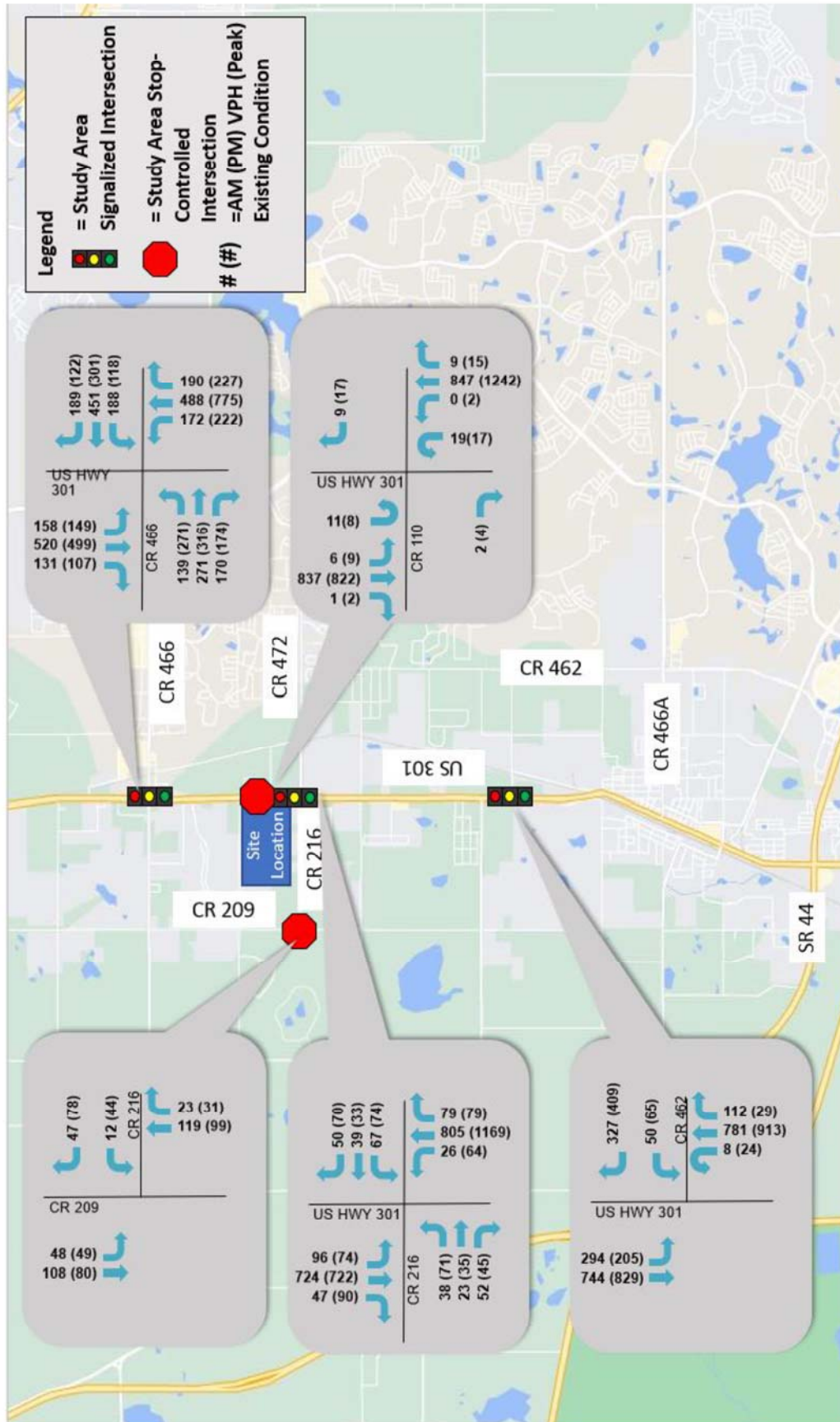
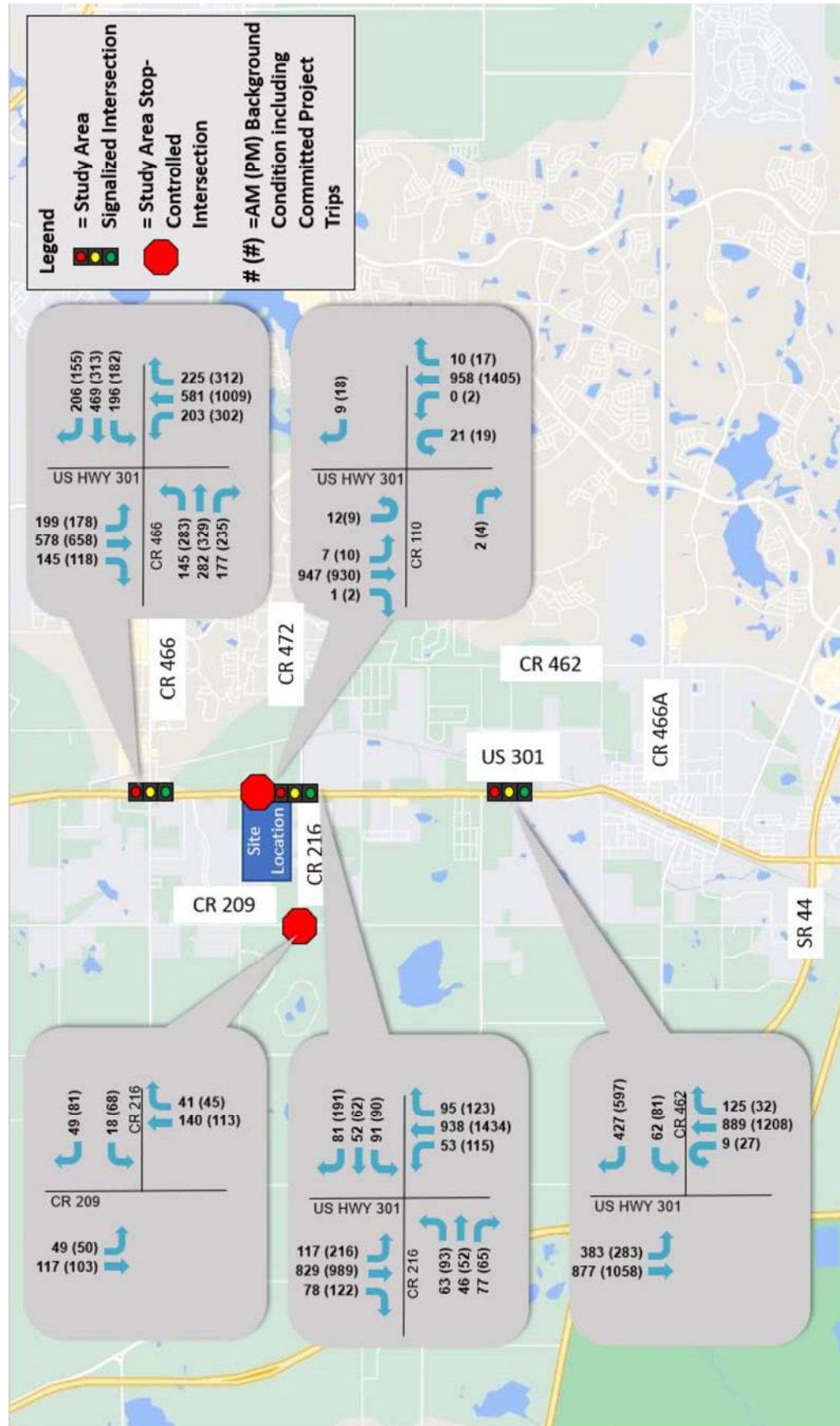




Figure 3 | Background Conditions



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

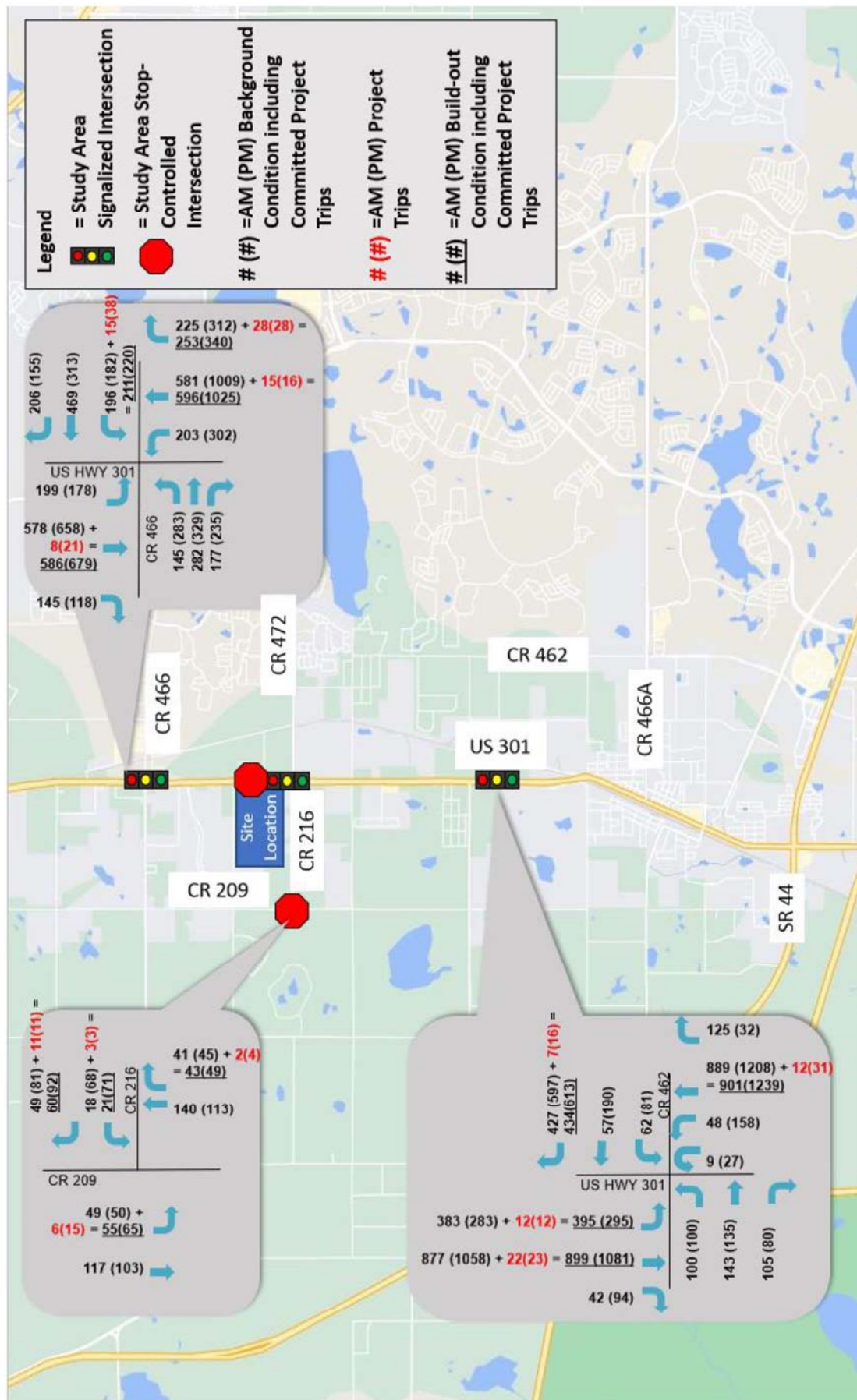
**Site Location**

**Intersection Diagrams:**

- CR 209 / CR 466:** CR 209 (Left: 11 (11), Through: 3 (3), Right: 2 (4); CR 466 (Left: 6 (15), Through: 12 (12), Right: 22 (23))
- CR 466 / CR 472:** CR 466 (Left: 14%, Through: 26%, Right: 40%); CR 472 (Left: 11%, Through: 36%, Right: 32%)
- CR 472 / CR 462:** CR 472 (Left: 11%, Through: 36%, Right: 32%); CR 462 (Left: 11%, Through: 21%, Right: 11%)
- CR 462 / CR 466A:** CR 462 (Left: 11%, Through: 21%, Right: 11%); CR 466A (Left: 11%, Through: 21%, Right: 11%)
- CR 466A / US HWY 301/SR 33:** CR 466A (Left: 11%, Through: 21%, Right: 11%); US HWY 301/SR 33 (Left: 12 (12), Through: 22 (23), Right: 7 (16))



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 472 South are estimated to use the access points off US 301 with half using access C and the other half using access B.**

**75% of trips to/from US 301 South are estimated to use Access A. 25% of trips to/from US 301 West are estimated to use the access points off US 301 with half using access C and the other half using 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)
- US 301 Northbound (Top):** 81(191) + 1(1) = 82(195)
- US 301 Southbound (Top):** 52(62) + 5(1) = 57(74)
- US 301 Northbound (Bottom):** 95(123) + 938(1434) + 5(13) = 943(1447)
- US 301 Southbound (Bottom):** 53(115) + 16(40) = 69(155)
- CR 216 Eastbound (Bottom):** 63(93) + 32(33) = 95(126)
- CR 216 Westbound (Bottom):** 46(52) + 8(9) = 54(61)
- CR 472 Eastbound (Bottom):** 77(65) + 29(29) = 106(94)
- CR 472 Westbound (Bottom):** 6(16) + 11(12) = 17(28)
- CR 472 Eastbound (Far Right):** 39(39) + 21(53) = 60(92)
- CR 472 Westbound (Far Right):** 11(11) + 11(11) = 22(22)

**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<br>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:**

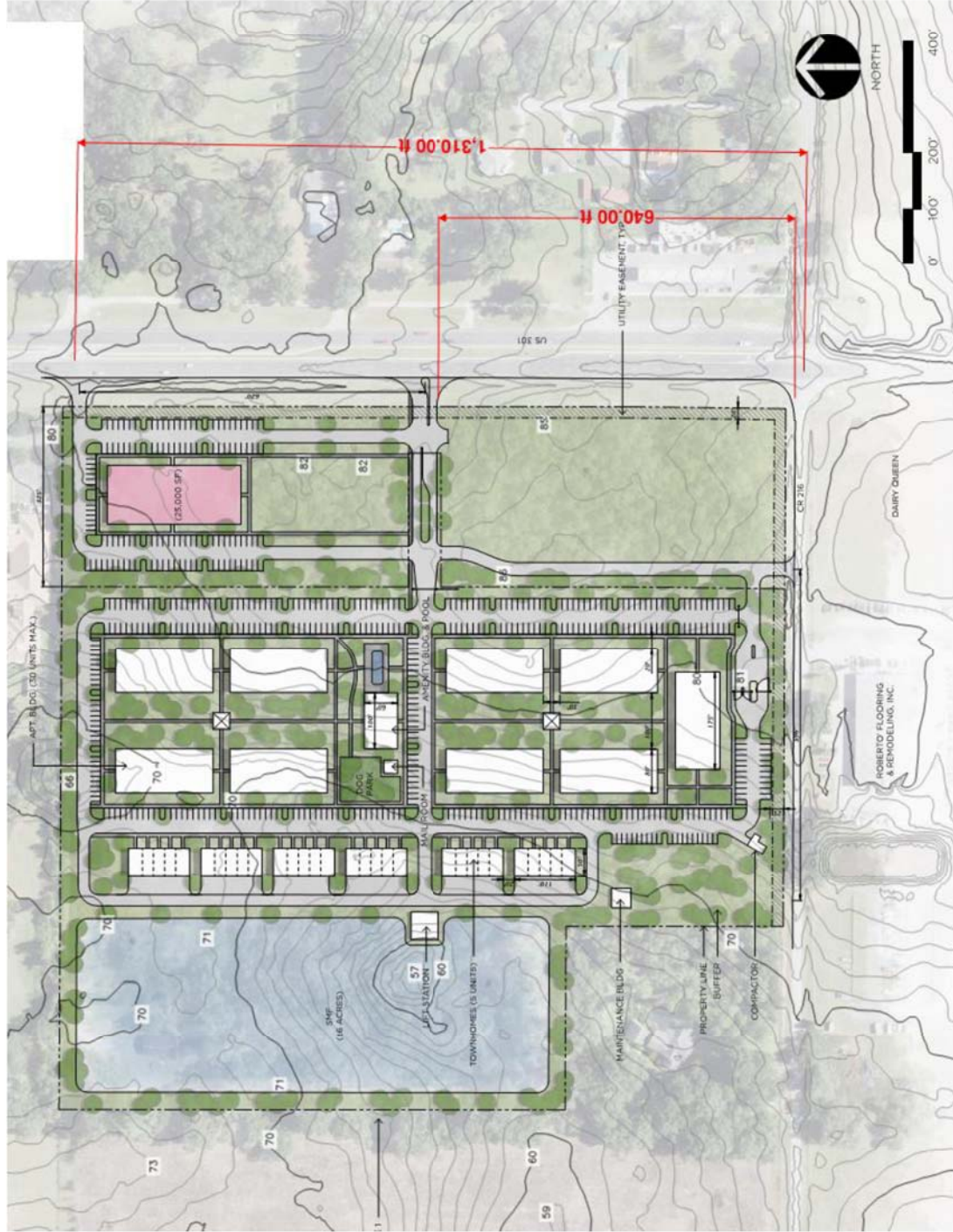
Connections and median openings located within 1,320 feet of interchange ramps require the following spacing (measured from the ramp furthest from the interchange):

- 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      |      |                |                             |          |     |                |
| Signalized Intersections              |            |                     |                        |          |      |                |            |          |      |                |           |          |      |                |                             |          |     |                |
| 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/U/L    | 190                 | A                      | 5.0      | 0.02 | 25             | D          | 51.7     | 0.35 | 50             | D         | 51.7     | 0.35 | 50             |                             |          |     |                |
|                                       | NBL/T/R    | 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     |      |                |                             |          |     |                |
| US 301 at CR 472                      | 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            |                             |          |     |                |
|                                       | 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            |                             |          |     |                |
| US 301 at CR 466                      | 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            |                             |          |     |                |
|                                       | SBT/R      | N/A                 | E                      | 59.7     | 0.81 | 450            | E          | 64.8     | 0.85 | 525            | E         | 64.6     | 0.85 | 525            |                             |          |     |                |
|                                       | 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            |                             |          |     |                |
|                                       | SBT/R      | N/A                 | E                      | 59.7     | 0.81 | 450            | E          | 64.8     | 0.85 | 525            | E         | 64.6     | 0.85 | 525            |                             |          |     |                |
|                                       | 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              |           |          | 0.02 | 25             |                             |          |     |                |
|                                       | 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/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      | N/A                 | B                      | 17.5     | 0.60 | 125            | E          | 70.1     | 0.74 | 200            | E         | 72.7     | 0.77 | 225            |                             |          |     |                |
|                                       | SBL        | 320                 | B                      | 18.6     | 0.70 | 375            | D          | 45.2     | 0.97 | 800            | E         | 69.9     | 1.05 | 900            |                             |          |     |                |
|                                       | NBR        | N/A                 | B                      | 1.7      | 0.10 | 25             | A          | 4.5      | 0.17 | 50             | A         | 5.2      | 0.18 | 50             |                             |          |     |                |
| US 301 at CR 476                      | SBL        | 380                 | A                      | 3.2      | 0.29 | 50             | D          | 38.5     | 0.76 | 225            | D         | 47.7     | 0.82 | 300            |                             |          |     |                |
|                                       | SBL/T      | N/A                 | B                      | 14.8     | 0.53 | 250            | C          | 23.8     | 0.73 | 500            | C         | 30.6     | 0.79 | 625            |                             |          |     |                |
|                                       | SBR        | N/A                 |                        |          |      |                | D          | 42.6     | 0.73 | 500            | D         | 48.3     | 0.79 | 625            |                             |          |     |                |
|                                       | Int. Total |                     |                        | 17.5     |      |                |            | 36.0     |      |                |           | 48.3     |      |                |                             |          |     |                |
| 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            |                             |          |     |                |
|                                       | NBR        | 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                      | NBL        | 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      | N/A                 | D                      | 47.7     | 0.68 | 400            | D          | 54.6     | 0.75 | 575            | E         | 56.0     | 0.77 | 600            |                             |          |     |                |
|                                       | Int. Total |                     |                        | 50.3     |      |                |            | 67.8     |      |                |           | 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 95<sup>th</sup> 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 95<sup>th</sup> 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<br>(NBL) | 2<br>(SBT) | 3<br>(EBL) | 4<br>(WBT) | 5<br>(SBL) | 6<br>(NBT) | 7<br>(WBL) | 8<br>(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 <sup>3</sup> | 2024 Growth Factor | Background Trips - 2024 PM Peak | Committed Trips <sup>4</sup> | Trip Dist % <sup>5</sup> | 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.**

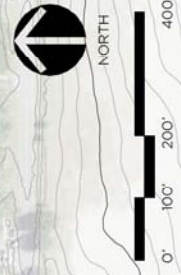
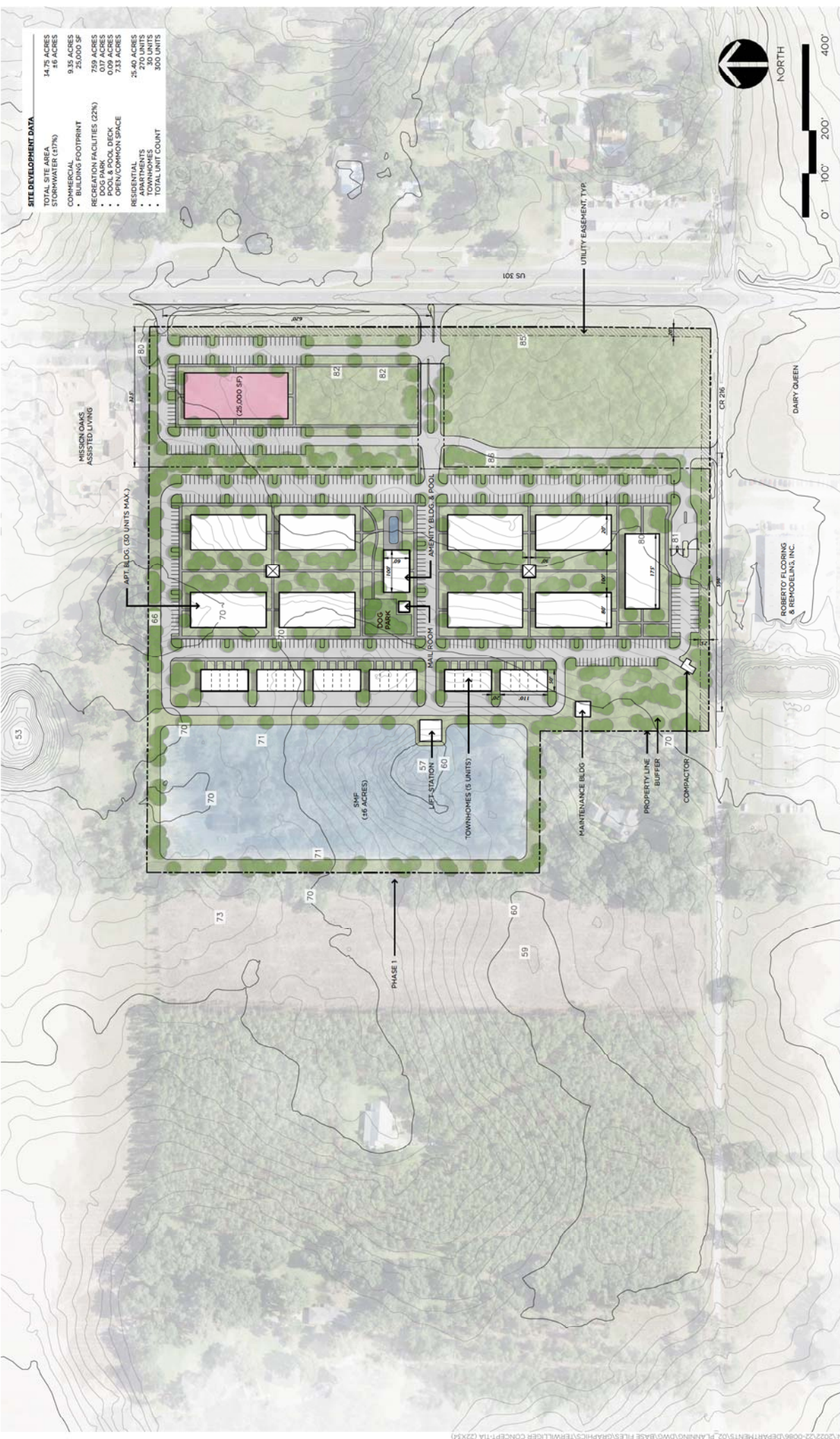
# **Appendix A**

## **Site Concept**



**SITE DEVELOPMENT DATA**

|                             |             |
|-----------------------------|-------------|
| TOTAL SITE AREA             | 14.75 ACRES |
| STORMWATER (61%)            | 9.05 ACRES  |
| COMMERCIAL                  | 25,000 SF   |
| • BUILDING FOOTPRINT        | 759 ACRES   |
| RECREATION FACILITIES (22%) | 0.07 ACRES  |
| • DOG PARK, POOL, DECK      | 0.07 ACRES  |
| • OPEN COMMON SPACE         | 23.3 ACRES  |
| RESIDENTIAL                 | 28.48 ACRES |
| • APARTMENTS                | 270 UNITS   |
| • TOWNHOMES                 | 30 UNITS    |
| • TOTAL UNIT COUNT          | 300 UNITS   |



# **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.



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## 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                                                                                                                                                                                                               |
| <ul style="list-style-type: none"><li>CR 216 from CR 209 to US 301</li></ul>      | <ul style="list-style-type: none"><li>CR 216 at CR 209 (un-signalized)</li><li>CR 216 at Proposed Site Access (un-signalized)</li></ul>                                                                                     |
| <ul style="list-style-type: none"><li>US 301 from C – 462 (N) to CR 222</li></ul> | <ul style="list-style-type: none"><li>US 301 at C- 462 (S and N) (signalized)</li></ul>                                                                                                                                     |
| <ul style="list-style-type: none"><li>US 301 from CR 222 to C - 472</li></ul>     | <ul style="list-style-type: none"><li>US 301 at C – 472 (signalized)</li></ul>                                                                                                                                              |
| <ul style="list-style-type: none"><li>US 301 from C – 472 to C - 466</li></ul>    | <ul style="list-style-type: none"><li>US 301 at Proposed Right-in/right-out Site Access (un-signalized)</li><li>US 301 at Proposed Directional Site Access (un-signalized)</li><li>US 301 at C – 466 (signalized)</li></ul> |

## Land Use and Trip Generation

The trip generation for the site is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11<sup>th</sup> 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) <sup>1</sup>                             | 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         |
| <b>Gross Project Trips</b>                                         |             |               |               | <b>3,283</b> | <b>169</b> | <b>60</b> | <b>299</b> | <b>170</b> | <b>129</b> |
| <b>Project Trips with Internal Capture Reduction<sup>1,2</sup></b> |             |               |               | <b>3,003</b> | <b>165</b> | <b>58</b> | <b>256</b> | <b>147</b> | <b>109</b> |

(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, 11<sup>th</sup> Edition, therefore the average internal capture rate of the AM and PM is used to derive the daily internal capture.

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## 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 95<sup>th</sup> 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.



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## 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**

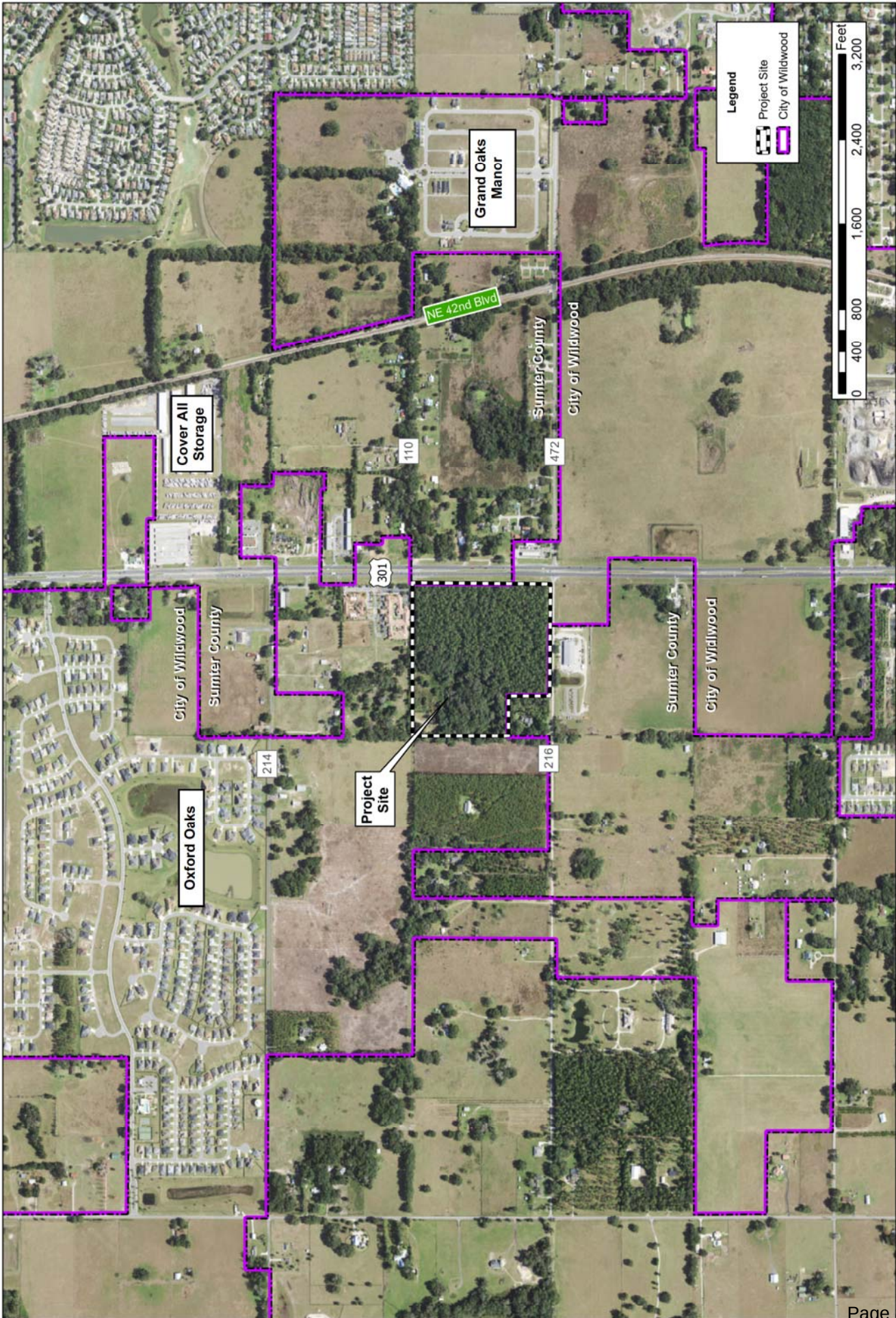


Brian Snyder, P.E.  
Project Manager

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**



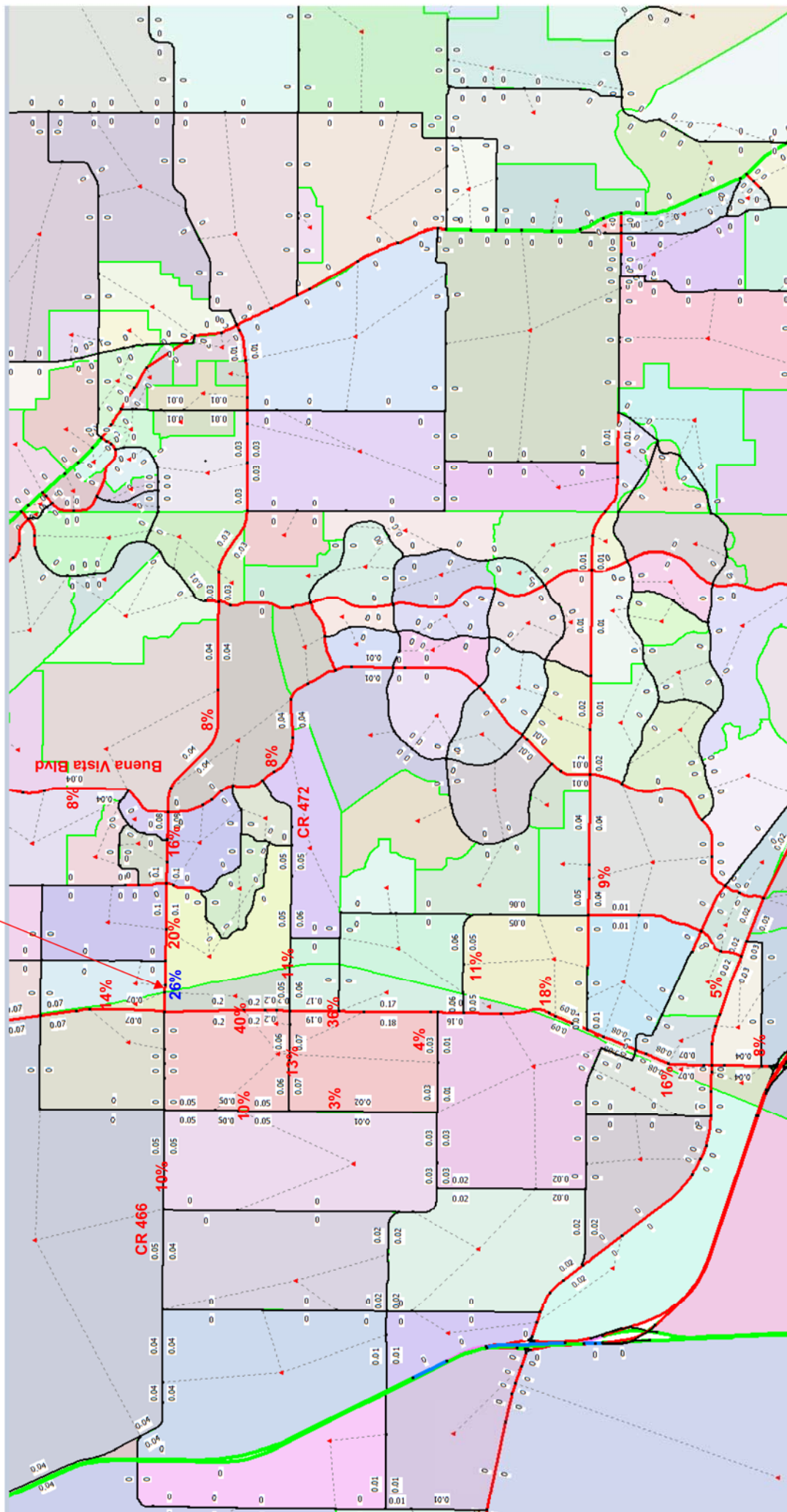








# **Attachment B Trip Distribution and Study Area Calculations**



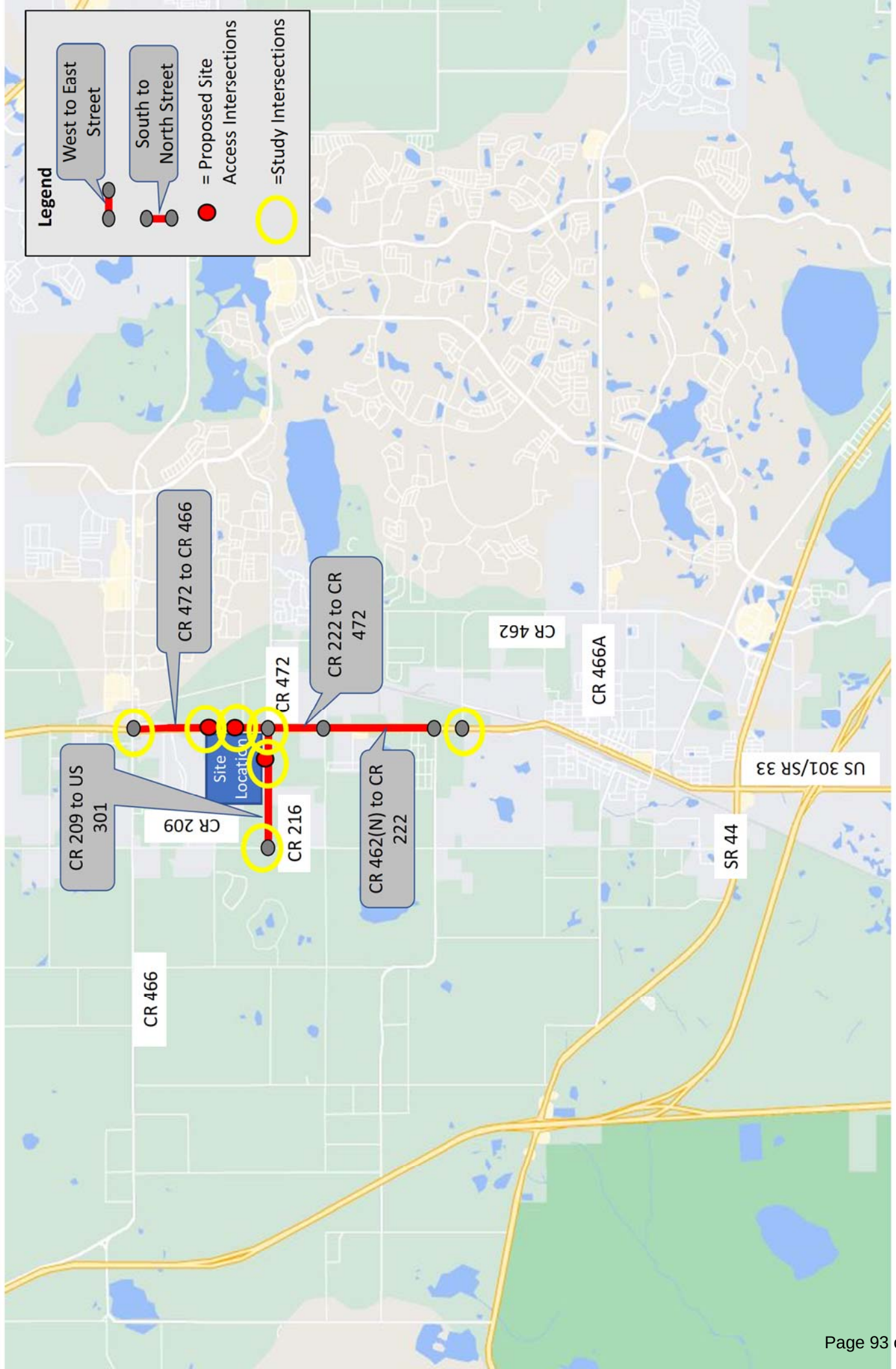
| Net New PM Peak Hour Trips |              | Total <sup>3</sup> |                                                               |             |                   |                      |                |             |              |                                                                 |                          |                                       |                                                                                    |                             |                           |                                                                |  |  |
|----------------------------|--------------|--------------------|---------------------------------------------------------------|-------------|-------------------|----------------------|----------------|-------------|--------------|-----------------------------------------------------------------|--------------------------|---------------------------------------|------------------------------------------------------------------------------------|-----------------------------|---------------------------|----------------------------------------------------------------|--|--|
|                            |              | 256                |                                                               |             |                   |                      |                |             |              |                                                                 |                          |                                       |                                                                                    |                             |                           |                                                                |  |  |
| ROAD NAME                  | FROM         | TO                 | Generalized Peak Hour Directional Service Volume <sup>4</sup> | 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 TMS Segment Report | Trip Dist % <sup>2</sup> | Net New Total Project Trips - Two-way | % (Net New Total Project Trips/Generalized Peak Hour Service Volume <sup>5</sup> ) | >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                                                           | 1130        | 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 222             | 2000                                                          | 3540        | Divided           | 4                    | Y              | 45          | D            | 2287                                                            | 36%                      | 92                                    | 2.57%                                                                              | Y                           | N                         | Y                                                              |  |  |
| US 301/58 35               | C -462 (N)   | CR 222             | 2000                                                          | 3540        | Divided           | 4                    | Y              | 45          | D            | 2034                                                            | 36%                      | 92                                    | 2.57%                                                                              | Y                           | N                         | Y                                                              |  |  |
| US 301/58 35               | CR 222       | C -472             | 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)

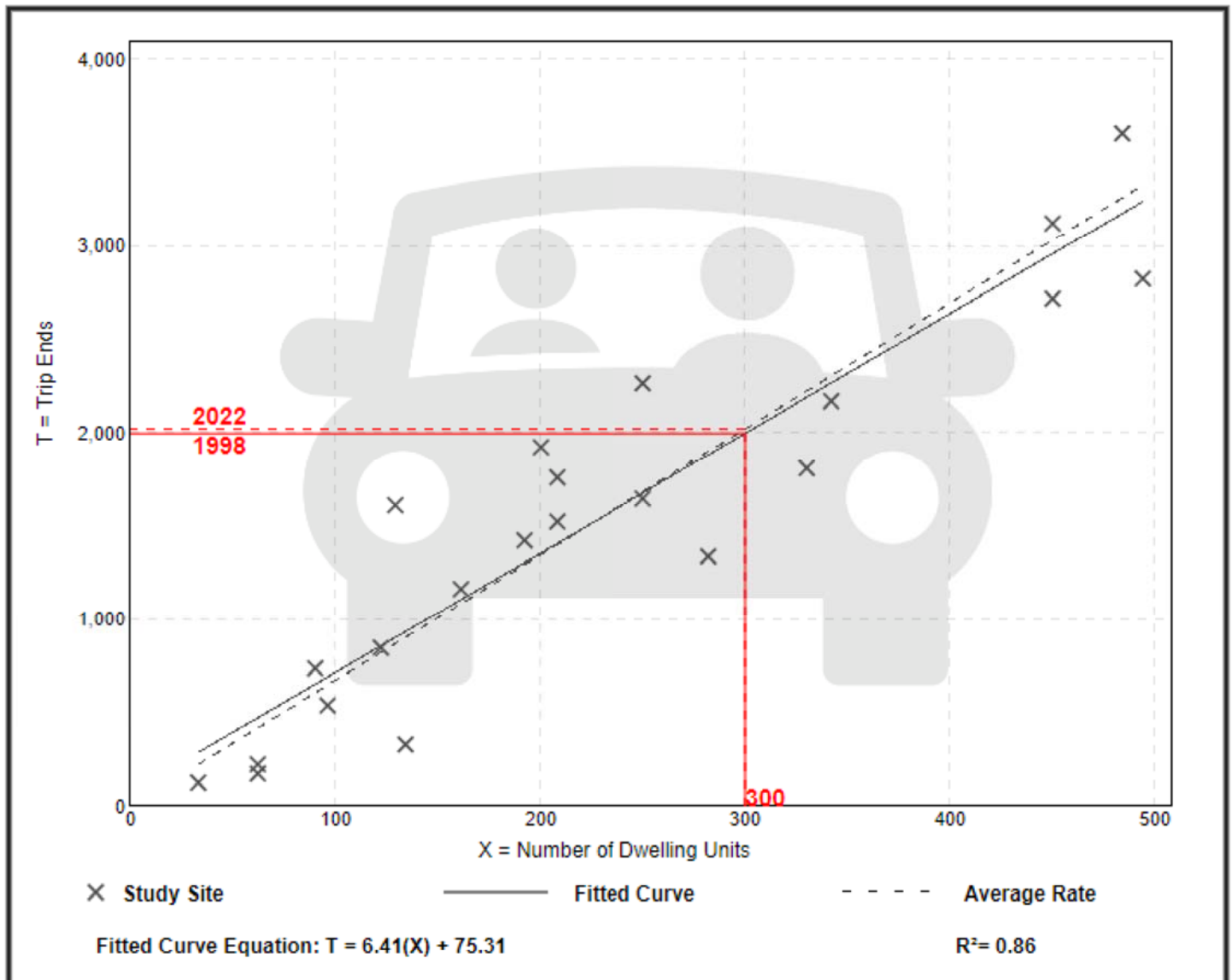
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

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

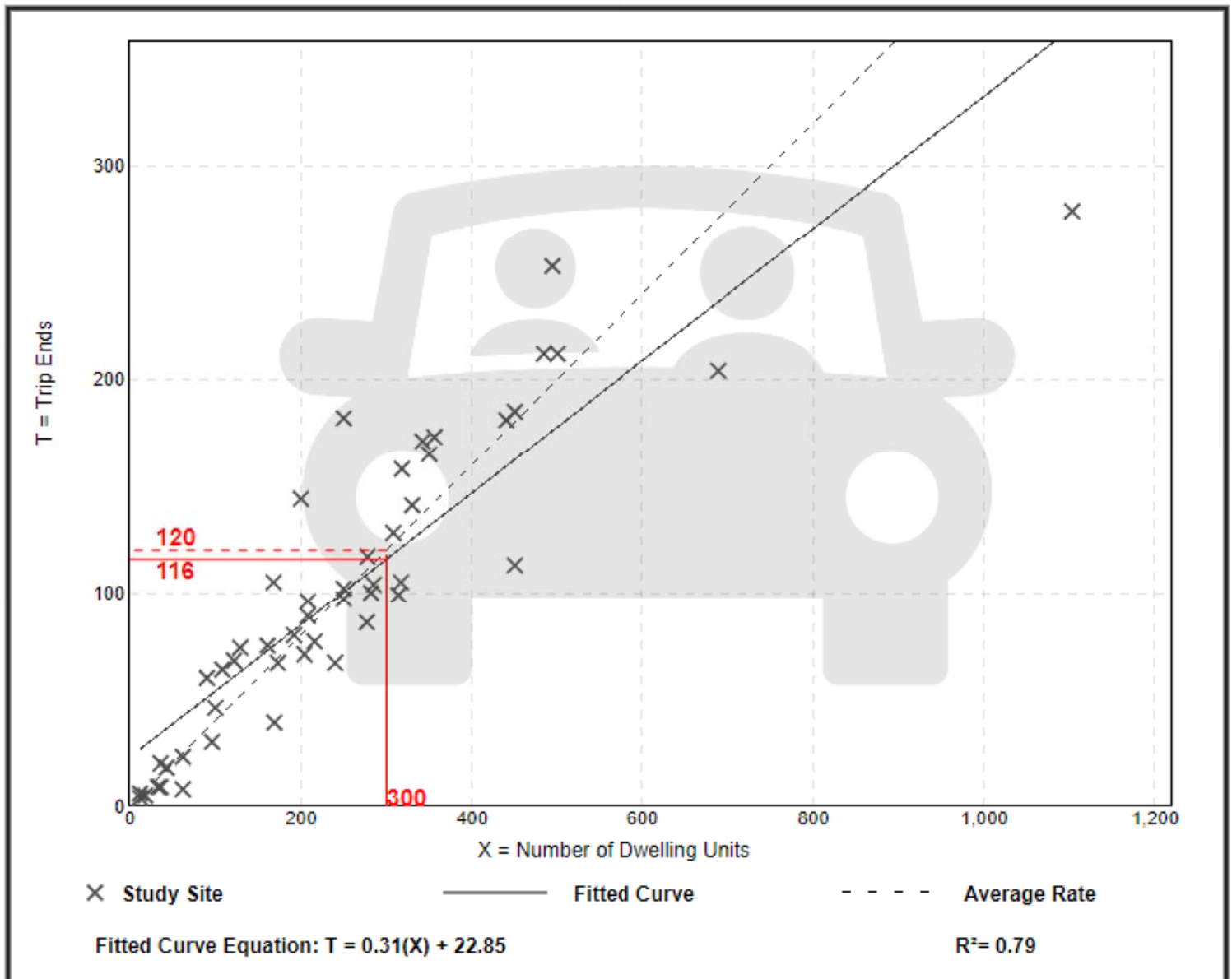
Avg. Num. of Dwelling Units: 249

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

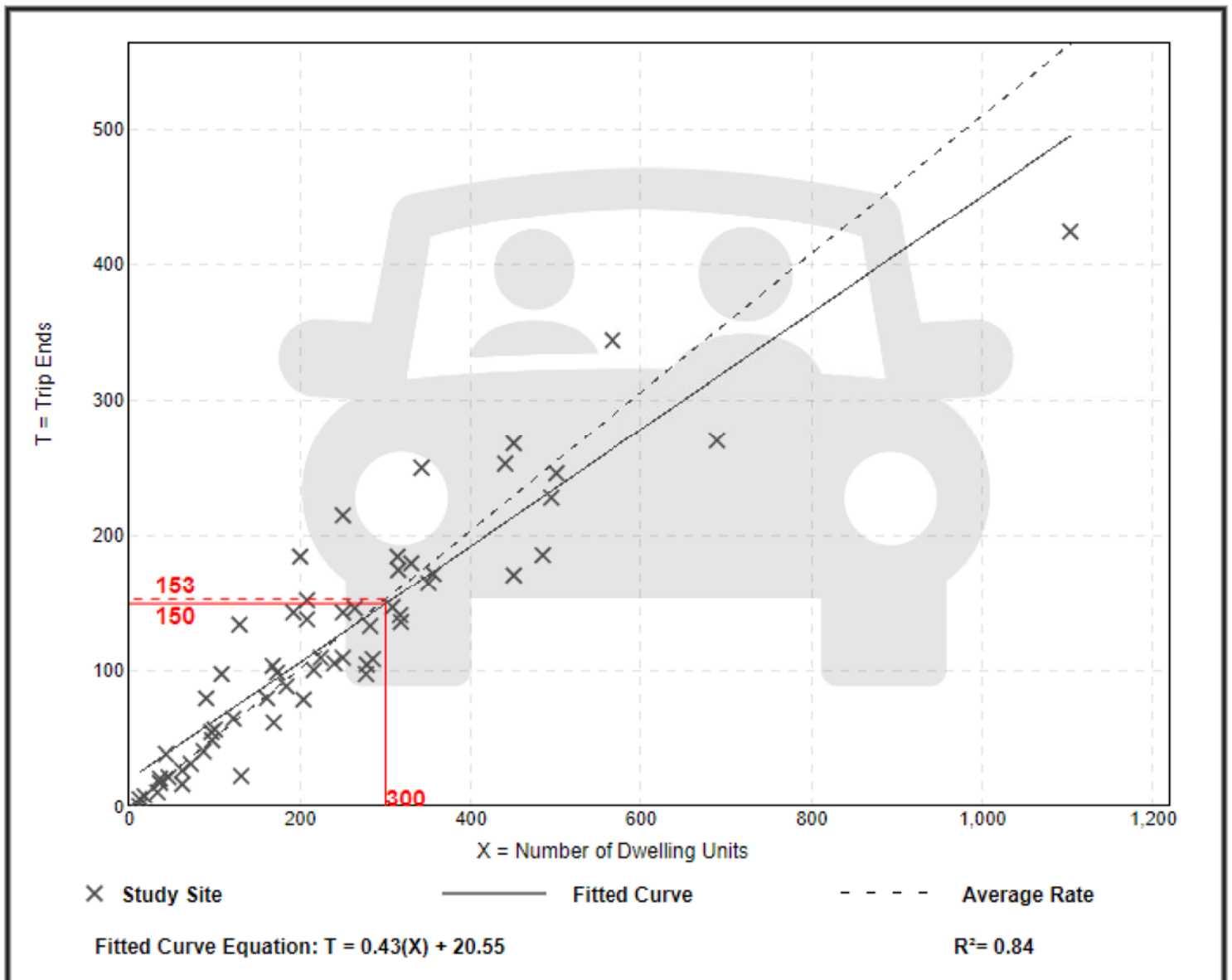
Avg. Num. of Dwelling Units: 241

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

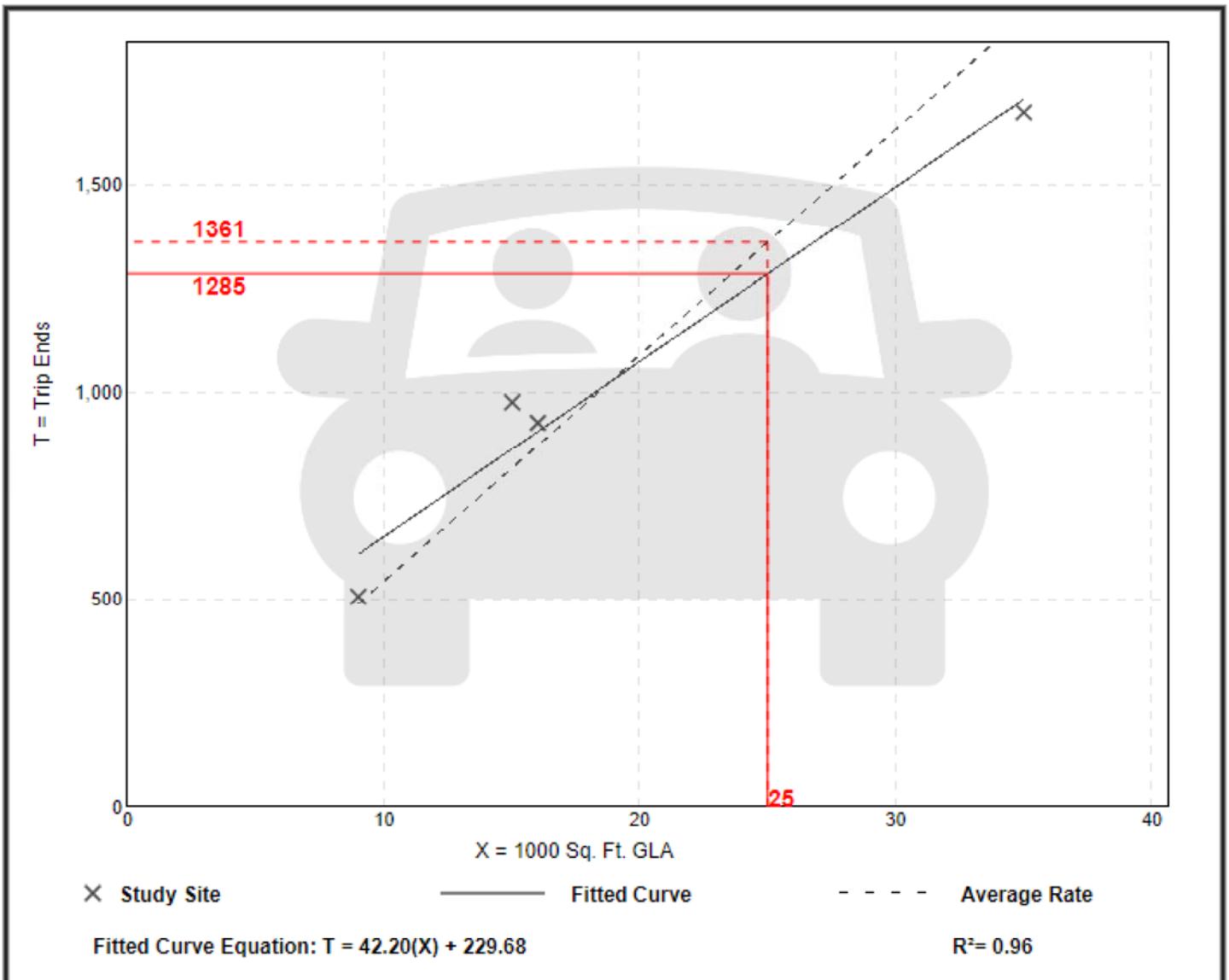
Setting/Location: General Urban/Suburban  
Number of Studies: 4  
Avg. 1000 Sq. Ft. GLA: 19  
Directional Distribution: 50% entering, 50% exiting

## 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)

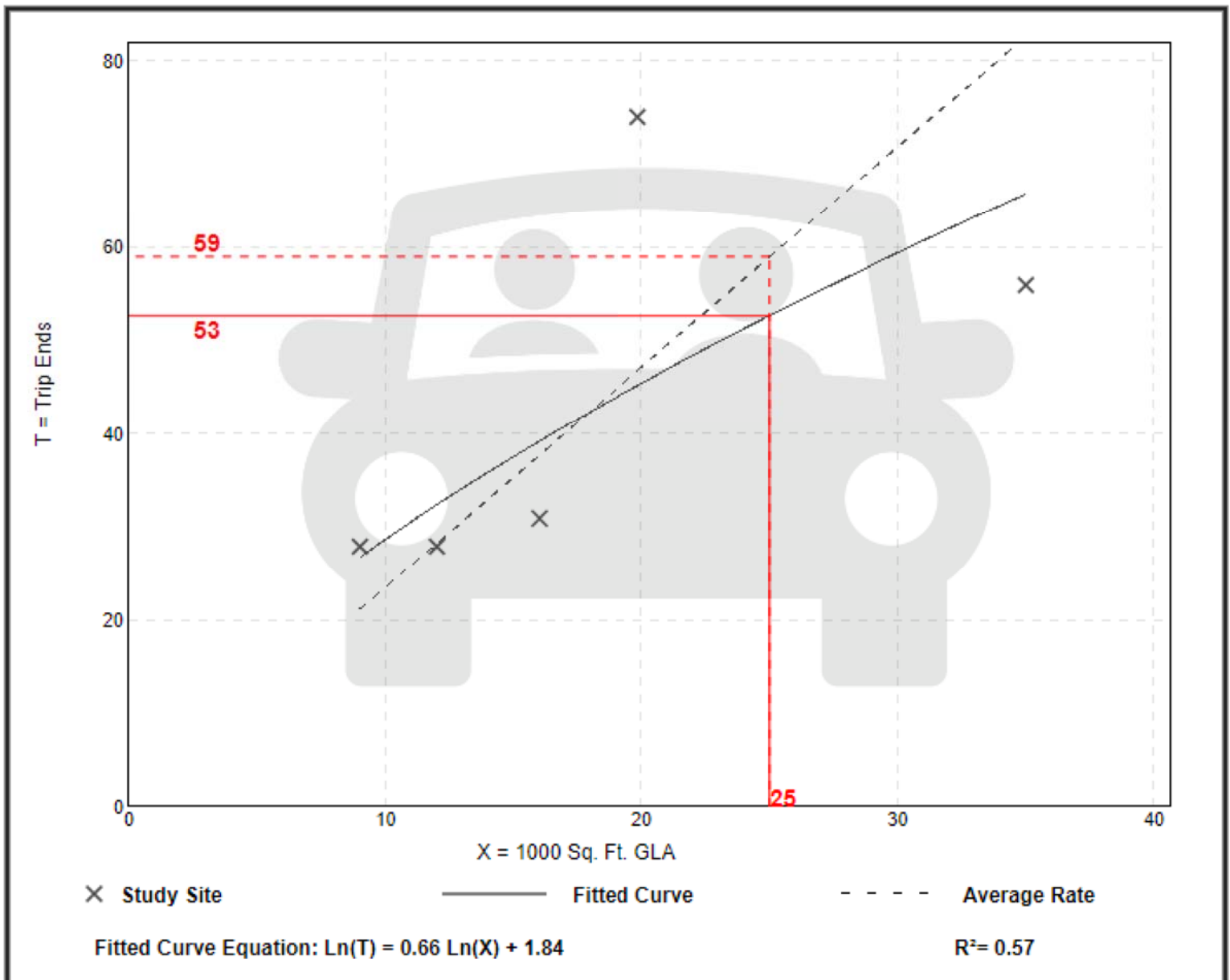
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 7 and 9 a.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 5  
 Avg. 1000 Sq. Ft. GLA: 18  
 Directional Distribution: 60% entering, 40% exiting

### 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)

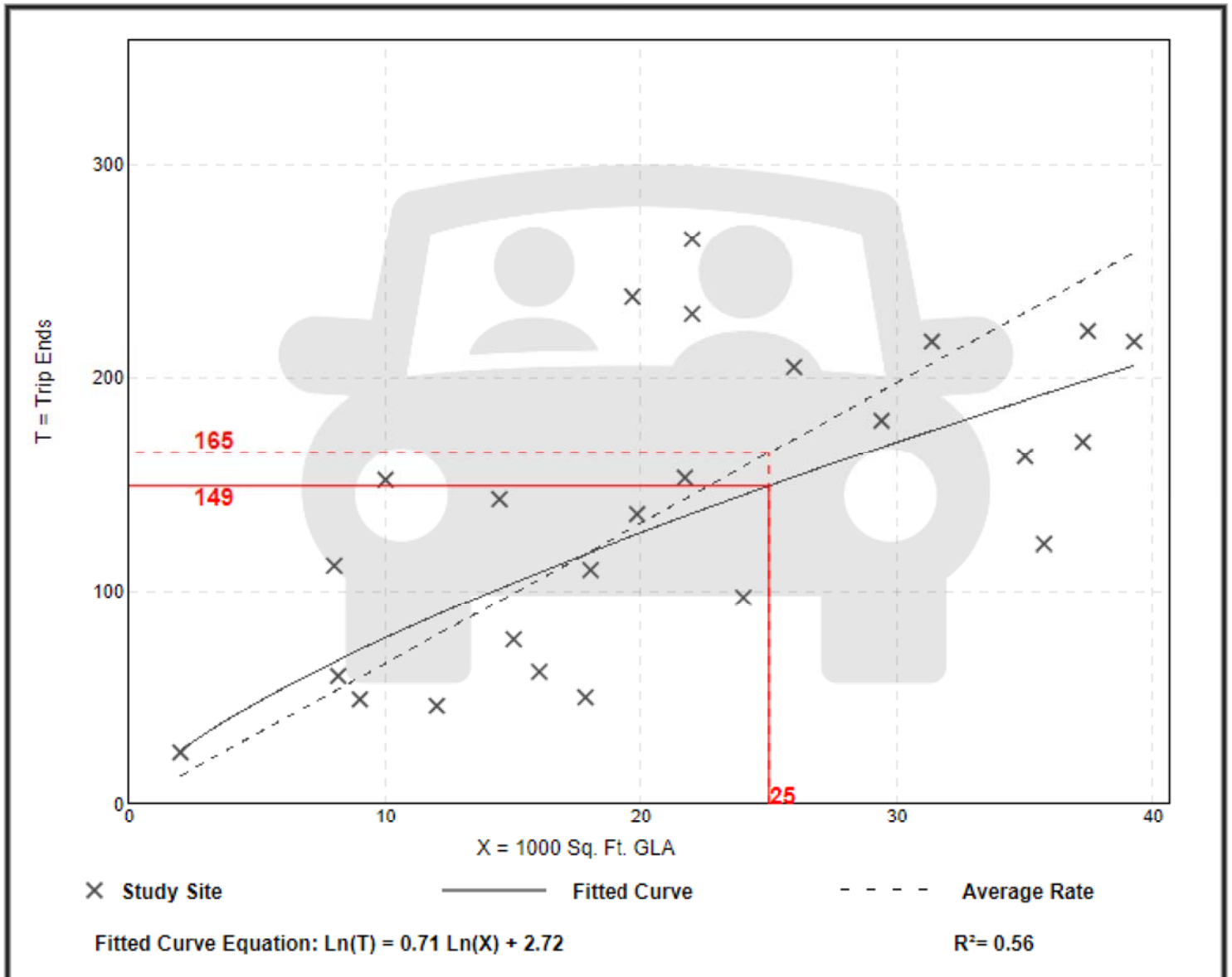
## (822)

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 <sup>3</sup> |          |         |
|                                                                              | ITE LUCs <sup>1</sup>                   | 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 <sup>2</sup>                                             |                                         |          |       | 0                                    |          |         |
|                                                                              |                                         |          |       | 169                                  | 60       | 109     |

| Table 2-A: Mode Split and Vehicle Occupancy Estimates |                        |           |                 |                        |           |                 |
|-------------------------------------------------------|------------------------|-----------|-----------------|------------------------|-----------|-----------------|
| Land Use                                              | Entering Trips         |           |                 | Exiting Trips          |           |                 |
|                                                       | Veh. Occ. <sup>4</sup> | % Transit | % Non-Motorized | Veh. Occ. <sup>4</sup> | % 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 <sup>2</sup>                      |                        |           |                 |                        |           |                 |

| 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 <sup>5</sup>       | 165   | 58       | 107     |
| External Transit-Trips <sup>6</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>6</sup> | 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           |

|                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <sup>1</sup> Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.                                                                                                                                                                         |
| <sup>2</sup> Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.                                                                                                                                               |
| <sup>3</sup> Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i> ).                                                                                                                                                                                 |
| <sup>4</sup> 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. |
| <sup>5</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.                                                                                                                                                                                            |
| <sup>6</sup> 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                                                                                                                                                                                                                    |



|                         |                                                     |
|-------------------------|-----------------------------------------------------|
| <b>Project Name:</b>    | Illiger Multi-Family Residential and Retail Develop |
| <b>Analysis Period:</b> | 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 <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| 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 <sup>3</sup>                                    | 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 <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| 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 <sup>3</sup>                                   | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

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

<sup>2</sup>Person-Trips

<sup>3</sup>Total 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 <sup>3</sup> |          |         |
|                                                                              | ITE LUCs <sup>1</sup>                   | 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 <sup>2</sup>                                             |                                         |          |       | 0                                    |          |         |
|                                                                              |                                         |          |       | 299                                  | 170      | 129     |

| Table 2-P: Mode Split and Vehicle Occupancy Estimates |                        |           |                 |                        |           |                 |
|-------------------------------------------------------|------------------------|-----------|-----------------|------------------------|-----------|-----------------|
| Land Use                                              | Entering Trips         |           |                 | Exiting Trips          |           |                 |
|                                                       | Veh. Occ. <sup>4</sup> | % Transit | % Non-Motorized | Veh. Occ. <sup>4</sup> | % 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 <sup>2</sup>                      |                        |           |                 |                        |           |                 |

| 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 <sup>5</sup>       | 254   | 147      | 107     |
| External Transit-Trips <sup>6</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>6</sup> | 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           |

|                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <sup>1</sup> Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.                                  |
| <sup>2</sup> Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.        |
| <sup>3</sup> Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i> ).                                          |
| <sup>4</sup> Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be |
| <sup>5</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.                                                     |
| <sup>6</sup> 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                                                                             |

|                         |                                                         |
|-------------------------|---------------------------------------------------------|
| <b>Project Name:</b>    | Irwilliger Multi-Family Residential and Retail Developm |
| <b>Analysis Period:</b> | 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 <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| 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 <sup>3</sup>                                    | 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 <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| 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 <sup>3</sup>                                   | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

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

<sup>2</sup>Person-Trips

<sup>3</sup>Total 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](mailto:Steven.Cohoon@sumtercountyfl.gov)>  
**Sent:** Monday, October 31, 2022 11:49 AM  
**To:** Sherry Stinson <[sherrys@chw-inc.com](mailto:sherrys@chw-inc.com)>  
**Cc:** Snyder, Deborah <[Deborah.Snyder@sumtercountyfl.gov](mailto:Deborah.Snyder@sumtercountyfl.gov)>; Adibfar, Hootan <[Hootan.Adibfar@sumtercountyfl.gov](mailto:Hootan.Adibfar@sumtercountyfl.gov)>; Tadlock, Matthew <[Matthew.Tadlock@sumtercountyfl.gov](mailto:Matthew.Tadlock@sumtercountyfl.gov)>; Melanie Peavy <[mpeavy@wildwood-fl.gov](mailto:mpeavy@wildwood-fl.gov)>; 'Shaun Raja' <[sraja@wildwood-fl.gov](mailto:sraja@wildwood-fl.gov)>; 'Amanda Bush' <[abush@wildwood-fl.gov](mailto:abush@wildwood-fl.gov)>; Brian Snyder <[brians@chw-inc.com](mailto:brians@chw-inc.com)>; Terri O'Neal <[toneal@wildwood-fl.gov](mailto:toneal@wildwood-fl.gov)>; Lingenfelter, Chad <[Chad.Lingenfelter@dot.state.fl.us](mailto: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](http://www.sumtercountyfl.gov)

---

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com) <[noreply@civicplus.com](mailto:noreply@civicplus.com)>  
**Sent:** Thursday, October 20, 2022 2:52 PM  
**To:** Cohoon, Steven <[Steven.Cohoon@sumtercountyfl.gov](mailto:Steven.Cohoon@sumtercountyfl.gov)>; @Administrative Services (Wildwood) <[administrative.services@sumtercountyfl.gov](mailto:administrative.services@sumtercountyfl.gov)>; Adibfar, Hootan <[Hootan.Adibfar@sumtercountyfl.gov](mailto:Hootan.Adibfar@sumtercountyfl.gov)>; Snyder, Deborah <[Deborah.Snyder@sumtercountyfl.gov](mailto:Deborah.Snyder@sumtercountyfl.gov)>; [toneal@wildwood-fl.gov](mailto:toneal@wildwood-fl.gov); [sraja@wildwood-fl.gov](mailto:sraja@wildwood-fl.gov); [mpeavy@wildwood-fl.gov](mailto: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 | <a href="mailto:sherrys@chw-inc.com">sherrys@chw-inc.com</a> |
| 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](#)

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# **Appendix C Study Area Roadway Segments**



| Net New PM Peak Hour Trips |              |              |                                                                       |             |                    |                      |                |             |              |                                                             |                           |                                       |                                                                      |                             |                            |                                                                   |
|----------------------------|--------------|--------------|-----------------------------------------------------------------------|-------------|--------------------|----------------------|----------------|-------------|--------------|-------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------------------------------------------|-----------------------------|----------------------------|-------------------------------------------------------------------|
| Total <sup>1</sup>         |              |              |                                                                       |             |                    |                      |                |             |              |                                                             |                           |                                       |                                                                      |                             |                            |                                                                   |
| ROAD NAME                  | FROM         | TO           | Generalized Peak Hour Directional Maximum Service Volume <sup>2</sup> | 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. % <sup>3</sup> | Net New Total Project Trips - Two-way | % (Net New Total Project Trips/Generalized Peak Hour Service Volume) | >70 Peak Hour Two-way trips | Segment Aborts Development | Include in Study Area (> 3% or >70 peak hour two-way trips) - Y/N |
| CR 216                     | CR 209       | US 301/58 35 | 675                                                                   | 1120        | Undivided          | 2                    | N              | 40          | D            | 766                                                         | 10%                       | 26                                    | 2.32%                                                                | N                           | Y                          | Y                                                                 |
|                            | C - 462      | CR 131       | 720                                                                   | 1440        | Undivided          | 2                    | N              | 40          | F            | 766                                                         | 11%                       | 28                                    | 1.94%                                                                | N                           | N                          | N                                                                 |
|                            | C - 466      | US 301/58 35 | 750                                                                   | 911         | Undivided          | 2                    | N              | 35          | D            | 692                                                         | 0%                        | 0                                     | 0.00%                                                                | N                           | N                          | N                                                                 |
|                            | C - 466      | US 301/58 35 | 2000                                                                  | 3222        | Divided            | 4                    | N              | 45          | D            | 2006                                                        | 26%                       | 67                                    | 2.08%                                                                | N                           | N                          | N                                                                 |
|                            | C - 472      | CR 117       | 675                                                                   | 1120        | Undivided          | 2                    | N              | 45          | D            | 766                                                         | 11%                       | 28                                    | 2.32%                                                                | N                           | N                          | N                                                                 |
|                            | CR 209       | CR 216       | 675                                                                   | 1120        | Undivided          | 2                    | N              | 45          | D            | 731                                                         | 10%                       | 26                                    | 2.32%                                                                | N                           | N                          | N                                                                 |
|                            | C - 462(N)   | CR 222       | 2000                                                                  | 3580        | Divided            | 4                    | Y              | 40          | D            | 2287                                                        | 36%                       | 92                                    | 2.57%                                                                | Y                           | N                          | Y                                                                 |
|                            | CR 222       | US 301/58 35 | 2000                                                                  | 3580        | Divided            | 4                    | Y              | 40          | D            | 2034                                                        | 36%                       | 92                                    | 2.57%                                                                | Y                           | N                          | Y                                                                 |
|                            | US 301/58 35 | C - 466      | 2000                                                                  | 3580        | Divided            | 4                    | Y              | 40          | D            | 2085                                                        | 40%                       | 102                                   | 2.85%                                                                | Y                           | Y                          | Y                                                                 |
|                            | US 301/58 35 | C - 472      |                                                                       |             |                    |                      |                |             |              |                                                             |                           |                                       |                                                                      |                             |                            |                                                                   |

(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

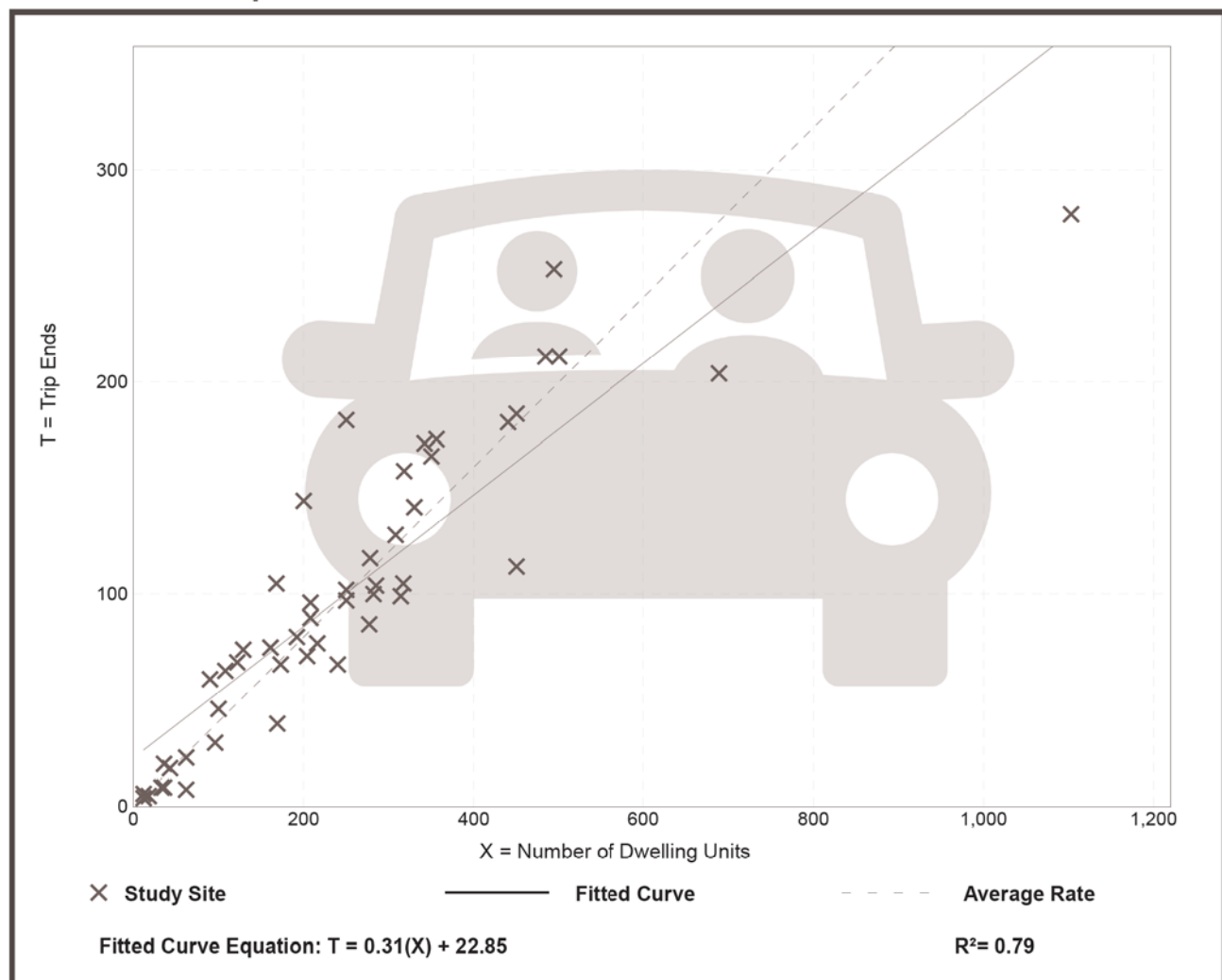
Avg. Num. of Dwelling Units: 249

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

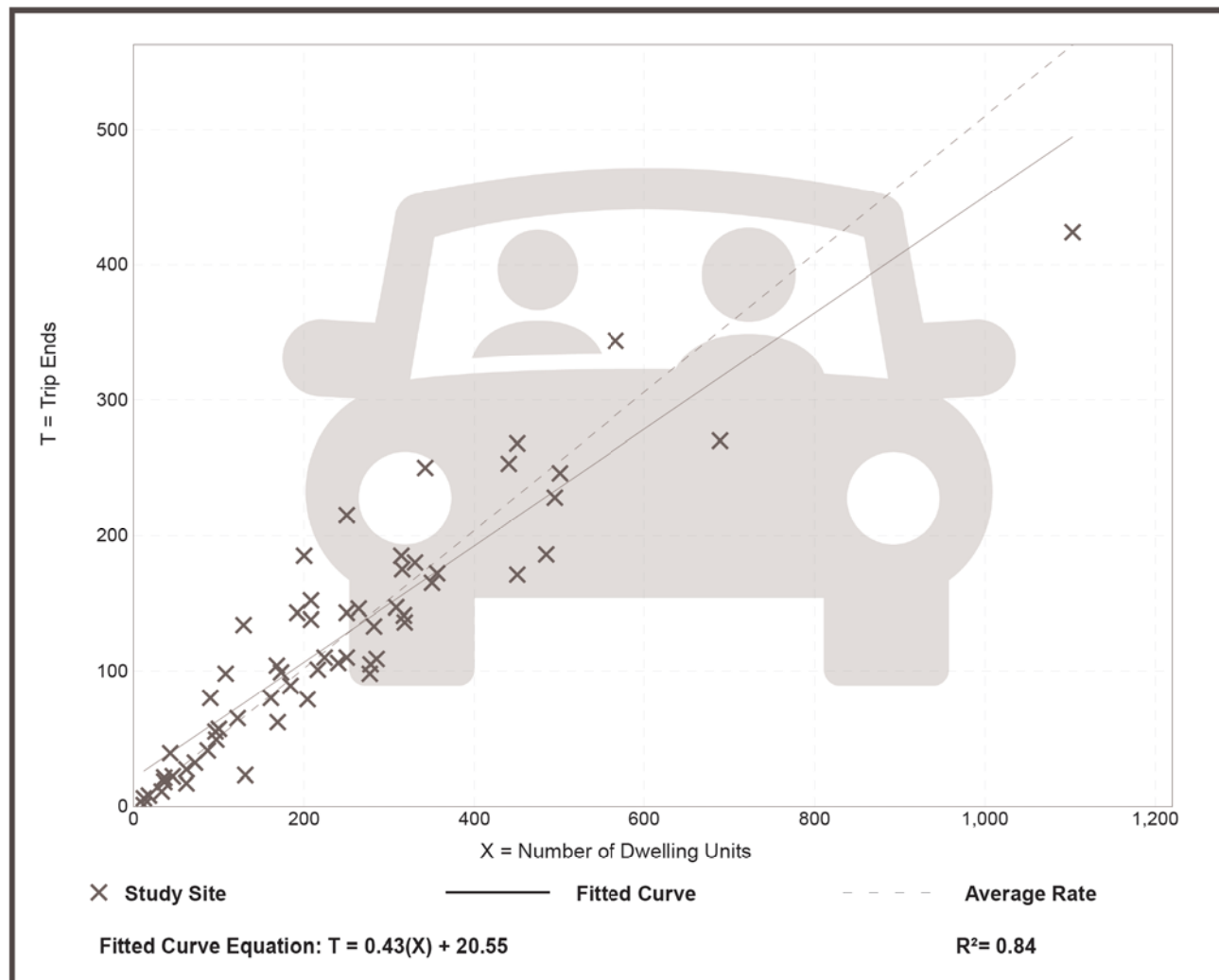
Avg. Num. of Dwelling Units: 241

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)

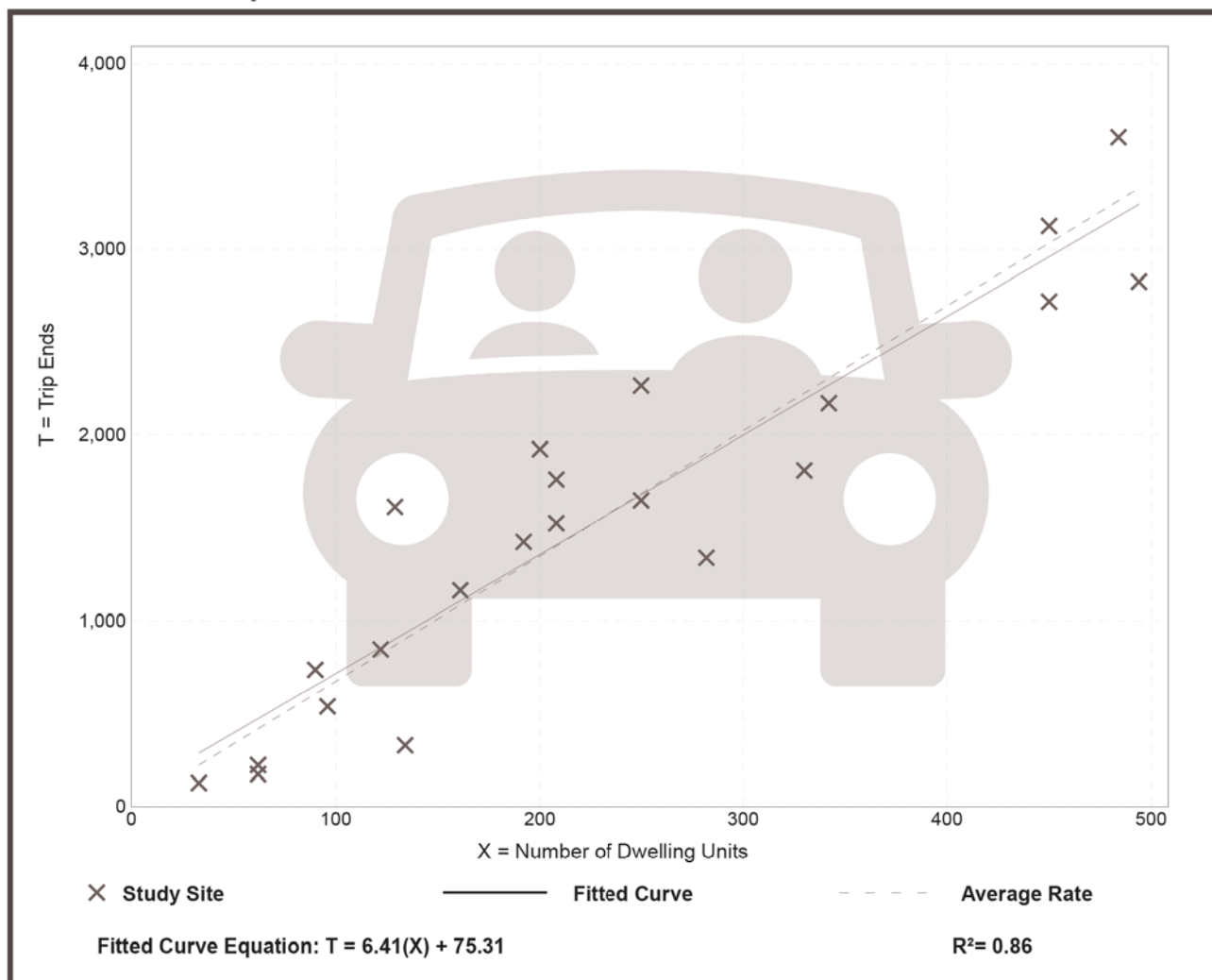
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

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

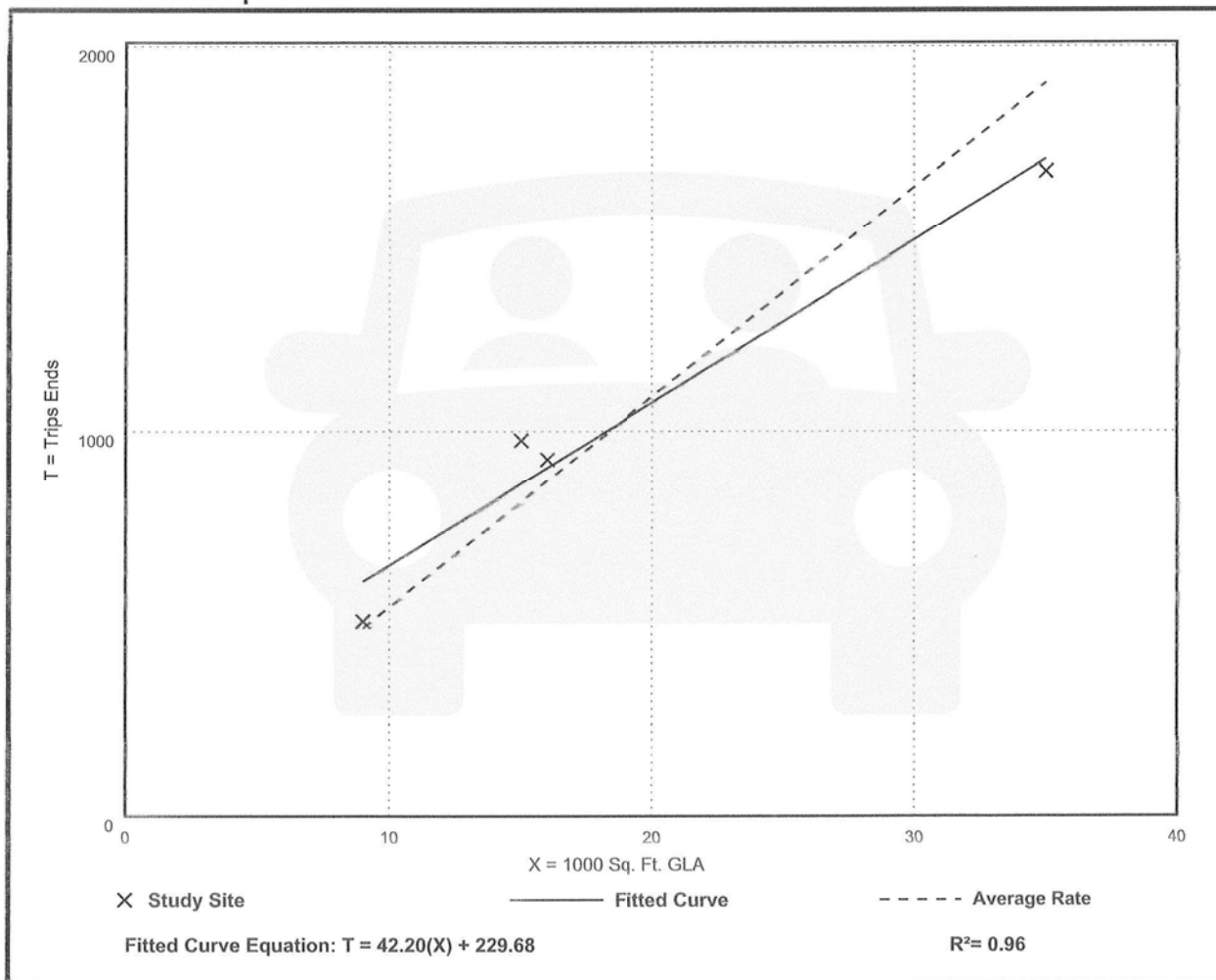
Avg. 1000 Sq. Ft. GLA: 19

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

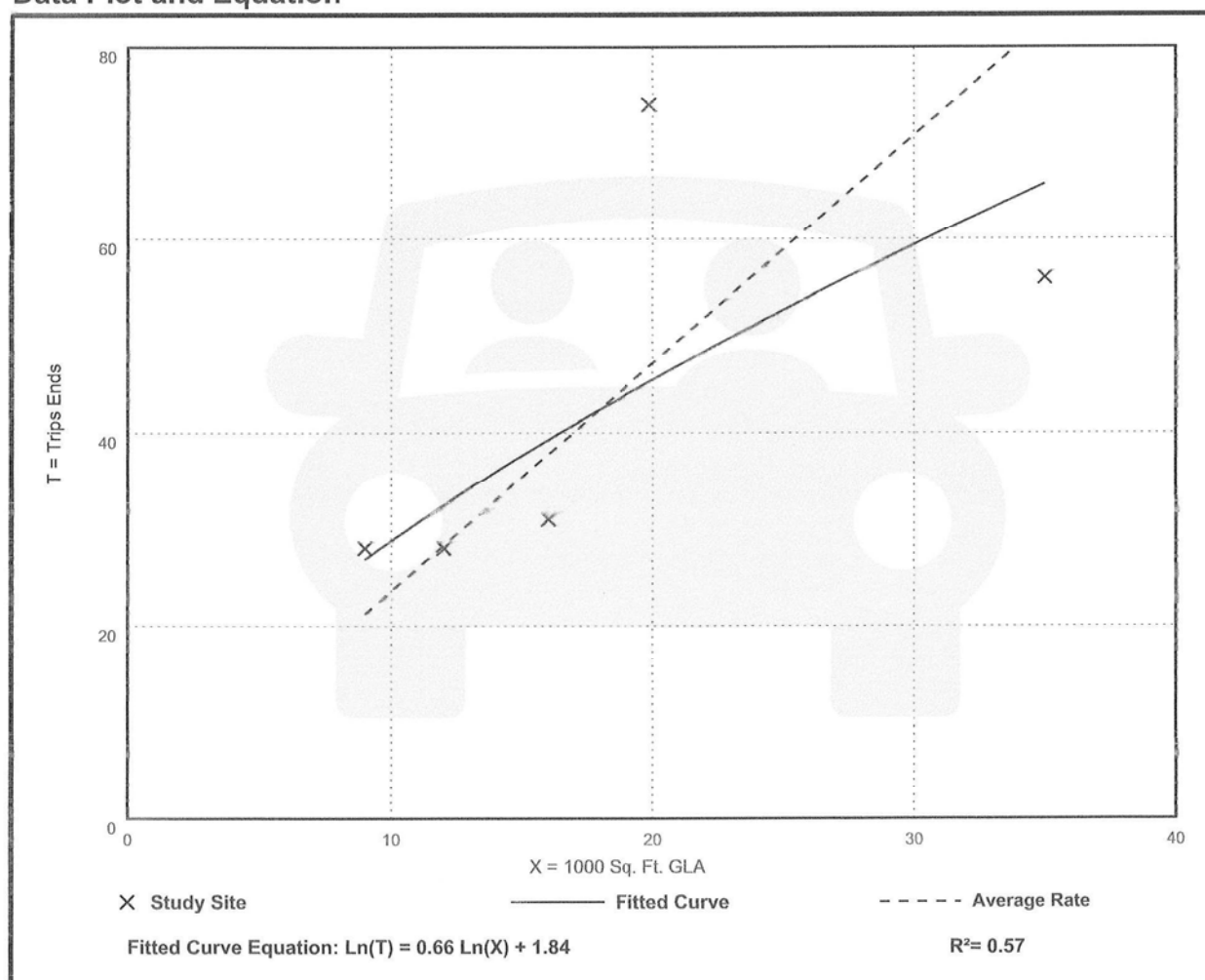
Avg. 1000 Sq. Ft. GLA: 18

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

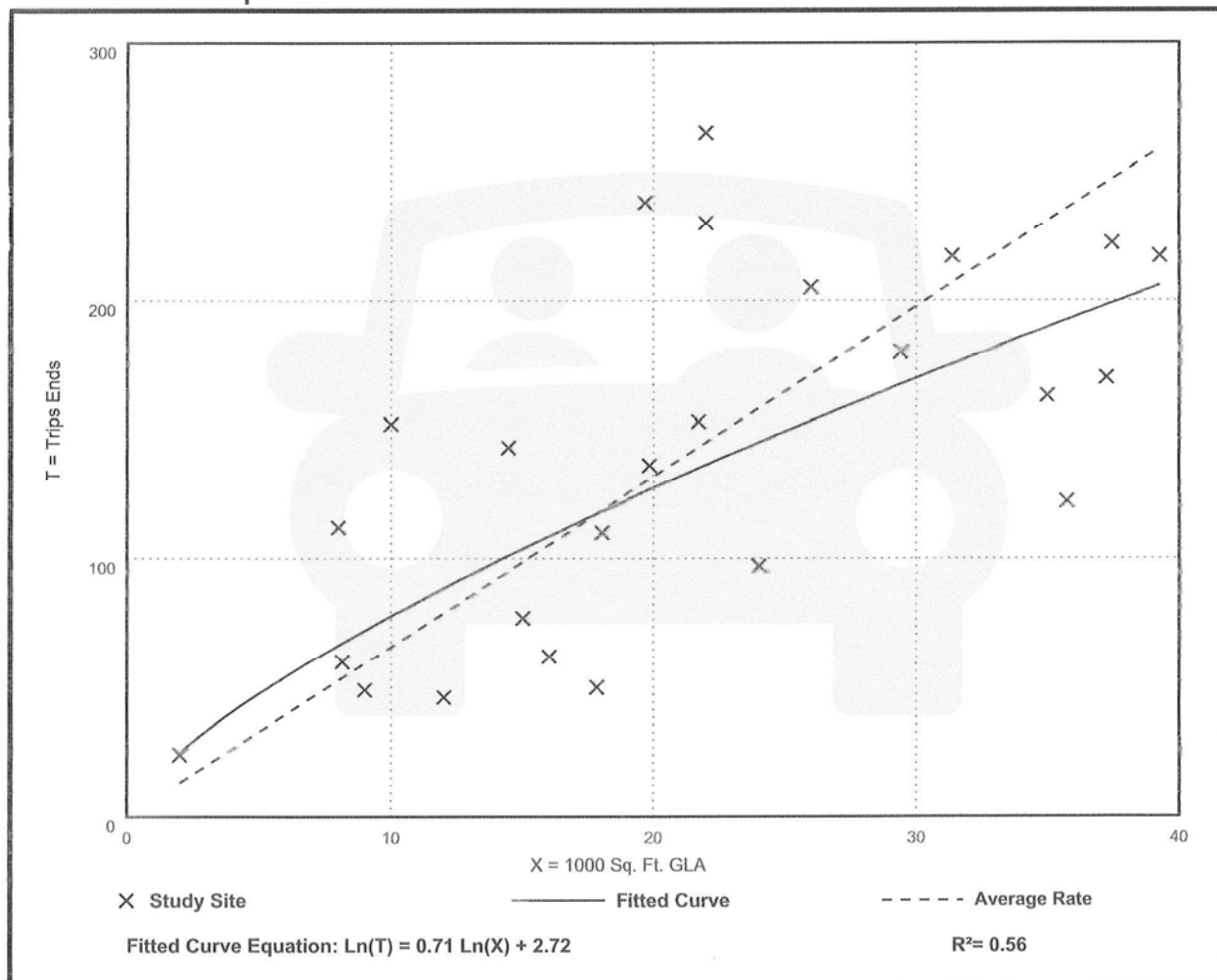
Avg. 1000 Sq. Ft. GLA: 21

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:                                   | 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:                                | 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 <sup>3</sup> |          |         |
|                                                                              | ITE LUCs <sup>1</sup>                   | 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 <sup>2</sup>                                             |                                         |          |       | 0                                    |          |         |
|                                                                              |                                         |          |       | 169                                  | 60       | 109     |

| Table 2-A: Mode Split and Vehicle Occupancy Estimates |                        |           |                 |                        |           |                 |
|-------------------------------------------------------|------------------------|-----------|-----------------|------------------------|-----------|-----------------|
| Land Use                                              | Entering Trips         |           |                 | Exiting Trips          |           |                 |
|                                                       | Veh. Occ. <sup>4</sup> | % Transit | % Non-Motorized | Veh. Occ. <sup>4</sup> | % 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 <sup>2</sup>                      |                        |           |                 |                        |           |                 |

| 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 <sup>5</sup>       | 165   | 58       | 107     |
| External Transit-Trips <sup>6</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>6</sup> | 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           |

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

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

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

<sup>4</sup>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.

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

<sup>6</sup>Person-Trips

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

|                         |                                                      |
|-------------------------|------------------------------------------------------|
| <b>Project Name:</b>    | Milliger Multi-Family Residential and Retail Develop |
| <b>Analysis Period:</b> | 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 <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| 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 <sup>3</sup>                                    | 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 <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| 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 <sup>3</sup>                                   | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

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

<sup>2</sup>Person-Trips

<sup>3</sup>Total 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 <sup>3</sup> |          |         |
|                                                                              | ITE LUCs <sup>1</sup>                   | 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 <sup>2</sup>                                             |                                         |          |       | 0                                    |          |         |
|                                                                              |                                         |          |       | 299                                  | 170      | 129     |

| Table 2-P: Mode Split and Vehicle Occupancy Estimates |                        |           |                 |                        |           |                 |
|-------------------------------------------------------|------------------------|-----------|-----------------|------------------------|-----------|-----------------|
| Land Use                                              | Entering Trips         |           |                 | Exiting Trips          |           |                 |
|                                                       | Veh. Occ. <sup>4</sup> | % Transit | % Non-Motorized | Veh. Occ. <sup>4</sup> | % 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 <sup>2</sup>                      |                        |           |                 |                        |           |                 |

| 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 <sup>5</sup>       | 254   | 147      | 107     |
| External Transit-Trips <sup>5</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>6</sup> | 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           |

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

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

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

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

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

<sup>6</sup>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

|                         |                                                       |
|-------------------------|-------------------------------------------------------|
| <b>Project Name:</b>    | rwiliger Multi-Family Residential and Retail Developm |
| <b>Analysis Period:</b> | 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 <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| 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 <sup>3</sup>                                    | 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 <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| 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 <sup>3</sup>                                   | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

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

<sup>2</sup>Person-Trips

<sup>3</sup>Total 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

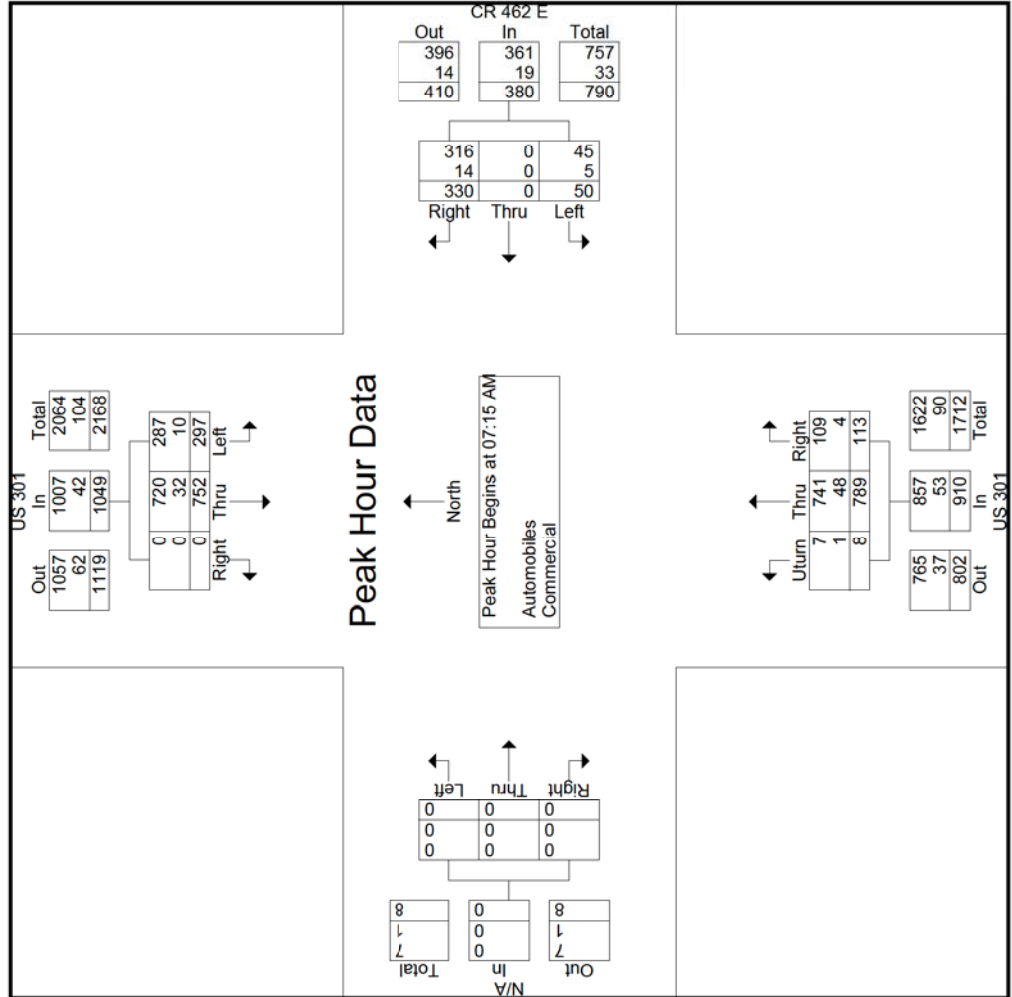
Page No : 1

## Groups Printed- Automobiles - Commercial

|               | US 301     |      |       |            |      |      |       | CR 462 E   |      |      |       |            |      |      | US 301     |            |      |      |       |            |      | N/A       |       |            |      |      |       |            |
|---------------|------------|------|-------|------------|------|------|-------|------------|------|------|-------|------------|------|------|------------|------------|------|------|-------|------------|------|-----------|-------|------------|------|------|-------|------------|
|               | Southbound |      |       |            |      |      |       | Westbound  |      |      |       |            |      |      | Northbound |            |      |      |       |            |      | 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 | Left | Thru      | Right | App. Total | Left | Thru | Right | App. Total |
| Start Time    | 57         | 133  | 0     | 190        | 6    | 0    | 63    | 69         | 1    | 133  | 13    | 147        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 06:45 AM      | 57         | 133  | 0     | 190        | 6    | 0    | 63    | 69         | 1    | 133  | 13    | 147        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| Total         | 57         | 133  | 0     | 190        | 6    | 0    | 63    | 69         | 1    | 133  | 13    | 147        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 07:00 AM      | 62         | 153  | 0     | 215        | 5    | 0    | 56    | 61         | 1    | 122  | 23    | 146        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 07:15 AM      | 73         | 175  | 0     | 248        | 11   | 0    | 79    | 90         | 4    | 175  | 24    | 203        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 07:30 AM      | 83         | 203  | 0     | 286        | 19   | 0    | 85    | 104        | 2    | 186  | 30    | 218        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 07:45 AM      | 85         | 190  | 0     | 275        | 10   | 0    | 78    | 88         | 2    | 214  | 35    | 251        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| Total         | 303        | 721  | 0     | 1024       | 45   | 0    | 298   | 343        | 9    | 697  | 112   | 818        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 08:00 AM      | 56         | 184  | 0     | 240        | 10   | 0    | 88    | 98         | 0    | 214  | 24    | 238        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 08:15 AM      | 60         | 146  | 0     | 206        | 10   | 0    | 80    | 90         | 2    | 186  | 20    | 208        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 08:30 AM      | 77         | 127  | 0     | 204        | 8    | 0    | 88    | 96         | 2    | 157  | 23    | 182        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| Total         | 193        | 457  | 0     | 650        | 28   | 0    | 256   | 284        | 4    | 557  | 67    | 628        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 04:15 PM      | 39         | 191  | 0     | 230        | 11   | 0    | 86    | 97         | 3    | 200  | 10    | 213        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 04:30 PM      | 52         | 207  | 0     | 259        | 12   | 0    | 79    | 91         | 6    | 190  | 9     | 205        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 04:45 PM      | 45         | 222  | 0     | 267        | 19   | 0    | 90    | 109        | 4    | 180  | 8     | 192        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| Total         | 136        | 620  | 0     | 756        | 42   | 0    | 255   | 297        | 13   | 570  | 27    | 610        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 05:00 PM      | 59         | 191  | 0     | 250        | 13   | 0    | 123   | 136        | 8    | 271  | 11    | 290        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 05:15 PM      | 55         | 220  | 0     | 275        | 16   | 0    | 112   | 128        | 4    | 242  | 5     | 251        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 05:30 PM      | 48         | 204  | 0     | 252        | 18   | 0    | 88    | 106        | 8    | 229  | 5     | 242        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 05:45 PM      | 48         | 188  | 0     | 236        | 18   | 0    | 80    | 98         | 7    | 209  | 6     | 222        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| Total         | 210        | 803  | 0     | 1013       | 65   | 0    | 403   | 468        | 27   | 951  | 27    | 1005       | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| 06:00 PM      | 44         | 156  | 0     | 200        | 12   | 0    | 86    | 98         | 8    | 182  | 7     | 197        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| Grand Total   | 943        | 2890 | 0     | 3833       | 198  | 0    | 1361  | 1559       | 62   | 3090 | 253   | 3405       | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| Approch %     | 24.6       | 75.4 | 0     |            | 12.7 | 0    | 87.3  |            | 1.8  | 90.7 | 7.4   |            | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 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          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| Automobiles   | 897        | 2784 | 0     | 3681       | 183  | 0    | 1296  | 1479       | 61   | 2917 | 233   | 3211       | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| % 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          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| Commercial    | 46         | 106  | 0     | 152        | 15   | 0    | 65    | 80         | 1    | 173  | 20    | 194        | 0    | 0    | 0          | 0          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |
| % 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          | 0    | 0    | 0     | 0          | 0    | 0         | 0     | 0          | 0    | 0    | 0     | 0          |

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        |  |  |  |

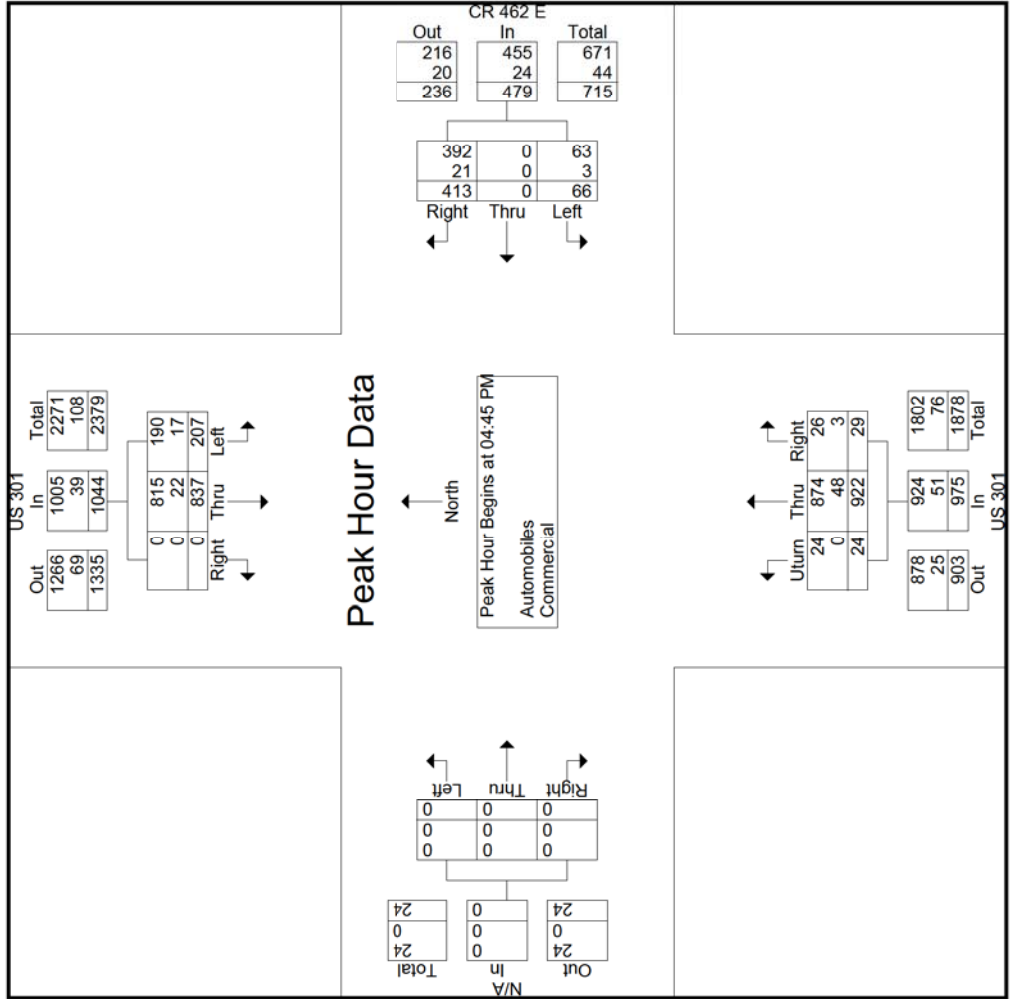




**DE TRAFFIC**  
detraffic.com  
(386) 341-4186  
US 301 at CR 462 E  
Sumter County, FL

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

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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 |                   |      |       |            |                    |      |       |            |                   |      |       |            |               |      |       |            |
|----------------------|-------------------|------|-------|------------|--------------------|------|-------|------------|-------------------|------|-------|------------|---------------|------|-------|------------|
|                      | 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 |
| Start Time           |                   |      |       |            |                    |      |       |            |                   |      |       |            |               |      |       |            |
| 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

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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    | 29    | 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 |
|                                          |      |       |            |  |           |      |       |            |  |            |      |       |            |  |           |      |       |            |  |      |      |      |      |      |
| 08:00 AM                                 |      |       |            |  | 18        | 172  | 14    | 204        |  | 20         | 8    | 17    | 45         |  | 8         | 180  | 21    | 209        |  | 9    | 6    | 18   | 33   | 491  |
| 08:15 AM                                 |      |       |            |  | 21        | 147  | 16    | 184        |  | 18         | 10   | 11    | 39         |  | 9         | 172  | 22    | 203        |  | 8    | 5    | 14   | 27   | 453  |
| 08:30 AM                                 |      |       |            |  | 22        | 138  | 11    | 171        |  | 12         | 14   | 7     | 33         |  | 9         | 188  | 19    | 216        |  | 7    | 9    | 10   | 26   | 446  |
| Total                                    |      |       |            |  | 61        | 457  | 41    | 559        |  | 50         | 32   | 35    | 117        |  | 26        | 540  | 62    | 628        |  | 24   | 20   | 42   | 86   | 1390 |
|                                          |      |       |            |  |           |      |       |            |  |            |      |       |            |  |           |      |       |            |  |      |      |      |      |      |
| 04:15 PM                                 |      |       |            |  | 10        | 168  | 19    | 197        |  | 11         | 5    | 11    | 27         |  | 19        | 272  | 11    | 302        |  | 11   | 7    | 11   | 29   | 555  |
| 04:30 PM                                 |      |       |            |  | 11        | 158  | 19    | 188        |  | 11         | 5    | 11    | 27         |  | 18        | 271  | 19    | 308        |  | 19   | 4    | 13   | 36   | 559  |
| 04:45 PM                                 |      |       |            |  | 18        | 181  | 20    | 219        |  | 17         | 8    | 15    | 40         |  | 18        | 309  | 18    | 345        |  | 19   | 8    | 14   | 41   | 645  |
| Total                                    |      |       |            |  | 39        | 507  | 58    | 604        |  | 39         | 18   | 37    | 94         |  | 55        | 852  | 48    | 955        |  | 49   | 19   | 38   | 106  | 1759 |
|                                          |      |       |            |  |           |      |       |            |  |            |      |       |            |  |           |      |       |            |  |      |      |      |      |      |
| 05:00 PM                                 |      |       |            |  | 19        | 162  | 24    | 205        |  | 20         | 5    | 17    | 42         |  | 17        | 284  | 21    | 322        |  | 20   | 9    | 10   | 39   | 608  |
| 05:15 PM                                 |      |       |            |  | 19        | 205  | 27    | 251        |  | 21         | 10   | 20    | 51         |  | 17        | 302  | 23    | 342        |  | 14   | 9    | 12   | 35   | 679  |
| 05:30 PM                                 |      |       |            |  | 19        | 181  | 20    | 220        |  | 17         | 10   | 19    | 46         |  | 13        | 286  | 18    | 317        |  | 19   | 9    | 9    | 37   | 620  |
| 05:45 PM                                 |      |       |            |  | 23        | 155  | 18    | 196        |  | 15         | 10   | 18    | 43         |  | 14        | 280  | 19    | 313        |  | 15   | 8    | 8    | 31   | 583  |
| Total                                    |      |       |            |  | 80        | 703  | 89    | 872        |  | 73         | 35   | 74    | 182        |  | 61        | 1152 | 81    | 1294       |  | 68   | 35   | 39   | 142  | 2490 |
|                                          |      |       |            |  |           |      |       |            |  |            |      |       |            |  |           |      |       |            |  |      |      |      |      |      |
| 06:00 PM                                 |      |       |            |  | 19        | 149  | 18    | 186        |  | 11         | 8    | 12    | 31         |  | 13        | 242  | 16    | 271        |  | 12   | 8    | 15   | 35   | 523  |
| Grand Total                              |      |       |            |  | 321       | 2676 | 250   | 3247       |  | 241        | 135  | 215   | 591        |  | 185       | 3774 | 297   | 4256       |  | 195  | 109  | 180  | 484  | 8578 |
| 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  |      |
| Automobiles                              |      |       |            |  | 307       | 2593 | 236   | 3136       |  | 221        | 119  | 197   | 537        |  | 167       | 3697 | 284   | 4148       |  | 180  | 103  | 162  | 445  | 8266 |
| % 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 | 96.4 |
| Commercial                               |      |       |            |  | 14        | 83   | 14    | 111        |  | 20         | 16   | 18    | 54         |  | 18        | 77   | 13    | 108        |  | 15   | 6    | 18   | 39   | 312  |
| % Commercial                             |      |       |            |  | 4.4       | 3.1  | 5.6   | 3.4        |  | 8.3        | 11.9 | 8.4   | 9.1        |  | 9.7       | 2    | 4.4   | 2.5        |  | 7.7  | 5.5  | 10   | 8.1  | 3.6  |



# DE TRAFFIC

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(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 : 2

| Start Time                                                 | US 301 Southbound |      |       |            | CR 472 Westbound |      |       |            | US 301 Northbound |      |       |            | CR 216 Eastbound |      |       |            |
|------------------------------------------------------------|-------------------|------|-------|------------|------------------|------|-------|------------|-------------------|------|-------|------------|------------------|------|-------|------------|
|                                                            | 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                                                   | 34                | 192  | 7     | 233        | 13               | 8    | 8     | 29         | 6                 | 207  | 24    | 237        | 8                | 8    | 5     | 21         |
| 07:30 AM                                                   | 26                | 182  | 11    | 219        | 17               | 10   | 12    | 39         | 8                 | 223  | 18    | 249        | 11               | 4    | 13    | 28         |
| 07:45 AM                                                   | 19                | 185  | 15    | 219        | 18               | 13   | 14    | 45         | 4                 | 203  | 17    | 224        | 10               | 5    | 17    | 32         |
| 08:00 AM                                                   | 18                | 172  | 14    | 204        | 20               | 8    | 17    | 45         | 8                 | 180  | 21    | 209        | 9                | 6    | 18    | 33         |
| Total Volume                                               | 97                | 731  | 47    | 875        | 68               | 39   | 51    | 158        | 26                | 813  | 80    | 919        | 38               | 23   | 53    | 114        |
| % App. Total                                               | 11.1              | 83.5 | 5.4   |            | 43               | 24.7 | 32.3  |            | 2.8               | 88.5 | 8.7   |            | 33.3             | 20.2 | 46.5  |            |
| PHF                                                        | .713              | .952 | .783  | .939       | .850             | .750 | .750  | .878       | .813              | .911 | .833  |            | .864             | .719 | .736  |            |
| Automobiles                                                | 93                | 705  | 45    | 843        | 62               | 36   | 46    | 144        | 24                | 794  | 78    | 896        | 35               | 23   | 50    | 108        |
| % Automobiles                                              | 95.9              | 96.4 | 95.7  | 96.3       | 91.2             | 92.3 | 90.2  | 91.1       | 92.3              | 97.7 | 97.5  | 97.5       | 92.1             | 100  | 94.3  | 94.7       |
| Commercial                                                 | 4                 | 26   | 2     | 32         | 6                | 3    | 5     | 14         | 2                 | 19   | 2     | 23         | 3                | 0    | 3     | 6          |
| % Commercial                                               | 4.1               | 3.6  | 4.3   | 3.7        | 8.8              | 7.7  | 9.8   | 8.9        | 7.7               | 2.3  | 2.5   | 2.5        | 7.9              | 0    | 5.7   | 5.3        |
|                                                            |                   |      |       |            |                  |      |       |            |                   |      |       |            |                  |      |       | 3.6        |

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US 301 at CR 472

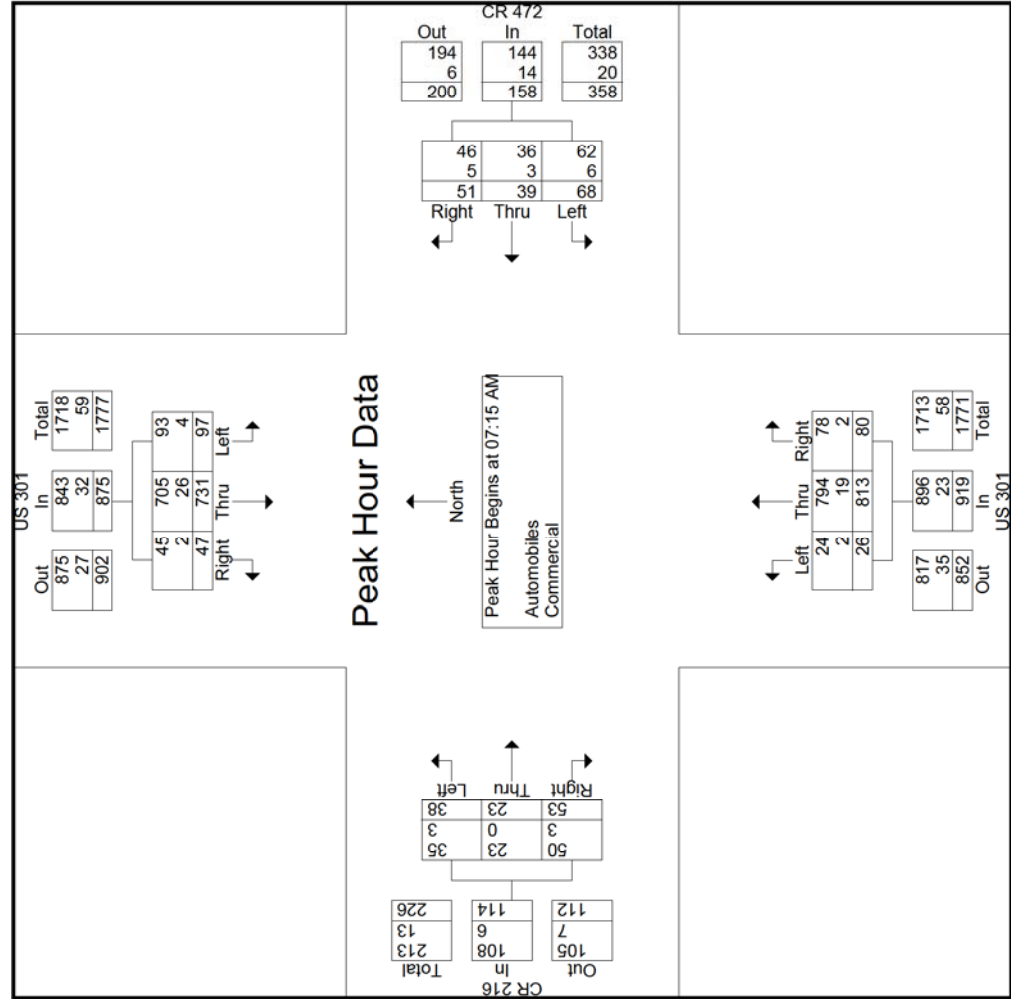
Sumter County, FL

File Name : 03 301 at 216

Site Code : 00000003

Start Date : 6/28/2022

Page No : 3

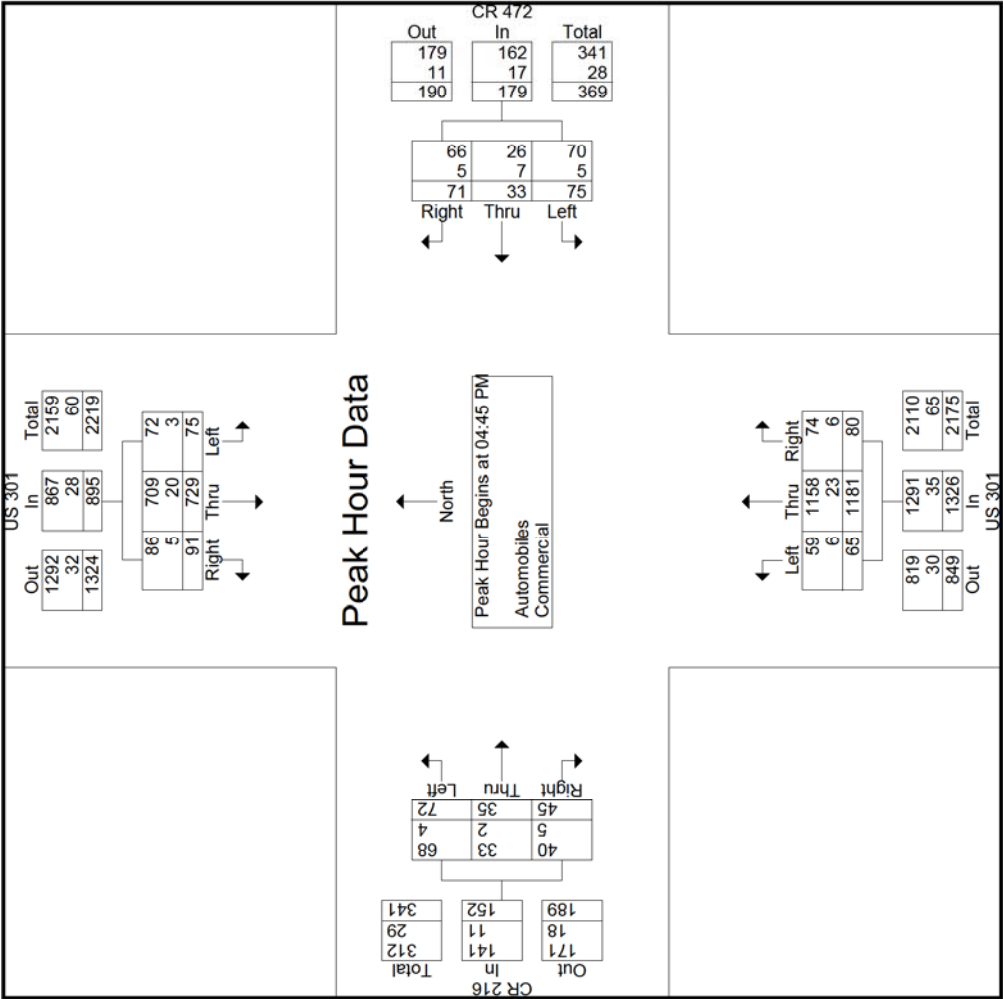


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File Name : 03 301 at 216  
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Start Date : 6/28/2022  
Page No : 4

| 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 | 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         | 645        |
| 05:00 PM                                                   | 19                | 162  | 24    | 205        | 20               | 5    | 17    | 42         | 17                | 284  | 21    | 322        | 20               | 9    | 10    | 39         | 608        |
| 05:15 PM                                                   | 19                | 205  | 27    | 251        | 21               | 10   | 20    | 51         | 17                | 302  | 23    | 342        | 14               | 9    | 12    | 35         | 679        |
| 05:30 PM                                                   | 19                | 181  | 20    | 220        | 17               | 10   | 19    | 46         | 13                | 286  | 18    | 317        | 19               | 9    | 9     | 37         | 620        |
| Total Volume                                               | 75                | 729  | 91    | 895        | 75               | 33   | 71    | 179        | 65                | 1181 | 80    | 1326       | 72               | 35   | 45    | 152        | 2552       |
| % 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       | .940       |
| Automobiles                                                | 72                | 709  | 86    | 867        | 70               | 26   | 66    | 162        | 59                | 1158 | 74    | 1291       | 68               | 33   | 40    | 141        | 2461       |
| % 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       | 96.4       |
| Commercial                                                 | 3                 | 20   | 5     | 28         | 5                | 7    | 5     | 17         | 6                 | 23   | 6     | 35         | 4                | 2    | 5     | 11         | 91         |
| % 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        | 3.6        |





DE TRAFFIC

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Page No : 6

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

# DE TRAFFIC

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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

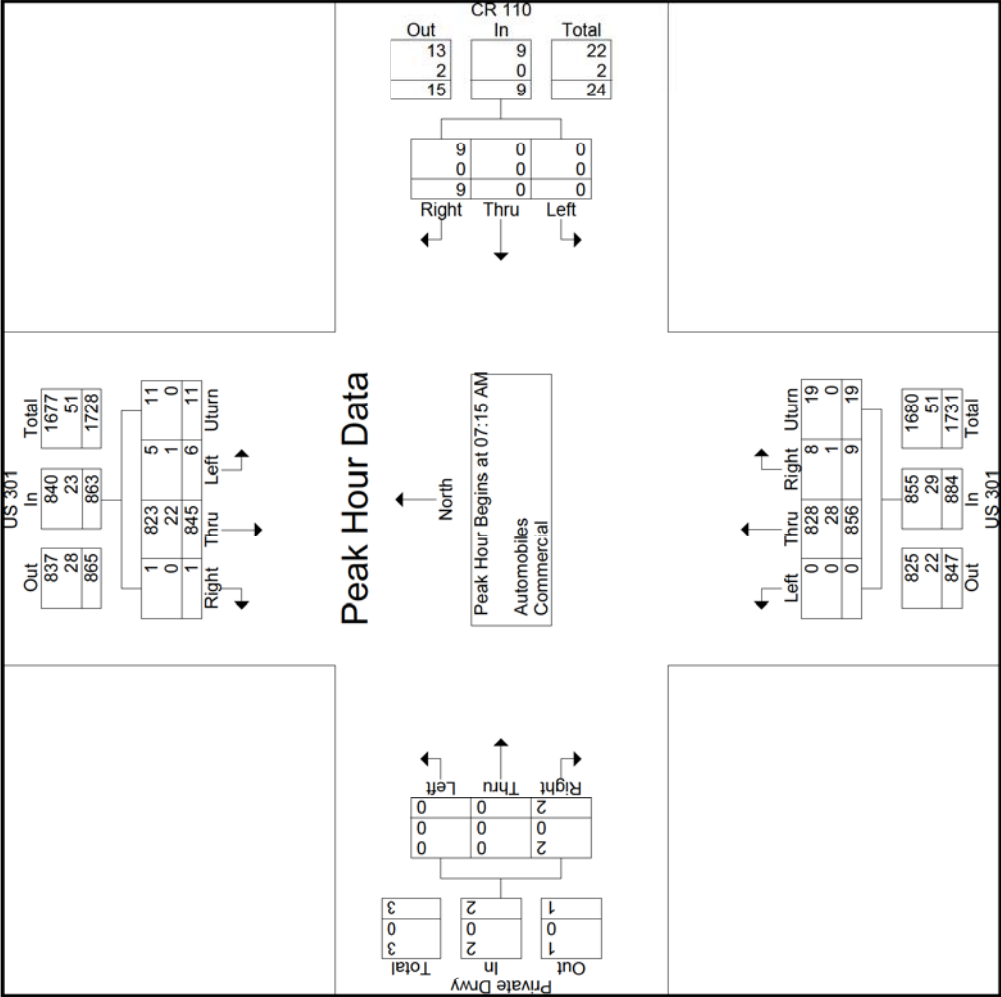
| Groups Printed- Automobiles - Commercial |      |      |       |       |            |                  |      |       |            |      |      |                   |       |            |      |      |       |                        |            |  |  |  |
|------------------------------------------|------|------|-------|-------|------------|------------------|------|-------|------------|------|------|-------------------|-------|------------|------|------|-------|------------------------|------------|--|--|--|
| US 301 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             | 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        |  |  |  |

# DE TRAFFIC

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Sumter County, FL

File Name : 04 301 at 110  
Site Code : 00000004  
Start Date : 6/28/2022  
Page No : 2

|                                                            | US 301 Southbound |      |       |       |            | CR 110 Westbound |      |       |            | US 301 Northbound |      |       |       |            | Private Drwy Eastbound |      |       |            | Int. Total |
|------------------------------------------------------------|-------------------|------|-------|-------|------------|------------------|------|-------|------------|-------------------|------|-------|-------|------------|------------------------|------|-------|------------|------------|
|                                                            | Left              | Thru | Right | Uturn | App. Total | Left             | Thru | Right | App. Total | Left              | Thru | Right | Uturn | 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                                                   | 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        |
| 08:00 AM                                                   | 2                 | 195  | 1     | 4     | 202        | 0                | 0    | 1     | 1          | 0                 | 202  | 3     | 4     | 209        | 0                      | 0    | 0     | 0          | 412        |
| Total Volume                                               | 6                 | 845  | 1     | 11    | 863        | 0                | 0    | 9     | 9          | 0                 | 856  | 9     | 19    | 884        | 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  | .902       | .000                   | .000 | .250  | .250       | .949       |
| Automobiles                                                | 5                 | 823  | 1     | 11    | 840        | 0                | 0    | 9     | 9          | 0                 | 828  | 8     | 19    | 855        | 0                      | 0    | 2     | 2          | 1706       |
| % Automobiles                                              | 83.3              | 97.4 | 100   | 100   | 97.3       | 0                | 0    | 100   | 100        | 0                 | 96.7 | 88.9  | 100   | 96.7       | 0                      | 0    | 100   | 100        | 97.0       |
| Commercial                                                 | 1                 | 22   | 0     | 0     | 23         | 0                | 0    | 0     | 0          | 0                 | 28   | 1     | 0     | 29         | 0                      | 0    | 0     | 0          | 52         |
| % Commercial                                               | 16.7              | 2.6  | 0     | 0     | 2.7        | 0                | 0    | 0     | 0          | 0                 | 3.3  | 11.1  | 0     | 3.3        | 0                      | 0    | 0     | 0          | 3.0        |



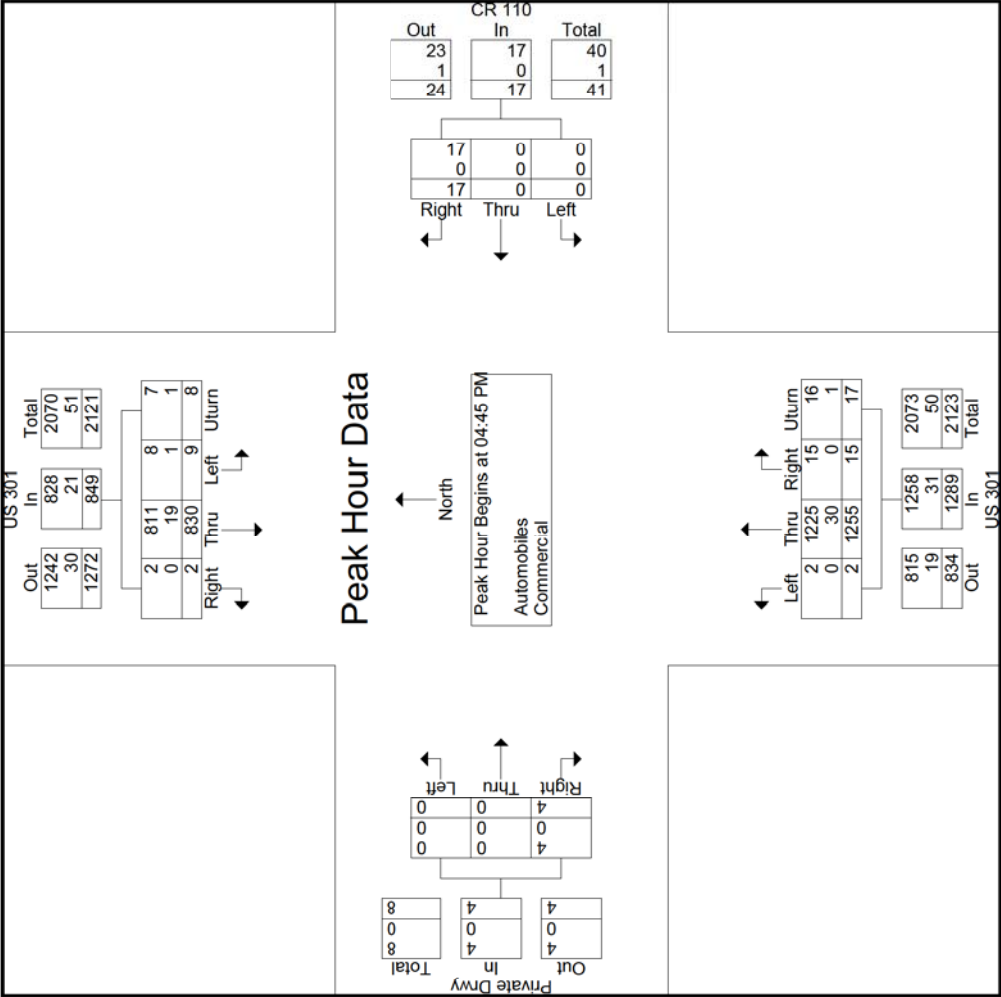


# DE TRAFFIC

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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

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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

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(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 |            |            |  |  |
|                                          | Left | Thru | Right | App. Total | Left      | Thru | Right | App. Total | Left | Thru       | Right | App. Total | Left | Thru | Right     | App. Total | Int. Total |  |  |
| Start Time                               | 19   | 96   | 19    | 134        | 19        | 84   | 44    | 147        | 41   | 91         | 34    | 166        | 20   | 56   | 34        | 110        | 557        |  |  |
| 06:45 AM                                 |      |      |       |            |           |      |       |            |      |            |       |            |      |      |           |            |            |  |  |
| 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        |  |  |

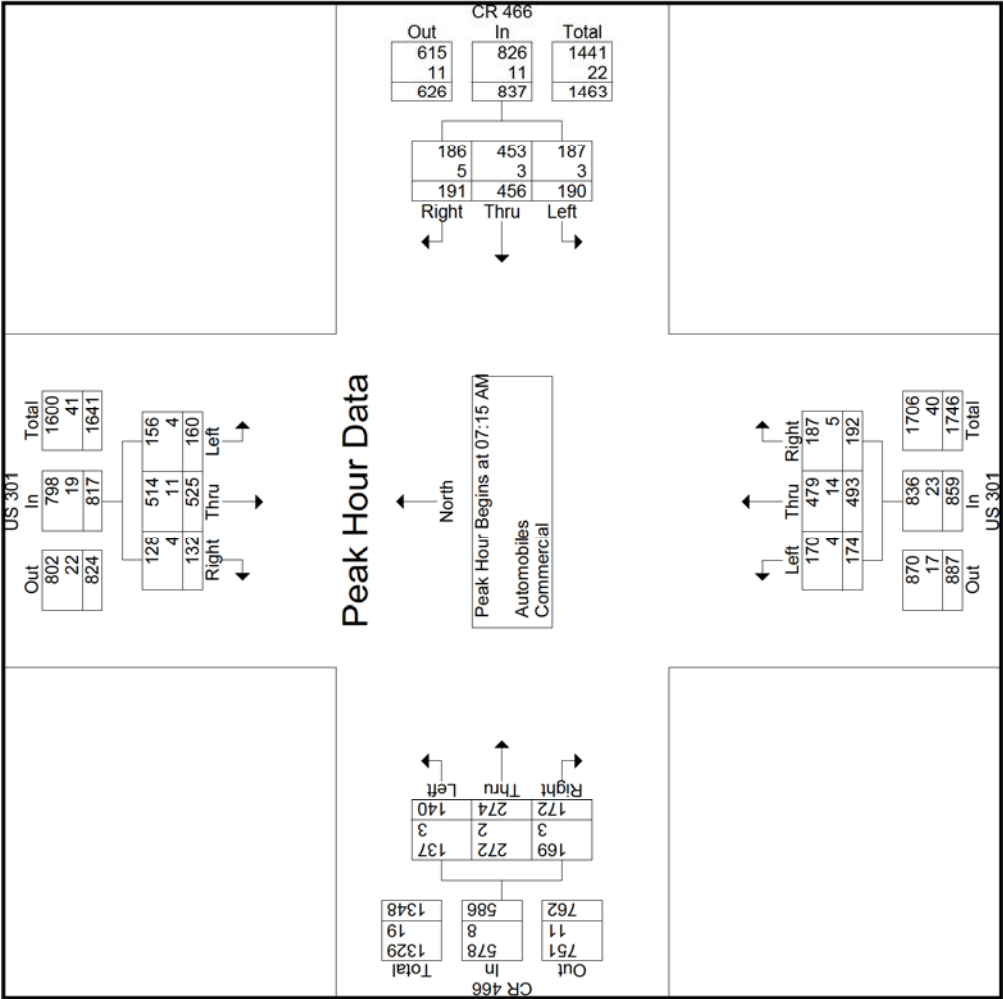


# DE TRAFFIC

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        |

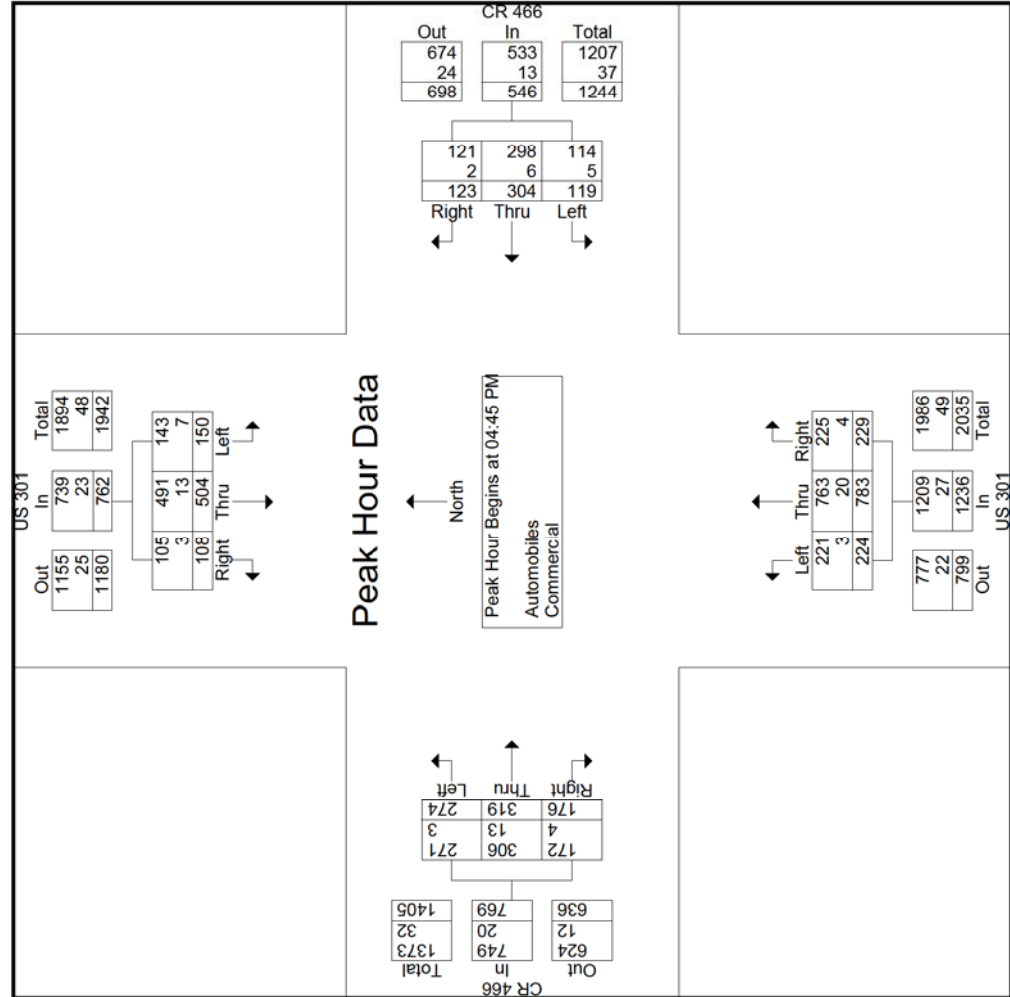


# DE TRAFFIC

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 : 5

| 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 | 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  |            |  | .850             | .884 | .904  |            |  | .767              | .886 | .795  |            |  | .806             | .927 | .815  |            |            |
| 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        |





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

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# 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 : 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    | 0          | 6     | 4          | 10   | 0    | 0            | 0          | 25         |  |  |
| Total                                    | 3    | 5    | 0     | 8          | 1         | 0    | 6     | 7          | 0    | 0          | 6     | 4          | 10   | 0    | 0            | 0          | 25         |  |  |
| 07:00 AM                                 | 4    | 6    | 0     | 10         | 5         | 0    | 4     | 9          | 0    | 11         | 6     | 17         | 0    | 0    | 0            | 0          | 36         |  |  |
| 07:15 AM                                 | 7    | 23   | 0     | 30         | 2         | 1    | 9     | 12         | 0    | 28         | 3     | 31         | 0    | 0    | 0            | 0          | 73         |  |  |
| 07:30 AM                                 | 8    | 23   | 0     | 31         | 3         | 0    | 10    | 13         | 0    | 47         | 3     | 50         | 0    | 0    | 0            | 0          | 94         |  |  |
| 07:45 AM                                 | 17   | 34   | 0     | 51         | 4         | 0    | 11    | 15         | 0    | 24         | 9     | 33         | 0    | 0    | 0            | 0          | 99         |  |  |
| Total                                    | 36   | 86   | 0     | 122        | 14        | 1    | 34    | 49         | 0    | 110        | 21    | 131        | 0    | 0    | 0            | 0          | 302        |  |  |
| 08:00 AM                                 | 16   | 29   | 0     | 45         | 3         | 0    | 17    | 20         | 0    | 21         | 8     | 29         | 0    | 0    | 0            | 0          | 94         |  |  |
| 08:15 AM                                 | 11   | 22   | 0     | 33         | 5         | 0    | 13    | 18         | 0    | 14         | 7     | 21         | 0    | 0    | 0            | 0          | 72         |  |  |
| 08:30 AM                                 | 16   | 15   | 0     | 31         | 2         | 0    | 13    | 15         | 0    | 13         | 9     | 22         | 0    | 0    | 0            | 0          | 68         |  |  |
| Total                                    | 43   | 66   | 0     | 109        | 10        | 0    | 43    | 53         | 0    | 48         | 24    | 72         | 0    | 0    | 0            | 0          | 234        |  |  |
| 04:15 PM                                 | 8    | 11   | 0     | 19         | 6         | 0    | 8     | 14         | 0    | 9          | 3     | 12         | 0    | 0    | 0            | 0          | 45         |  |  |
| 04:30 PM                                 | 9    | 9    | 0     | 18         | 9         | 1    | 9     | 19         | 0    | 13         | 4     | 17         | 0    | 0    | 0            | 0          | 54         |  |  |
| 04:45 PM                                 | 7    | 12   | 0     | 19         | 4         | 0    | 16    | 20         | 0    | 10         | 6     | 16         | 0    | 0    | 0            | 0          | 55         |  |  |
| Total                                    | 24   | 32   | 0     | 56         | 19        | 1    | 33    | 53         | 0    | 32         | 13    | 45         | 0    | 0    | 0            | 0          | 154        |  |  |
| 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                                    | 49   | 81   | 0     | 130        | 44        | 1    | 79    | 124        | 0    | 100        | 31    | 131        | 0    | 0    | 0            | 0          | 385        |  |  |
| 06:00 PM                                 | 9    | 12   | 0     | 21         | 9         | 0    | 16    | 25         | 0    | 26         | 7     | 33         | 0    | 0    | 0            | 0          | 79         |  |  |
| Grand Total                              | 164  | 282  | 0     | 446        | 97        | 3    | 211   | 311        | 0    | 322        | 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 | 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                                                   | 7                 | 23   | 0     | 30         |  | 2                | 1    | 9     | 12         |  | 0                 | 28   | 3     | 31         |  | 0                      | 0    | 0     | 0          | 73         |
| 07:30 AM                                                   | 8                 | 23   | 0     | 31         |  | 3                | 0    | 10    | 13         |  | 0                 | 47   | 3     | 50         |  | 0                      | 0    | 0     | 0          | 94         |
| 07:45 AM                                                   | 17                | 34   | 0     | 51         |  | 4                | 0    | 11    | 15         |  | 0                 | 24   | 9     | 33         |  | 0                      | 0    | 0     | 0          | 99         |
| 08:00 AM                                                   | 16                | 29   | 0     | 45         |  | 3                | 0    | 17    | 20         |  | 0                 | 21   | 8     | 29         |  | 0                      | 0    | 0     | 0          | 94         |
| Total Volume                                               | 48                | 109  | 0     | 157        |  | 12               | 1    | 47    | 60         |  | 0                 | 120  | 23    | 143        |  | 0                      | 0    | 0     | 0          | 360        |
| % App. Total                                               | 30.6              | 69.4 | 0     |            |  | 20               | 1.7  | 78.3  |            |  | 0                 | 83.9 | 16.1  |            |  | 0                      | 0    | 0     |            |            |
| PHF                                                        | .706              | .801 | .000  | .770       |  | .750             | .250 | .691  | .750       |  | .000              | .638 | .639  | .715       |  | .000                   | .000 | .000  | .000       | .909       |
| Automobiles                                                | 46                | 102  | 0     | 148        |  | 9                | 1    | 45    | 55         |  | 0                 | 114  | 22    | 136        |  | 0                      | 0    | 0     | 0          | 339        |
| % Automobiles                                              | 95.8              | 93.6 | 0     | 94.3       |  | 75.0             | 100  | 95.7  | 91.7       |  | 0                 | 95.0 | 95.7  | 95.1       |  | 0                      | 0    | 0     | 0          | 94.2       |
| Commercial                                                 | 2                 | 7    | 0     | 9          |  | 3                | 0    | 2     | 5          |  | 0                 | 6    | 1     | 7          |  | 0                      | 0    | 0     | 0          | 21         |
| % Commercial                                               | 4.2               | 6.4  | 0     | 5.7        |  | 25.0             | 0    | 4.3   | 8.3        |  | 0                 | 5.0  | 4.3   | 4.9        |  | 0                      | 0    | 0     | 0          | 5.8        |

## Sumter County, FL

**CR 209**

**CR 216**

**Peak Hour Data**

Peak Hour Begins at 07:15 AM

Automobiles Commercial

North

Private Road

Out In Total

|   |   |   |
|---|---|---|
| 1 | 0 | 1 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

Right Thru Left

|   |   |   |
|---|---|---|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

Out In Total

|   |   |   |
|---|---|---|
| 1 | 0 | 1 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

Right Thru Left

Out In Total

|     |     |     |
|-----|-----|-----|
| 159 | 148 | 307 |
| 8   | 9   | 17  |
| 167 | 157 | 324 |

Out In Total

|   |     |    |
|---|-----|----|
| 0 | 102 | 46 |
| 0 | 7   | 2  |
| 0 | 109 | 48 |

Right Thru Left

Out In Total

|     |     |     |
|-----|-----|-----|
| 111 | 136 | 247 |
| 10  | 7   | 17  |
| 121 | 143 | 264 |

Out In Total

Left Thru Right

|   |     |    |
|---|-----|----|
| 0 | 114 | 22 |
| 0 | 6   | 1  |
| 0 | 120 | 23 |

Left Thru Right

|    |   |    |
|----|---|----|
| 45 | 1 | 9  |
| 2  | 0 | 3  |
| 47 | 1 | 12 |

Right Thru Left

Out In Total

|    |    |     |
|----|----|-----|
| 68 | 55 | 123 |
| 3  | 5  | 8   |
| 71 | 60 | 131 |

Out In Total

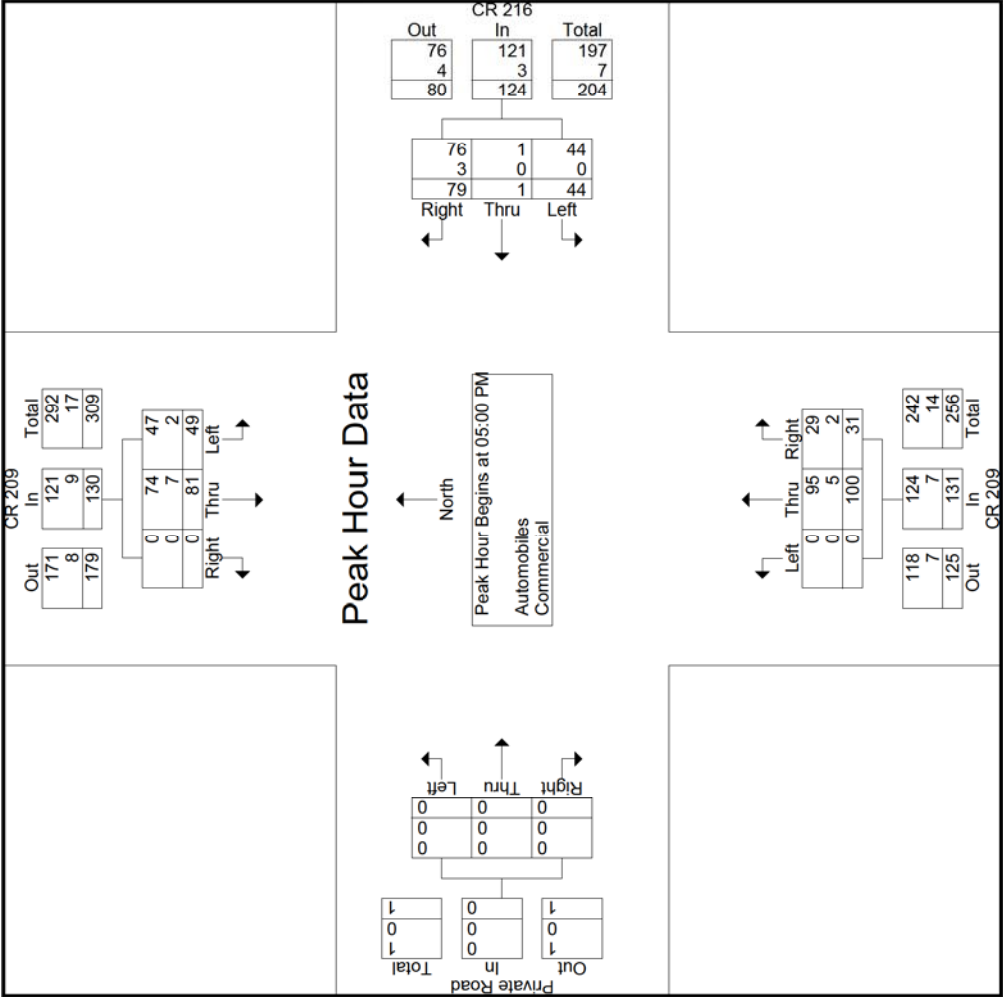
# DE TRAFFIC

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 : 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                                               | 37.7              | 62.3 | 0     |            |  | 35.5             | 0.8  | 63.7  |            |  | 0                 | 76.3 | 23.7  |            |  | 0                      | 0    | 0     |            |            |
| PHF                                                        | .766              | .810 | .000  | .793       |  | .846             | .250 | .823  | .912       |  | .000              | .893 | .861  | .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        |





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 | Left             | Thru | Right | Left              | Thru | Right | 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<br>at CR 462 E             |  | Sumter County             |                    |
|                                                                                       | www.de-traffic.com                |  | Project<br>Number: CHW-06 | Sheet<br>Number: 2 |
|                                                                                       | 299 McGregor Rd. DeLand Fl. 32720 |  |                           |                    |



NB Approach



SB Approach



WB Approach

|                                                                                       |                                   |  |                           |                    |
|---------------------------------------------------------------------------------------|-----------------------------------|--|---------------------------|--------------------|
|  | US 301<br>at CR 110               |  | Sumter County             |                    |
|                                                                                       | www.de-traffic.com                |  | Project<br>Number: CHW-06 | Sheet<br>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](http://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<br>at CR 216                                        |  | Sumter County             |                    |
|                                                                                       | <a href="http://www.de-traffic.com">www.de-traffic.com</a> |  | Project<br>Number: CHW-06 | Sheet<br>Number: 8 |
|                                                                                       | 299 McGregor Rd. DeLand FL 32720                           |  |                           |                    |

# **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<br>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

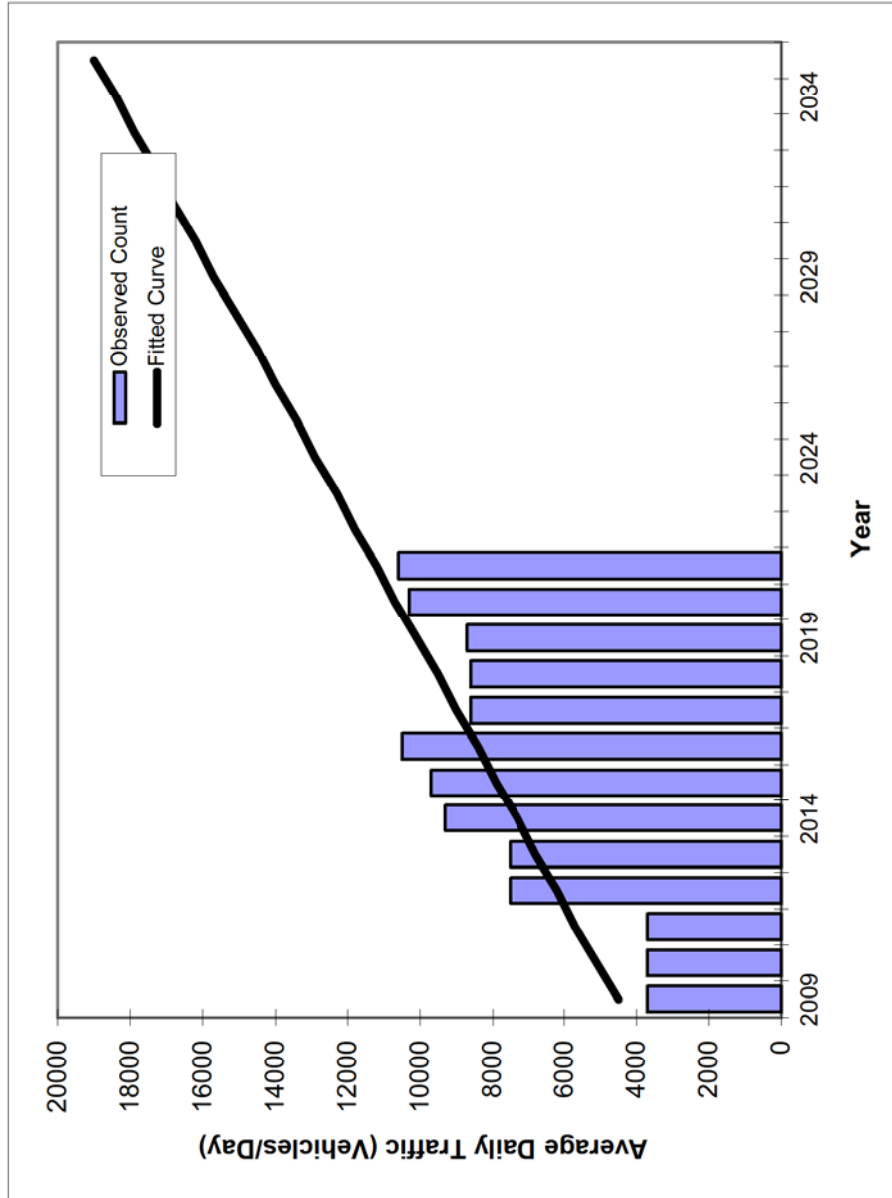


# Traffic Trends - V03.a

--

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

|          |      |
|----------|------|
| FIN#     | 1234 |
| Location | 1    |



|                                          |           |
|------------------------------------------|-----------|
| ** 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              |           |

| 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



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    |

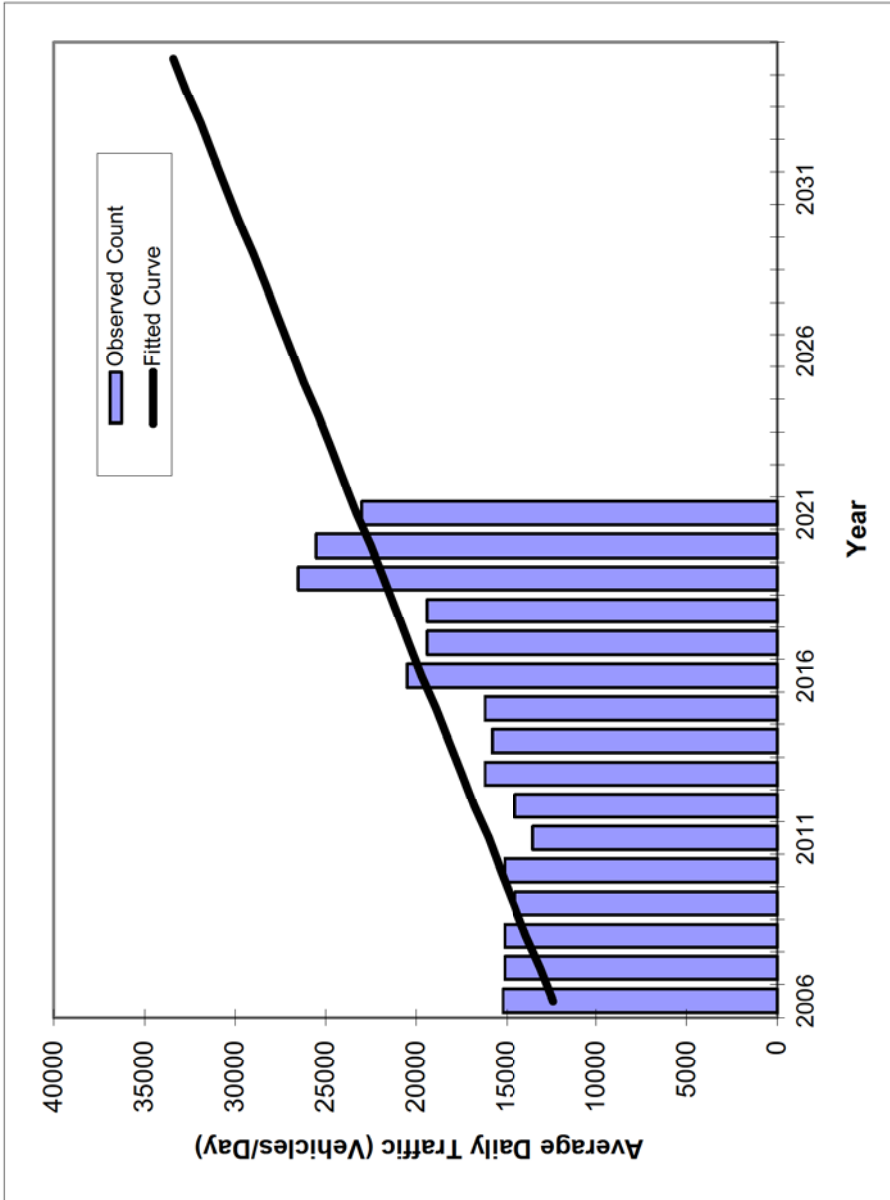
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# 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    |

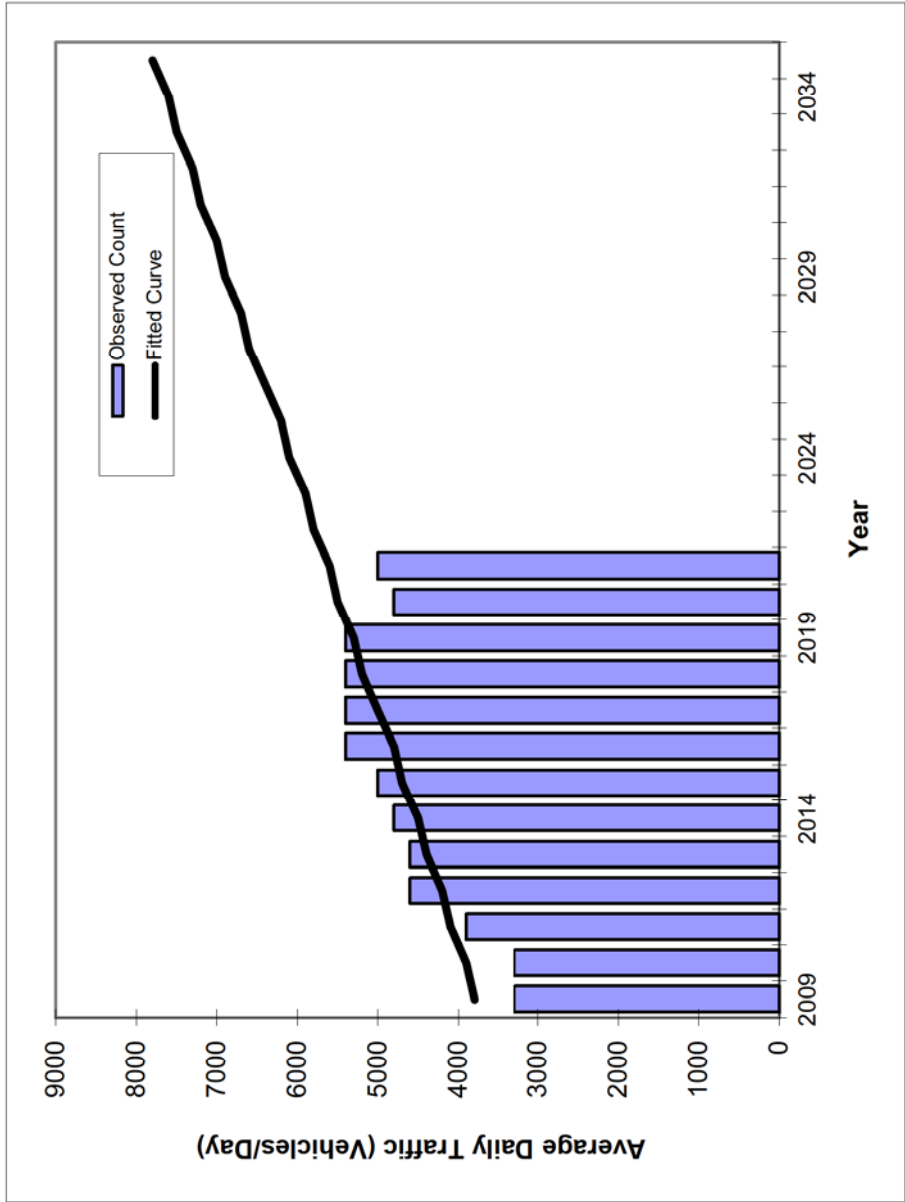
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

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

|          |      |
|----------|------|
| FIN#     | 1234 |
| Location | 1    |

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| 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

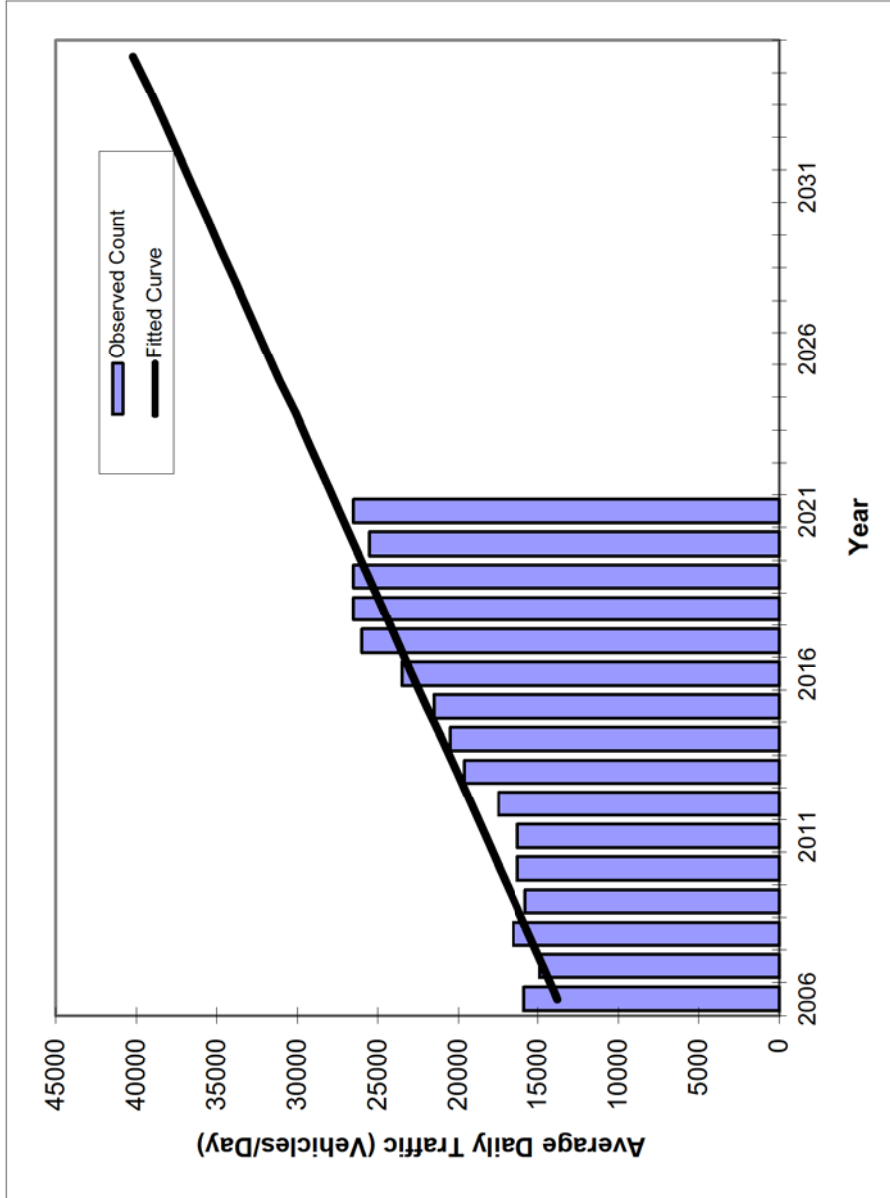


# Traffic Trends - V03.a

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|          |      |
|----------|------|
| FIN#     | 1234 |
| Location | 1    |

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



|                                          |           |
|------------------------------------------|-----------|
| ** 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           | W           | 9.00      | 53.00    | 6.90     |
| 2020 | 16000 | C           | W           | 9.00      | 54.70    | 6.90     |
| 2019 | 14500 | S           | W           | 9.00      | 53.30    | 6.30     |
| 2018 | 14300 | F           | W           | 9.00      | 53.70    | 6.30     |
| 2017 | 14300 | C           | W           | 9.00      | 53.50    | 6.30     |
| 2016 | 22000 | S           | W           | 9.00      | 53.10    | 4.00     |
| 2015 | 20000 | F           | W           | 9.00      | 54.70    | 4.00     |
| 2014 | 19300 | C           | W           | 9.00      | 55.10    | 4.00     |
| 2013 | 16900 | F           | W           | 9.00      | 56.40    | 5.70     |
| 2012 | 17100 | C           | W           | 9.00      | 56.30    | 5.70     |
| 2011 | 11400 | F           | W           | 9.00      | 51.30    | 19.90    |
| 2010 | 11400 | C           | W           | 9.85      | 55.51    | 17.30    |
| 2009 | 12000 | C           | W           | 9.88      | 55.48    | 17.00    |

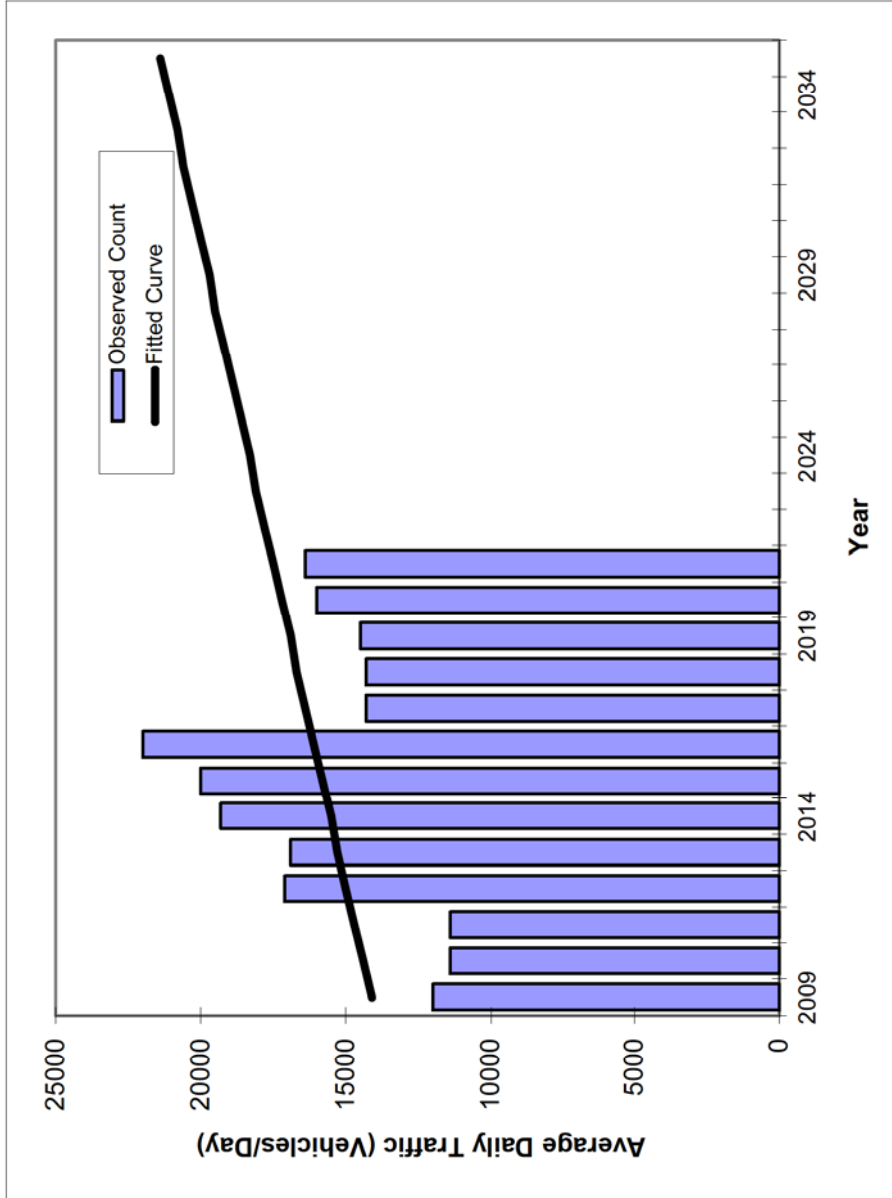
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

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

|          |      |
|----------|------|
| FIN#     | 1234 |
| Location | 1    |



|                                          |           |
|------------------------------------------|-----------|
| ** 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              |           |

| 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

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    |

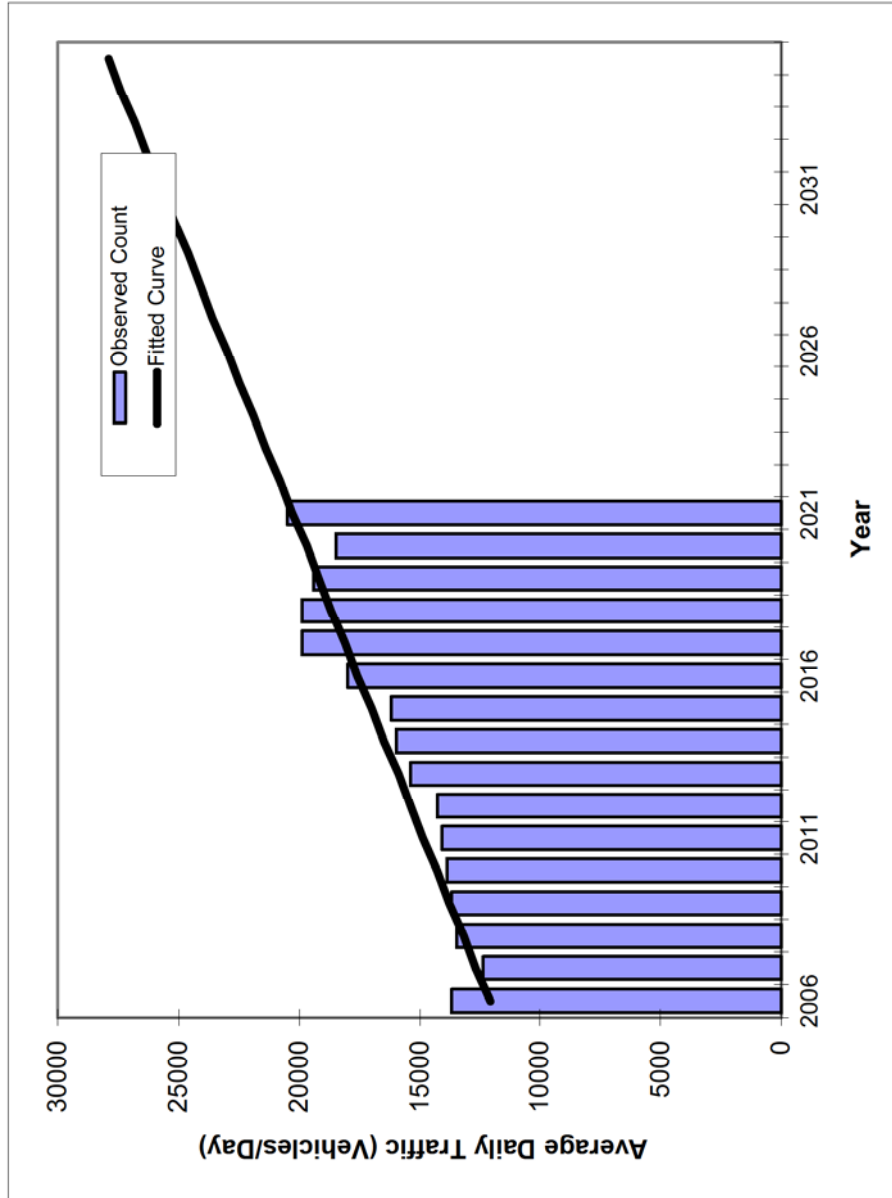
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

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|            |             |
|------------|-------------|
| 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    |

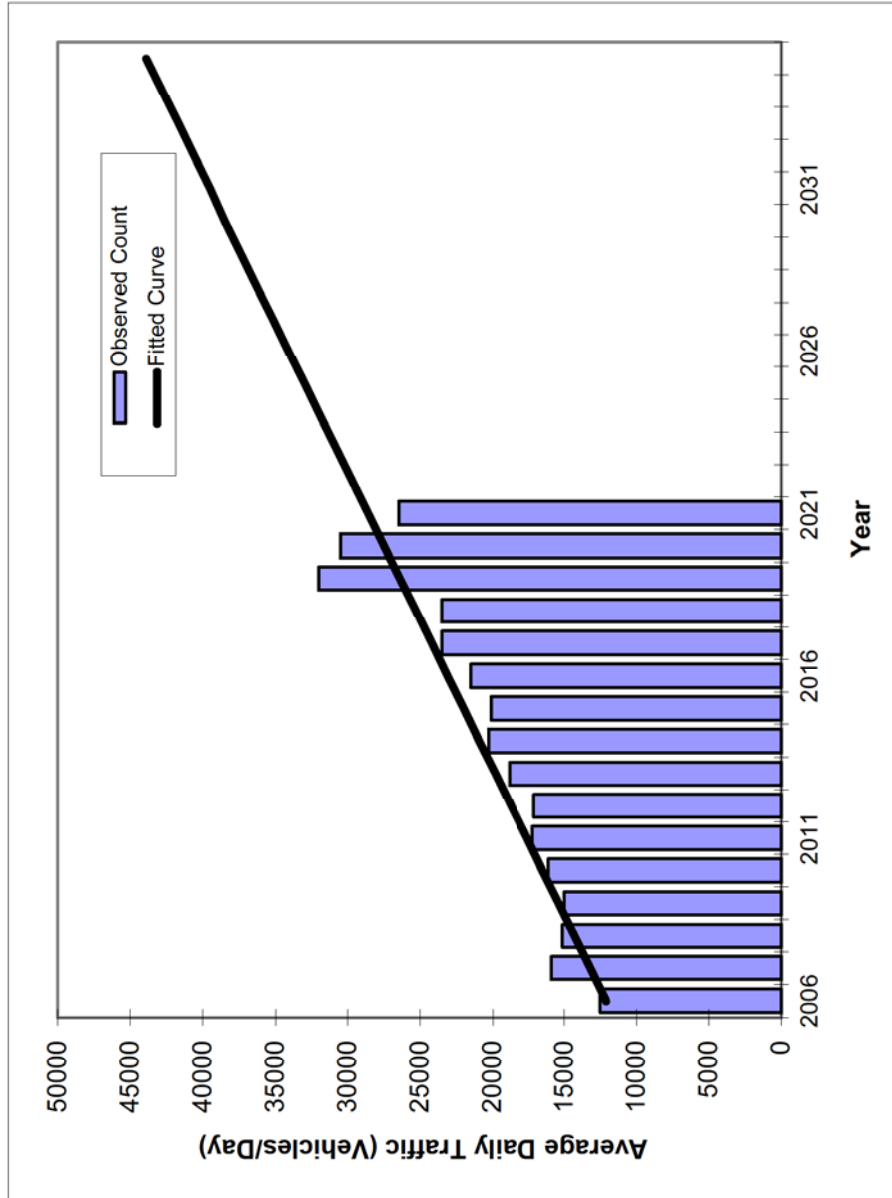
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

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

|          |      |
|----------|------|
| FIN#     | 1234 |
| Location | 1    |



|                                          |           |
|------------------------------------------|-----------|
| ** 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              |           |

| Year                      | Traffic (ADT/AADT) |         |
|---------------------------|--------------------|---------|
|                           | Count*             | 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

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    |

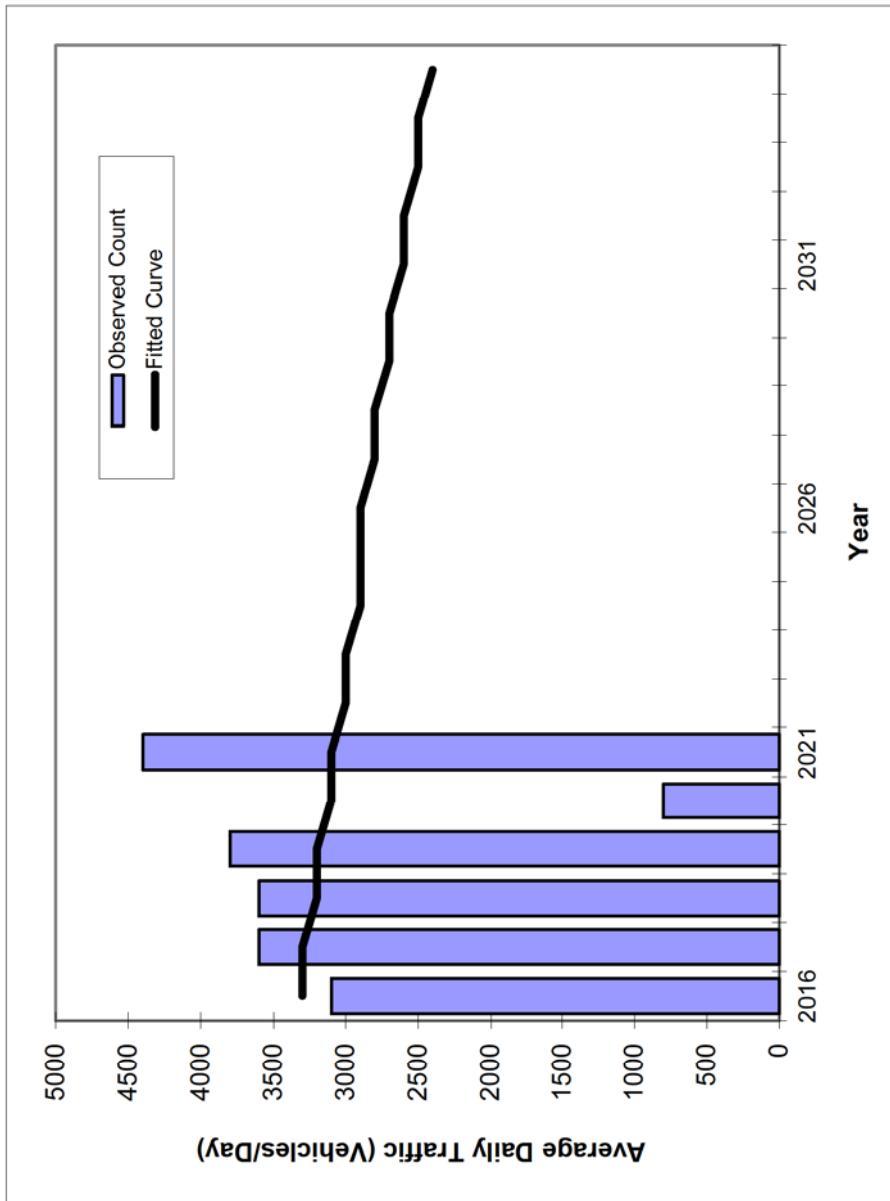
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

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|            |             |
|------------|-------------|
| 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   |                    |         |
| 2032                      | N/A                | 2600    |
| 2033 Mid-Year Trend       |                    |         |
| 2033                      | N/A                | 2500    |
| 2034 Design Year Trend    |                    |         |
| 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     |       |      |       |
|                                                             | Eastbound |      |       |      |       | Westbound |      |       |        |      | Northbound |       |      |       |
|                                                             | Left      | Thru | Right | Thru | Right | Left      | Thru | Right | U Turn | Left | Thru       | Right | Left | Right |
| Observed Turning Movement Counts                            | -         | -    | -     | -    | -     | 50        | -    | -     | 8      | -    | 789        | -     | 297  | 752   |
| Existing (Peak Season) Turning Movements                    | -         | -    | -     | -    | -     | 50        | -    | -     | 8      | -    | 781        | -     | 294  | 744   |
| Background Turning Movements (2024)*                        | 73        | 88   | 59    | 88   | 59    | 62        | 38   | 408   | 9      | 32   | 873        | 125   | 328  | 831   |
| <i>Oxford Crossing (all phases) - Build-out Year 2023**</i> | 0         | 0    | 0     | 0    | 0     | 0         | 0    | 0     | 0      | 0    | 0          | 0     | 0    | 0     |
| <i>Twisted Oaks - Build-out Year - 2024</i>                 | 27        | 55   | 46    | 55   | 46    | 0         | 19   | 0     | 0      | 16   | 0          | 0     | 0    | 10    |
| <i>Total Committed Project Trips</i>                        | 27        | 55   | 46    | 55   | 46    | 0         | 19   | 0     | 0      | 16   | 0          | 0     | 0    | 10    |
| Background Turning Movements plus Committed Project Trips   | 100       | 143  | 105   | 143  | 105   | 62        | 57   | 408   | 9      | 48   | 873        | 125   | 328  | 831   |
| Peak Hour Factor (Int total = 0.95)                         |           |      |       |      |       | 0.91      |      |       |        |      | 0.91       |       |      |       |
| Truck Percentages                                           |           |      |       |      |       | 5%        |      |       |        |      | 6%         |       |      |       |
| Pedestrian Volumes                                          |           |      |       |      |       | 0         |      |       |        |      | 0          |       |      |       |

| PM Peak Hour Background Traffic Volumes - US 301 at CR 462 |           |      |       |      |       |           |      |       |        |      |            |       |      |       |
|------------------------------------------------------------|-----------|------|-------|------|-------|-----------|------|-------|--------|------|------------|-------|------|-------|
| Scenario                                                   | CR 462    |      |       |      |       | CR 462    |      |       |        |      | US 301     |       |      |       |
|                                                            | Eastbound |      |       |      |       | Westbound |      |       |        |      | Northbound |       |      |       |
|                                                            | Left      | Thru | Right | Thru | Right | Left      | Thru | Right | U Turn | Left | Thru       | Right | Left | Right |
| Observed Turning Movement Counts                           | -         | -    | -     | -    | -     | 66        | -    | -     | 24     | -    | 922        | -     | 207  | 837   |
| Existing (Peak Season) Turning Movements                   | -         | -    | -     | -    | -     | 65        | -    | -     | 24     | -    | 913        | -     | 205  | 829   |
| Background Turning Movements (2024) *                      | 81        | 97   | 48    | 97   | 48    | 81        | 125  | 511   | 27     | 104  | 1020       | 32    | 229  | 926   |
| <i>Oxford Crossing (all phases) - Build-out Year 2023</i>  | 0         | 0    | 0     | 0    | 0     | 0         | 0    | 21    | 0      | 0    | 134        | 0     | 16   | 100   |
| <i>Twisted Oaks - Build-out Year - 2024</i>                | 19        | 38   | 32    | 38   | 32    | 0         | 65   | 0     | 0      | 54   | 0          | 0     | 0    | 32    |
| <i>Total Committed Project Trips</i>                       | 19        | 38   | 32    | 38   | 32    | 0         | 65   | 21    | 0      | 54   | 134        | 0     | 16   | 100   |
| Background Turning Movements plus Committed Project Trips  | 100       | 135  | 80    | 135  | 80    | 81        | 190  | 532   | 27     | 158  | 1154       | 32    | 245  | 1026  |
| Peak Hour Factor (Int total = 0.92)                        |           |      |       |      |       | 0.88      |      |       |        |      | 0.84       |       |      |       |
| Truck Percentages                                          |           |      |       |      |       | 5%        |      |       |        |      | 5%         |       |      |       |
| Pedestrian Volumes                                         |           |      |       |      |       | 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 Eastbound |  | CR 110 Westbound |  | US 301 Northbound |      |      | US 301 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    |      |       |  | US 301    |      |       |  | US 301     |      |      |       |
|                                                            | Eastbound |      |       |  | Westbound |      |       |  | Northbound |      |      |       |
|                                                            | Left      | Thru | Right |  | Left      | Thru | Right |  | Left       | Thru | Left | Right |
| Observed Turning Movement Counts                           | 140       | 274  | 172   |  | 190       | 456  | 191   |  | 174        | 493  | 160  | 132   |
| Existing (Peak Season) Turning Movements                   | 139       | 271  | 170   |  | 188       | 451  | 189   |  | 172        | 488  | 158  | 131   |
| Background Turning Movements (2024)                        | 145       | 282  | 177   |  | 196       | 469  | 197   |  | 203        | 577  | 172  | 143   |
| <i>Oxford Crossing (all phases) - Build-out Year 2023*</i> | 0         | 0    | 0     |  | 0         | 0    | 0     |  | 0          | 0    | 0    | 0     |
| <i>The Keys at Wildwood I - Build-out Year 2024</i>        | 0         | 0    | 0     |  | 0         | 0    | 9     |  | 0          | 4    | 27   | 2     |
| <i>Total Committed Project Trips</i>                       | 0         | 0    | 0     |  | 0         | 0    | 9     |  | 0          | 4    | 27   | 2     |
| Background Turning Movements plus Committed Project Trips  | 145       | 282  | 177   |  | 196       | 469  | 206   |  | 203        | 581  | 199  | 145   |
| Peak Hour Factor (Int total = 0.99)                        | 0.94      |      |       |  | 0.92      |      |       |  | 0.93       |      |      |       |
| Truck Percentages                                          | 1%        |      |       |  | 1%        |      |       |  | 3%         |      |      |       |
| Pedestrian Volumes                                         | 1         |      |       |  | 0         |      |       |  | 0          |      |      |       |

| PM Peak Hour Background Traffic Volumes - US 301 at CR 466 |           |      |       |  |           |      |       |  |            |      |      |       |
|------------------------------------------------------------|-----------|------|-------|--|-----------|------|-------|--|------------|------|------|-------|
| Scenario                                                   | CR 466    |      |       |  | US 301    |      |       |  | US 301     |      |      |       |
|                                                            | Eastbound |      |       |  | Westbound |      |       |  | Northbound |      |      |       |
|                                                            | Left      | Thru | Right |  | Left      | Thru | Right |  | Left       | Thru | Left | Right |
| Observed Turning Movement Counts                           | 274       | 319  | 176   |  | 119       | 304  | 123   |  | 224        | 783  | 150  | 108   |
| Existing (Peak Season) Turning Movements                   | 271       | 316  | 174   |  | 118       | 301  | 122   |  | 222        | 775  | 149  | 107   |
| Background Turning Movements (2024)                        | 282       | 329  | 181   |  | 123       | 313  | 127   |  | 262        | 916  | 162  | 117   |
| <i>Oxford Crossing (all phases) - Build-out Year 2023</i>  | 0         | 0    | 54    |  | 59        | 0    | 0     |  | 40         | 80   | 0    | 0     |
| <i>The Keys at Wildwood I - Build-out Year 2024</i>        | 1         | 0    | 0     |  | 0         | 0    | 28    |  | 0          | 13   | 16   | 1     |
| <i>Total Committed Project Trips</i>                       | 1         | 0    | 54    |  | 59        | 0    | 28    |  | 40         | 93   | 16   | 1     |
| Background Turning Movements plus Committed Project Trips  | 283       | 329  | 235   |  | 182       | 313  | 155   |  | 302        | 1009 | 178  | 118   |
| Peak Hour Factor (Int total = 0.98)                        | 0.93      |      |       |  | 0.93      |      |       |  | 0.93       |      |      |       |
| Truck Percentages                                          | 3%        |      |       |  | 2%        |      |       |  | 2%         |      |      |       |
| Pedestrian Volumes                                         | 0         |      |       |  | 2         |      |       |  | 1          |      |      |       |

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

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       | Right | Thru | Left       | Thru | Right |
| 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   | 50         | 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       | Right | Thru | Left       | Thru | Right |
| 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**

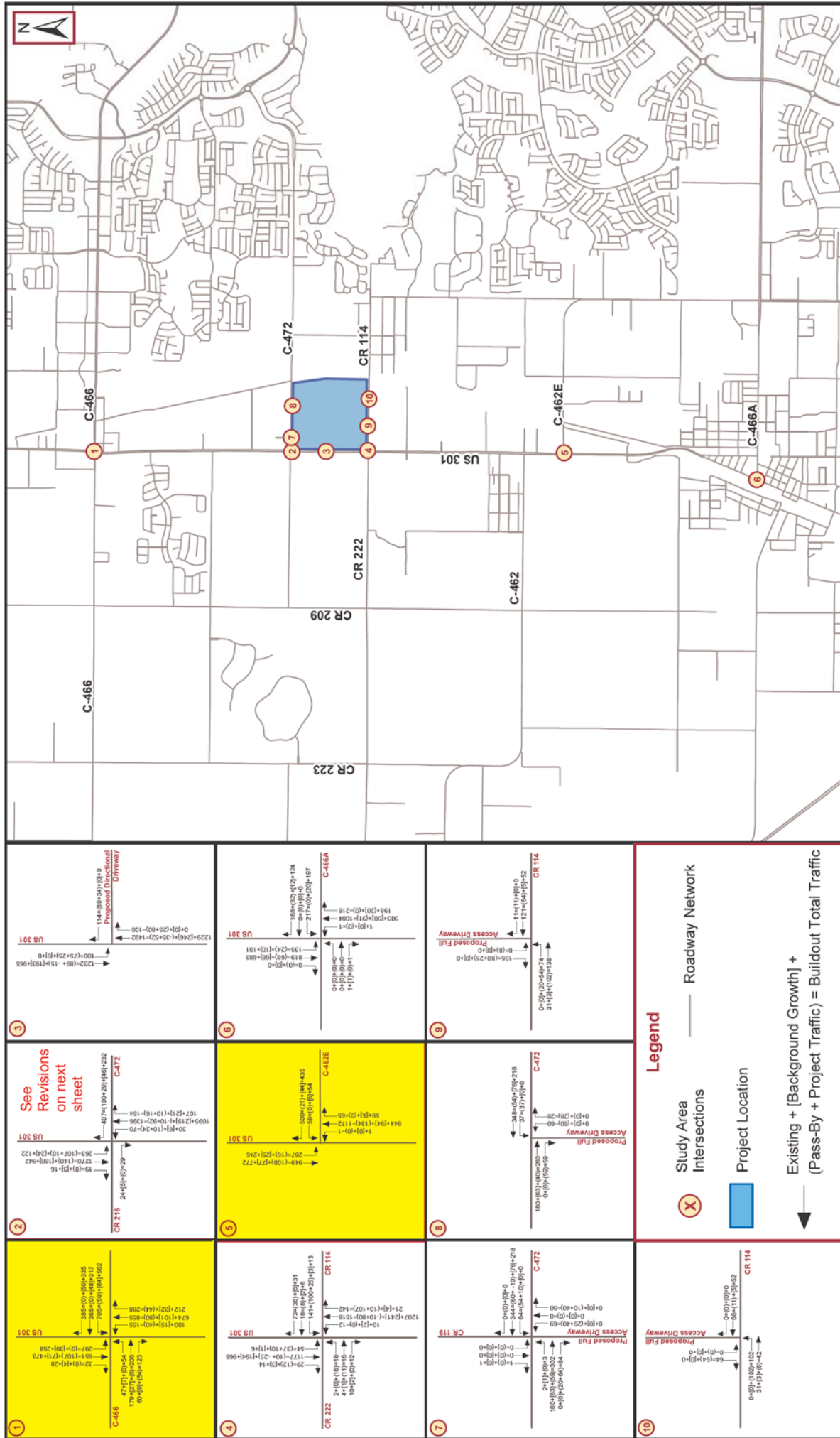
Table 4 – Future Buildout PM Peak Hour Roadway Segment Analysis

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

K:\OXA\_Coll\142200001 - Oxford Crossings Traffic Impact Analysis\Tables\OxfordCrossings\_Fut\_Bldout

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.



|                                                                                                                                                                                                                     |  |                                                                        |  |                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------|--|------------------------------|
| <p><b>Kimley»Horn</b></p> <p>© 2018 Kimley-Horn and Associates, Inc.<br/>101 E Silver Springs Blvd., Suite 400, Ocala, FL 34470<br/>Phone: 352-2438-3000 Fax: 352-2438-3001<br/>www.kimley-horn.com CA 00000696</p> |  | <p><b>FIGURE 2 - PM PEAK HOUR BUILDOUT PROJECT TRAFFIC VOLUMES</b></p> |  | <p>Not to Scale</p>          |
|                                                                                                                                                                                                                     |  |                                                                        |  | <p>April 2018</p>            |
|                                                                                                                                                                                                                     |  |                                                                        |  | <p>Project No: 142200001</p> |
|                                                                                                                                                                                                                     |  |                                                                        |  | <p>Page 13</p>               |

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       |

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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



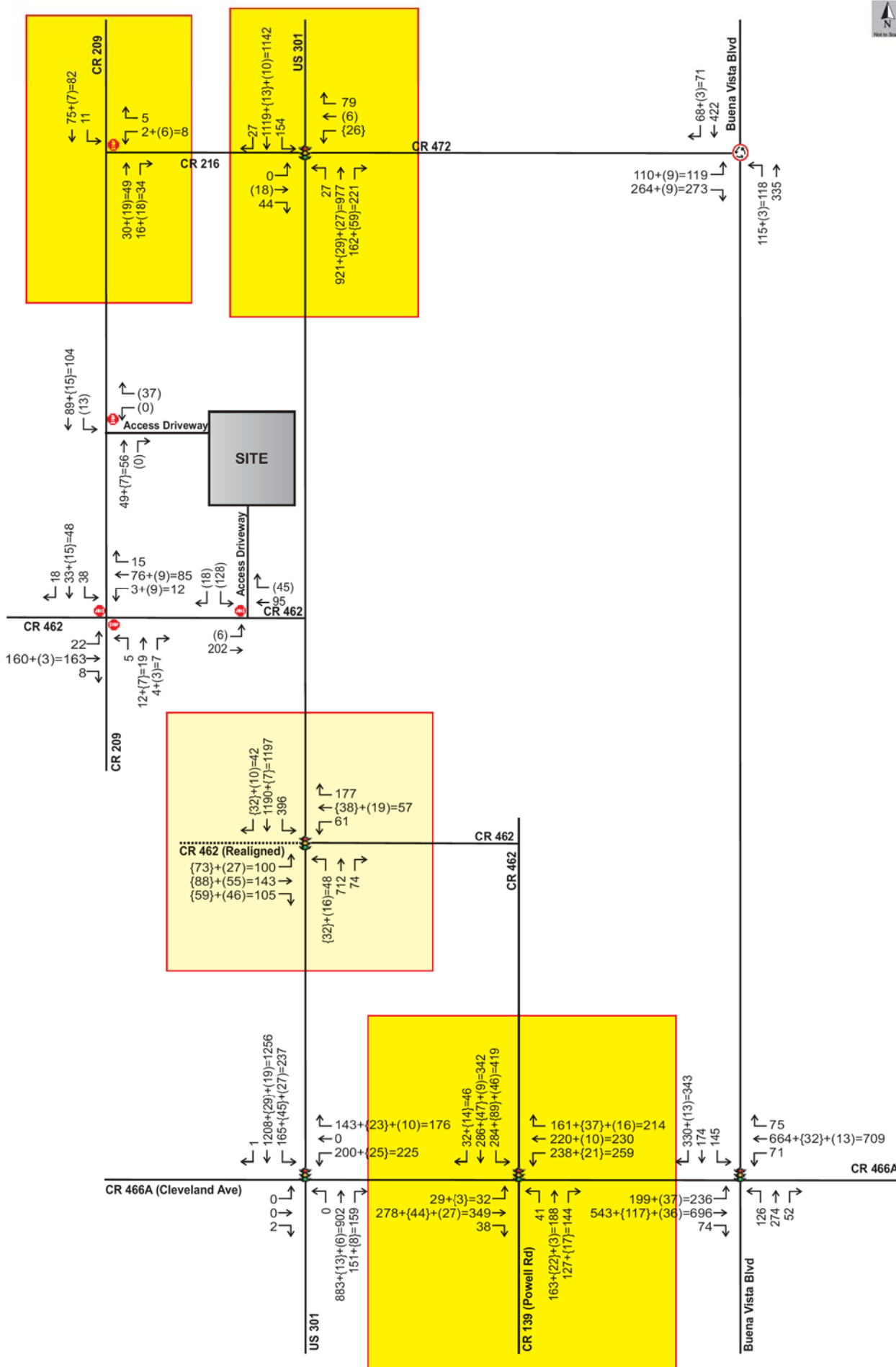
# Twisted Oak

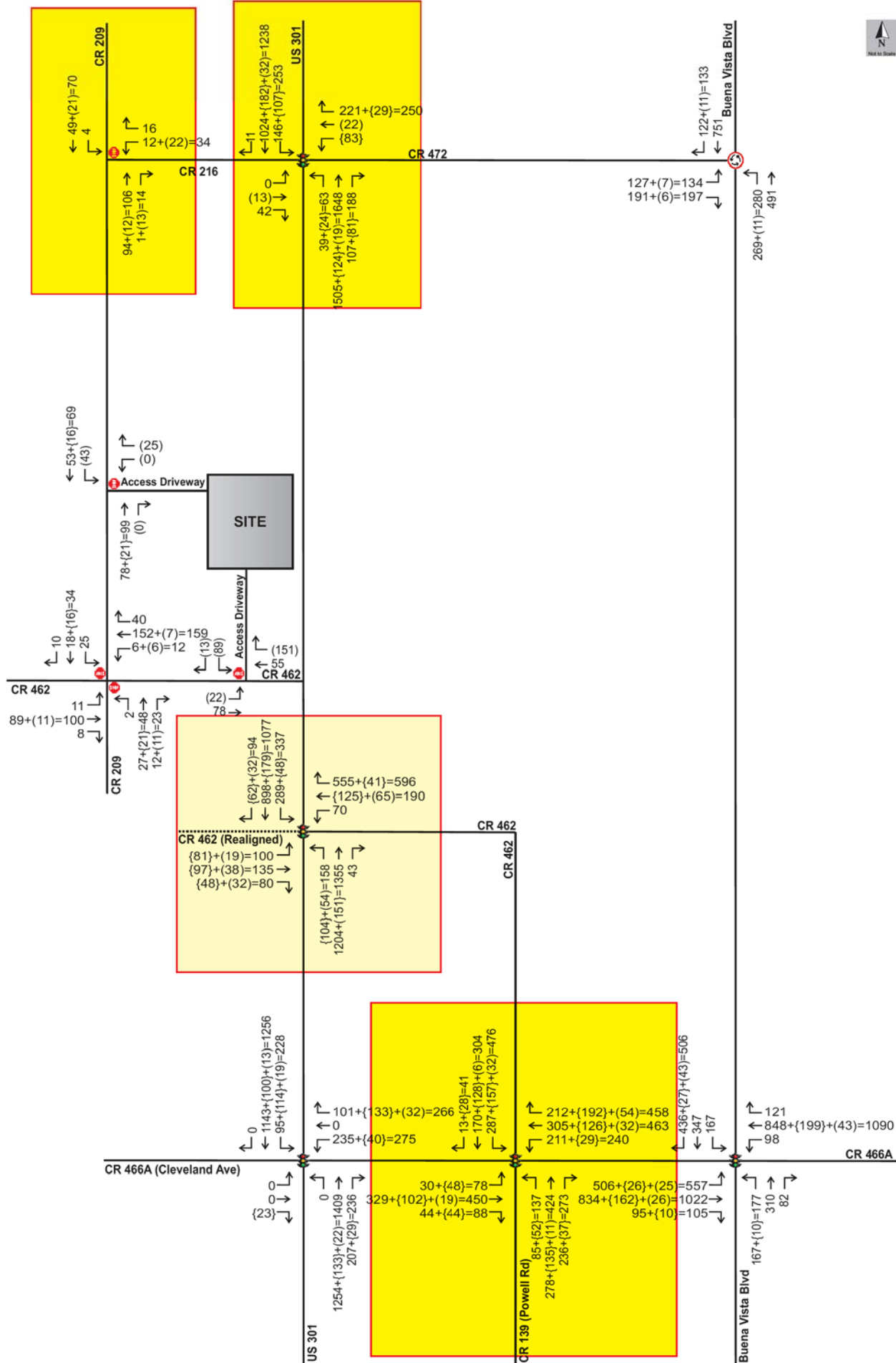
**Table 6**  
**Projected Roadway Segment Capacity Analysis- PM Peak Hour**

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





Highfield at Twisted Oaks  
21184.1 v2.0

7

# **The Keys at Wildwood I**



TABLE 2  
STUDY NETWORK

| Roadway | From           | To             | Lanes | Two-Way<br>Capacity(1) | Percent<br>Project Traffic | Project<br>Traffic (PM Peak) | Percent<br>Consumed | Study<br>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.

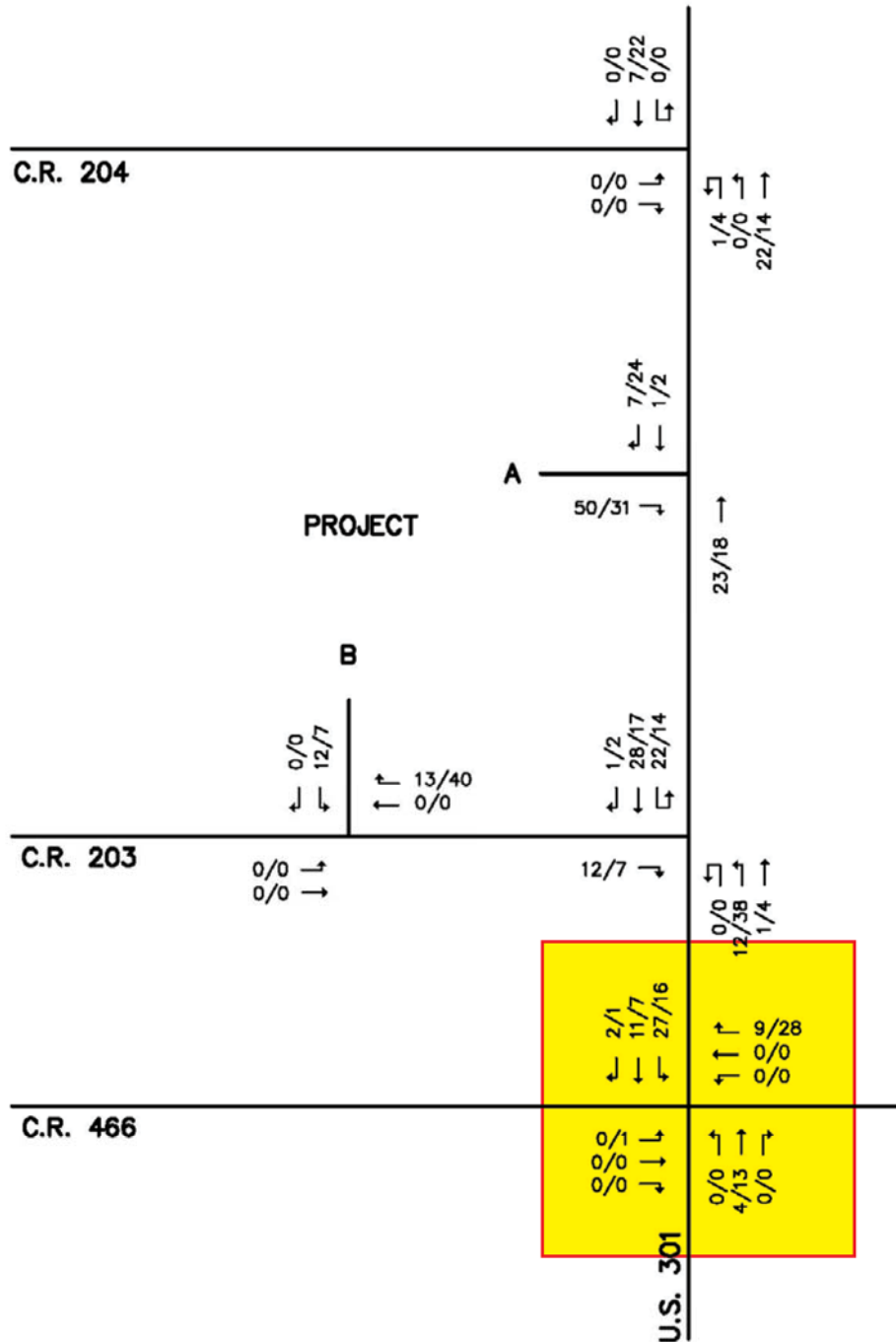
(2) Abutting roadway included in the Analysis.

# **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<br>Capacity (1) | Percent<br>Project Traffic | Project Traffic (PM Peak) | Percent<br>Consumed | Study<br>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.



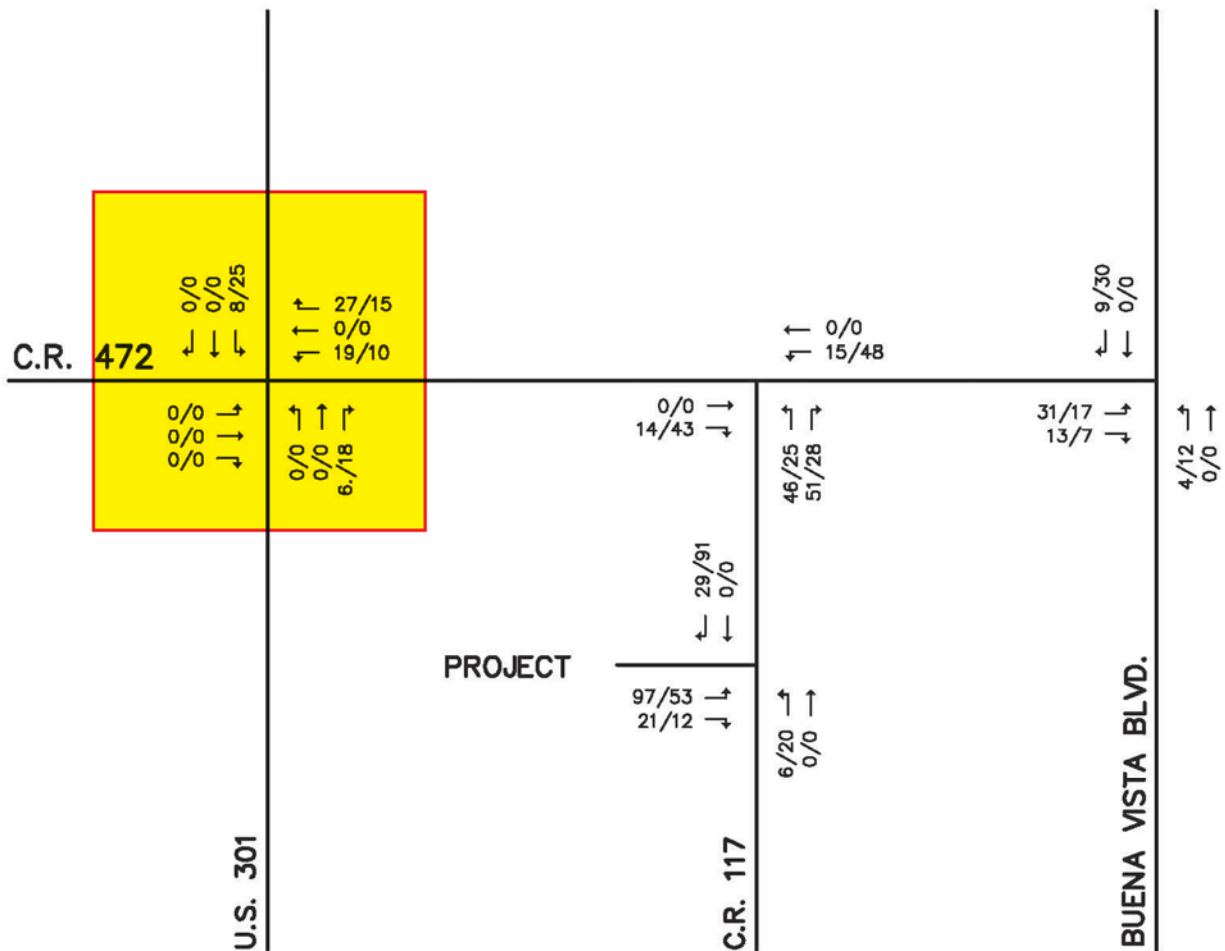


09/21/21

NORTH  
nts

# LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC

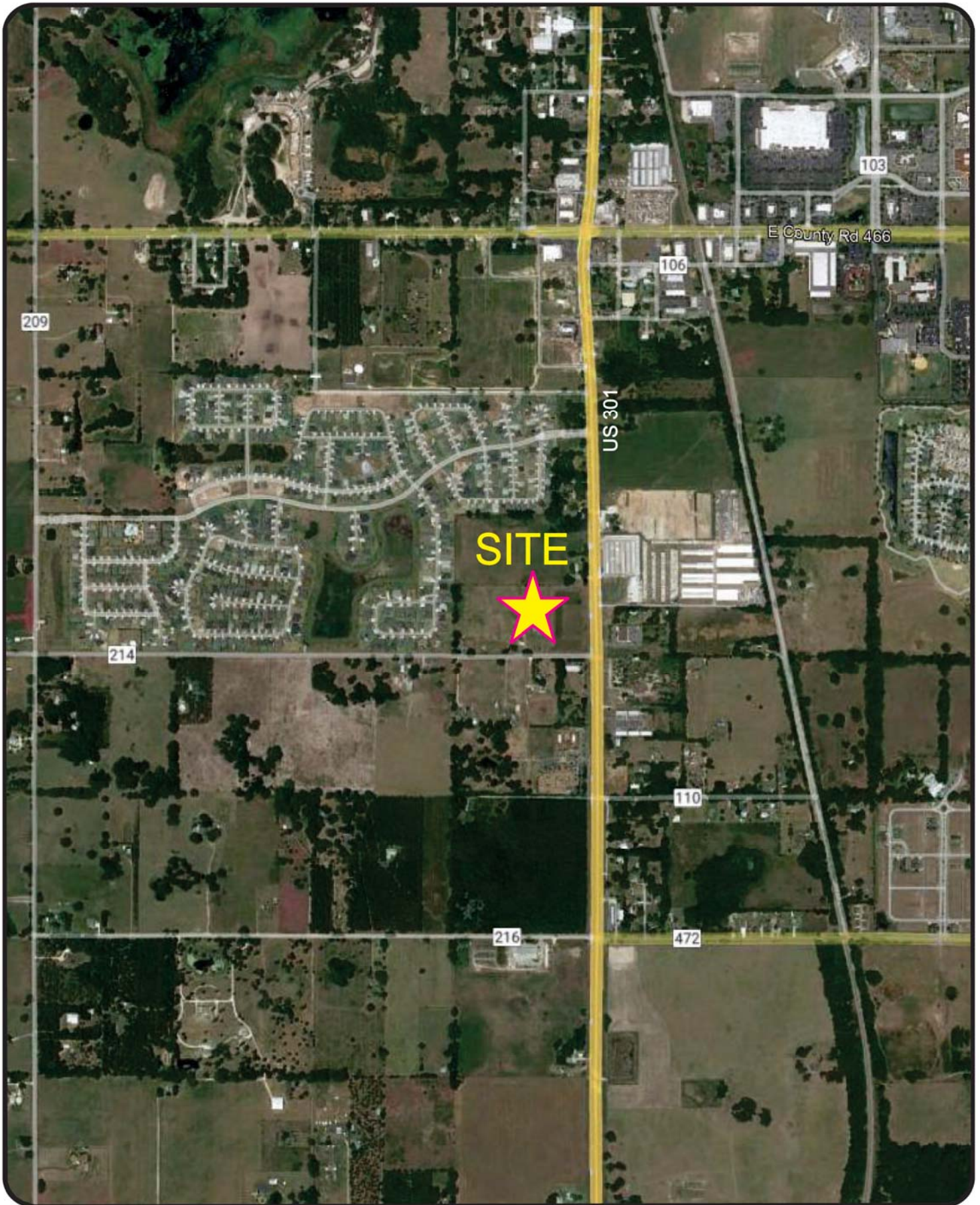


Where is the intersection with CR 114. Please include

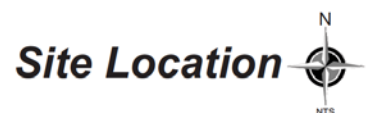
**FIGURE 2**  
PROJECT TRAFFIC



# **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



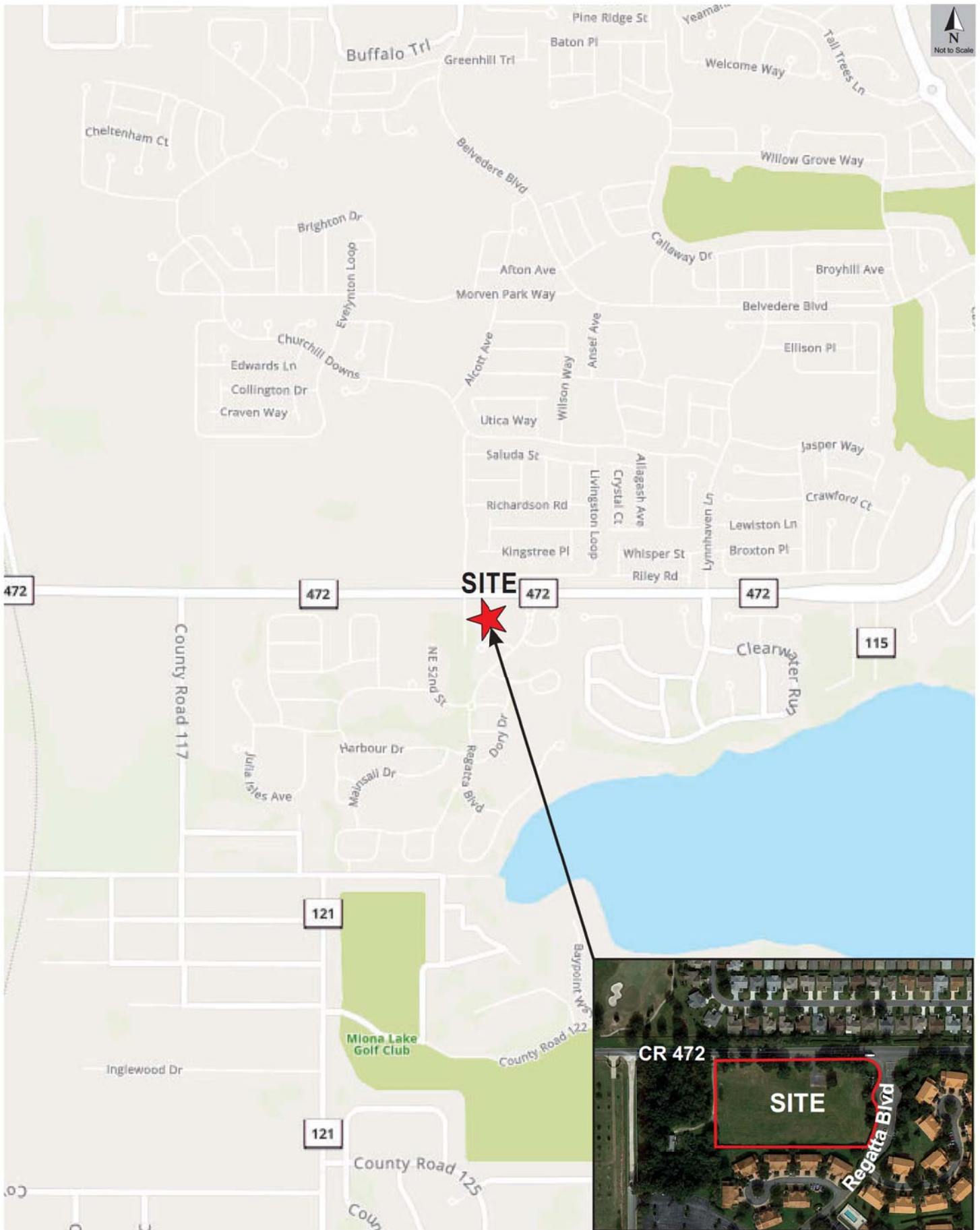
# **Oxford Residential**



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        |
| <b>Pass-By Traffic</b>                                                                                                                                                                                                                                                                                                                                                                                                            | 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         |
| <b>Driveway Volumes</b>                                                                                                                                                                                                                                                                                                                                                                                                           |                 | <b>1,230</b> | <b>105</b>                      | <b>54</b> | <b>51</b> | <b>85</b>                       | <b>44</b> | <b>41</b> |
| <b>TOTAL NET NEW TRIPS</b>                                                                                                                                                                                                                                                                                                                                                                                                        |                 | <b>984</b>   | <b>84</b>                       | <b>43</b> | <b>41</b> | <b>68</b>                       | <b>35</b> | <b>33</b> |
| Note: Trip Generation was calculated using the data from ITE's Trip Generation Manual, 10th Edition<br><u>Fast-Food Restaurant with Drive-Through Window [ITE 934]</u><br>Daily $T = 470.95 \times (X)$ ; (X is SF/1000); (50% in, 50% out)<br>AM Peak Hour of Adjacent Street $T = 40.19 \times (X)$ ; (X is SF/1000); (51% in, 49% out)<br>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<br>From To |        | Functional Classification | Area Type | Adopted LOS | # of Lanes | Peak Hour Directional Service Capacity <sup>1</sup> | PM Peak Hour Project Traffic |       |       | Percent Project Impact <sup>4</sup> |
|--------------------|--------|---------------------------|-----------|-------------|------------|-----------------------------------------------------|------------------------------|-------|-------|-------------------------------------|
|                    |        |                           |           |             |            |                                                     | % Assign                     | NB/EB | SB/WB |                                     |
| <b>CR 216</b>      |        |                           |           |             |            |                                                     |                              |       |       |                                     |
| 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%                                |
| <b>US 301</b>      |        |                           |           |             |            |                                                     |                              |       |       |                                     |
| 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%                                |

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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*, 3<sup>rd</sup> 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.

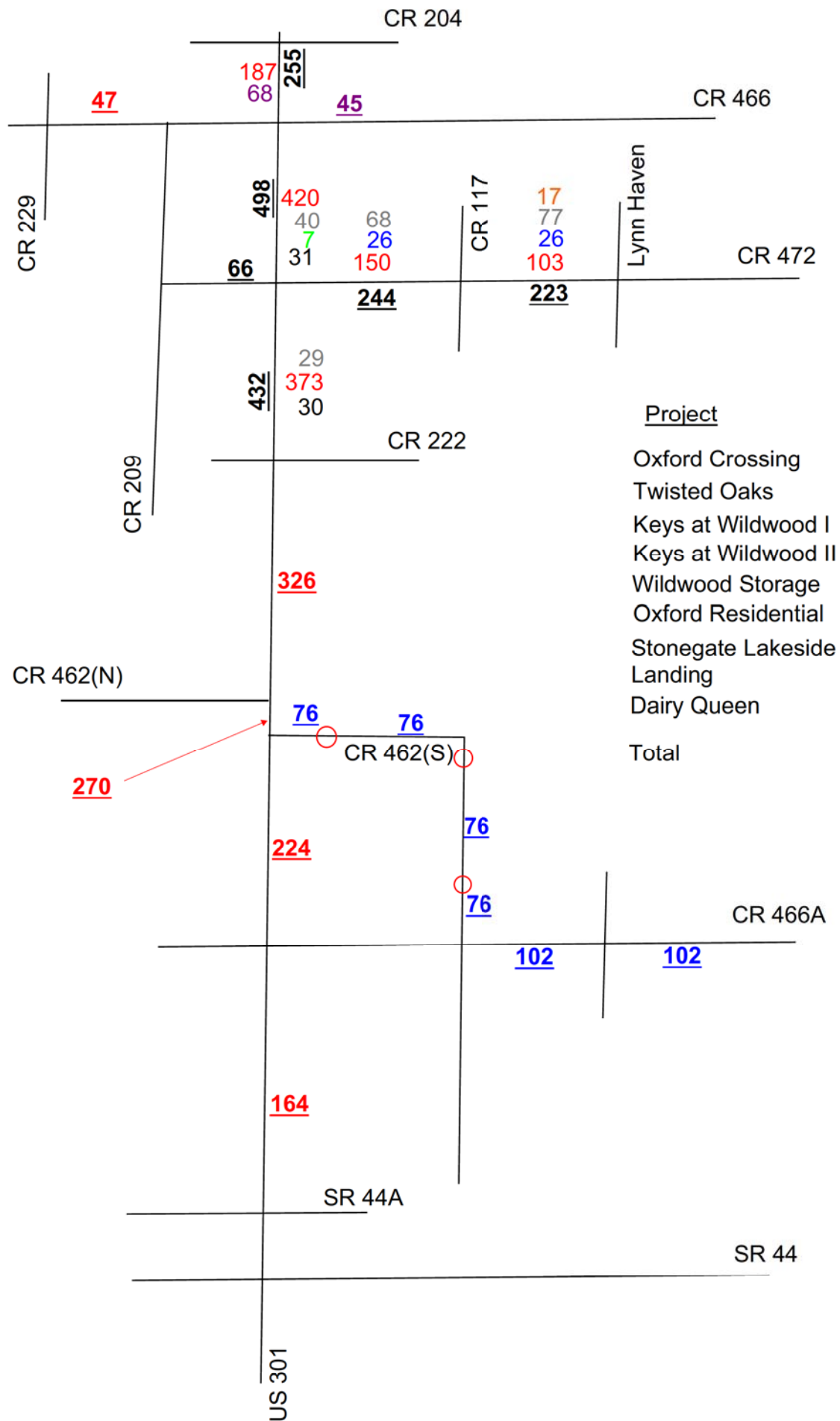
The site is proposed to have one driveway onto CR 216 and no direct access to US 301.

|               |      |     |     |     |     |     |
|---------------|------|-----|-----|-----|-----|-----|
|               |      | 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

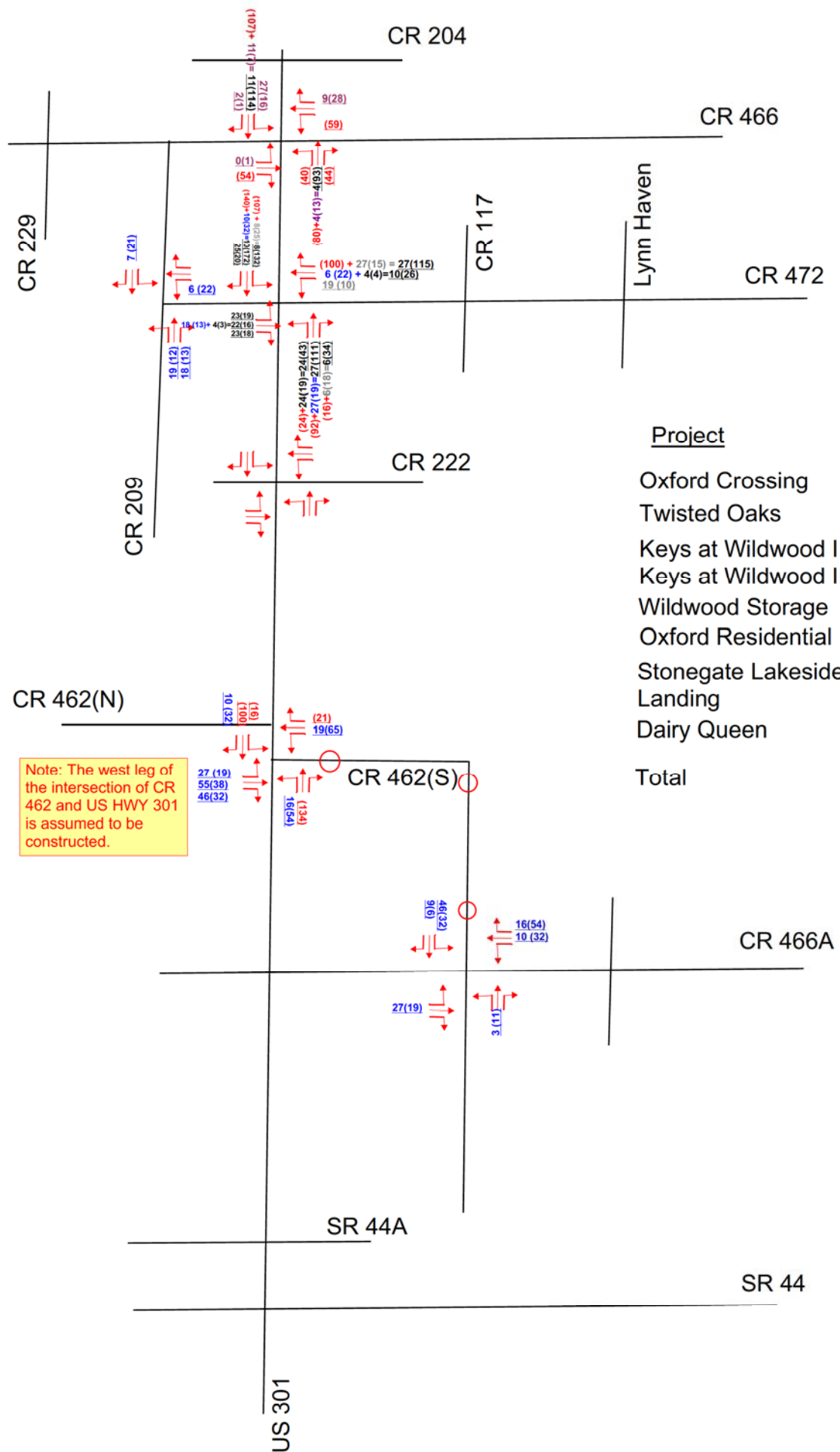
# **Combined Committed Trips**





Project

|                     |     |
|---------------------|-----|
| Oxford Crossing     | ##  |
| Twisted Oaks        | ##  |
| Keys at Wildwood I  | ##  |
| Keys at Wildwood II | ##  |
| Wildwood Storage    | ##  |
| Oxford Residential  | N/A |
| Stonegate Lakeside  | ##  |
| Landing             | ##  |
| Dairy Queen         | ##  |
| Total               | ##  |



Note: The west leg of the intersection of CR 462 and US HWY 301 is assumed to be constructed.

### Project

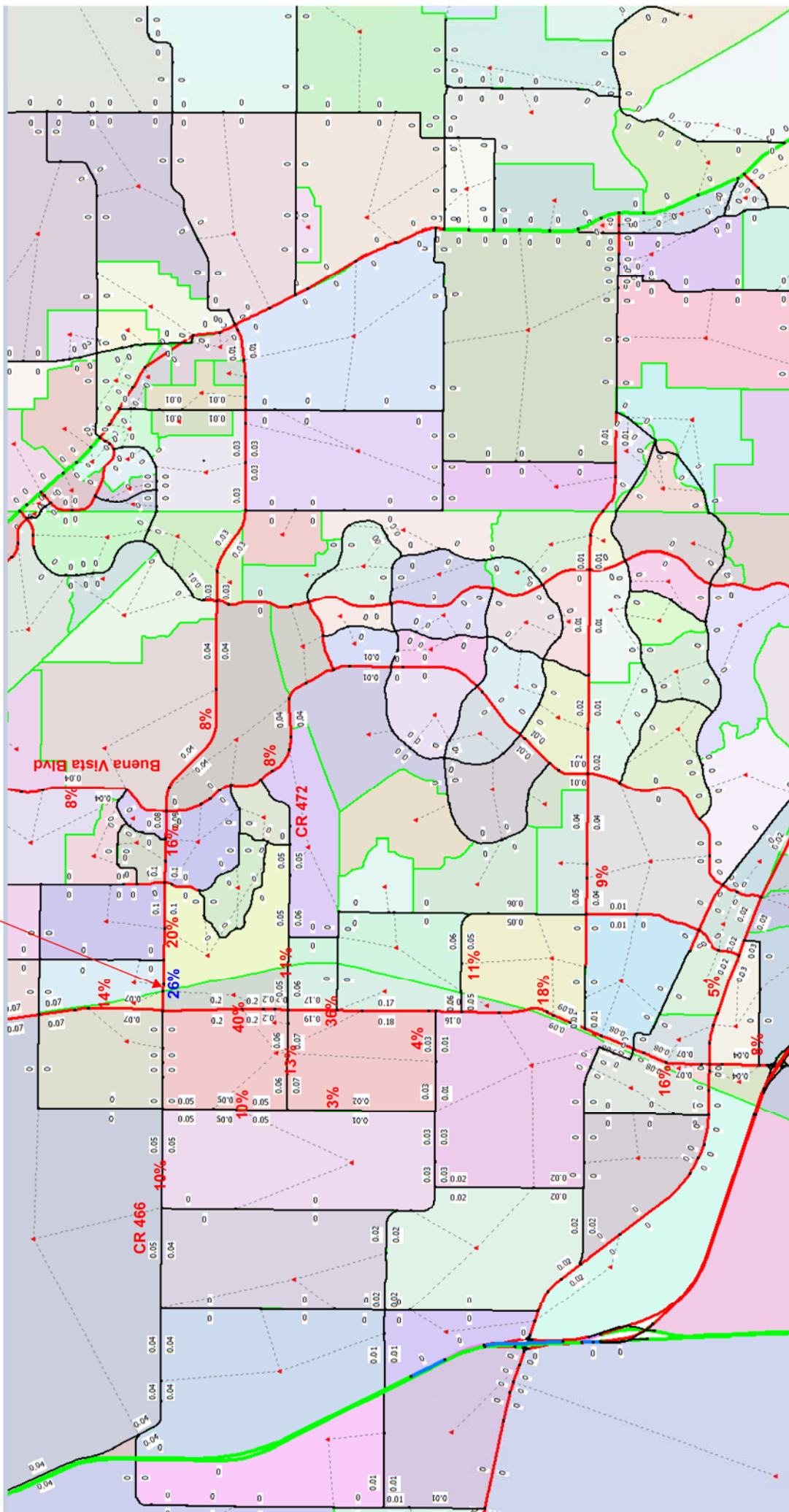
|                     |     |
|---------------------|-----|
| Oxford Crossing     | ##  |
| Twisted Oaks        | ##  |
| Keys at Wildwood I  | ##  |
| Keys at Wildwood II | ##  |
| Wildwood Storage    | ##  |
| Oxford Residential  | N/A |
| Stonegate Lakeside  | ##  |
| Landing             | ##  |
| Dairy Queen         | ##  |
| Total               | ##  |

# **Appendix I**

## **Trip Distribution**

### **Calculations**

ESTIMATE



# **Appendix J**

## **Straight Line Diagram**





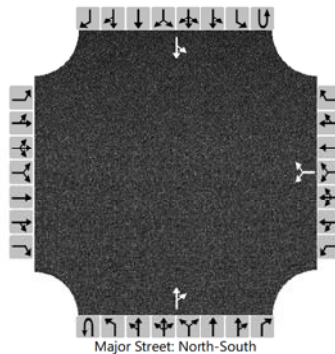
# **Appendix K Synchro and HCS Reports**

# **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

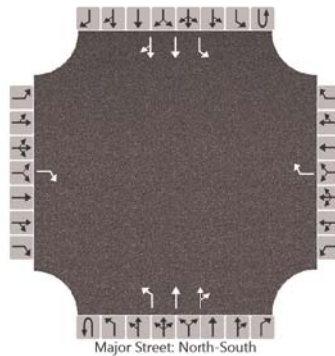
|                                         |  |  |  |  |     |      |  |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 65   |  |  |  |  |  |  |     | 53   |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 808  |  |  |  |  |  |  |     | 1400 |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.08 |  |  |  |  |  |  |     | 0.04 |  |  |
| 95% Queue Length, Q <sub>95</sub> (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 | 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            | AM Peak       | Peak Hour Factor           | 0.95                |
| 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)             |           |    |    | 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 <sub>95</sub> (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

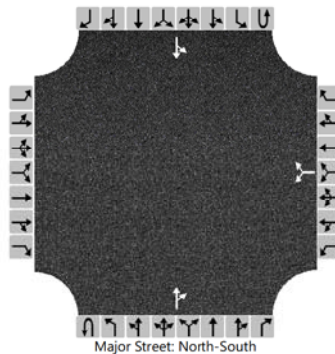
|                                                                                        |                                                                                        |                                                                                        |                                                                                          |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|  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

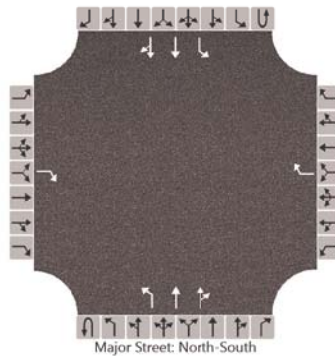
|                                         |  |  |  |  |      |      |  |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 133  |  |  |  |  |  |  |     | 53   |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 802  |  |  |  |  |  |  |     | 1411 |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.17 |  |  |  |  |  |  |     | 0.04 |  |  |
| 95% Queue Length, Q <sub>95</sub> (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 <sub>95</sub> (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

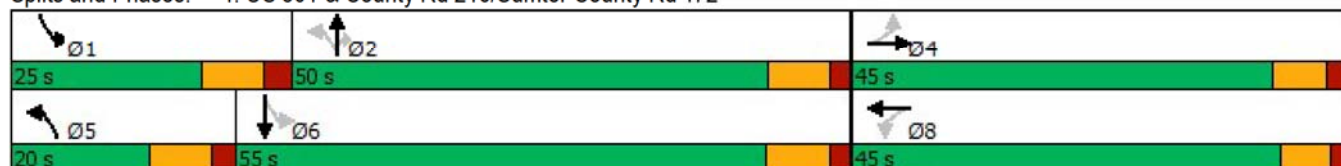
Intersection LOS: B

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: US 301 &amp; 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  
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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  
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# **AM Background**

# HCS7 Two-Way Stop-Control Report

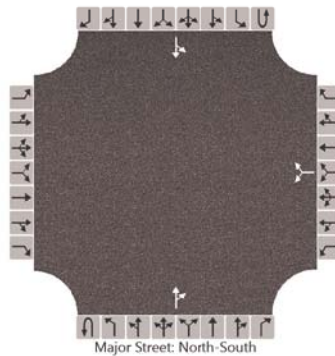
## General Information

|                          |               |
|--------------------------|---------------|
| 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 <sub>95</sub> (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

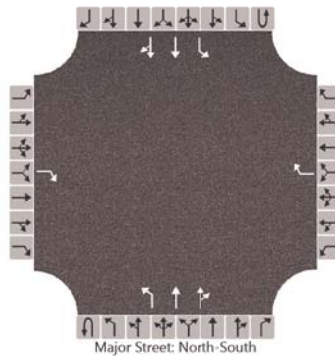
## General Information

|                          |               |
|--------------------------|---------------|
| 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 <sub>95</sub> (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  
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|                         |       |
|-------------------------|-------|
| 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 &amp; 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

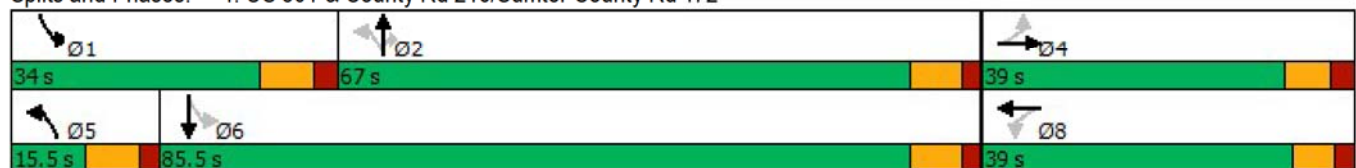
Intersection LOS: C

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15

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





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

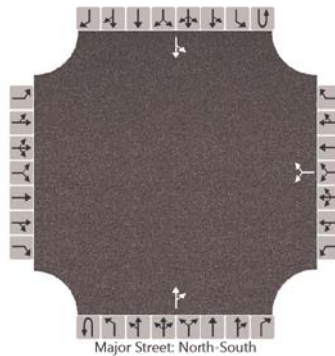
## General Information

|                          |               |
|--------------------------|---------------|
| Analyst                  | Deborah Cueva |
| Agency/Co.               | CHW           |
| Date Performed           | 6/22/2022     |
| Analysis Year            | 2022          |
| Time Analyzed            | PM 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           | 0.92            |
| 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  | 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

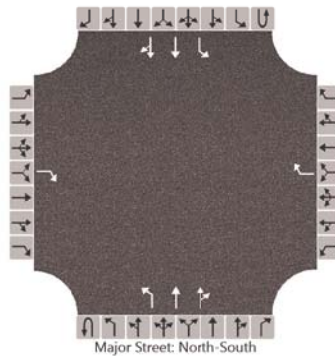
|                                         |  |  |  |  |      |      |  |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 162  |  |  |  |  |  |  |     | 54   |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 736  |  |  |  |  |  |  |     | 1375 |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.22 |  |  |  |  |  |  |     | 0.04 |  |  |
| 95% Queue Length, Q <sub>95</sub> (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 <sub>95</sub> (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  
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|                         |       |
|-------------------------|-------|
| 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 &amp; 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                                                                                 |                                                                                     |

PM Background 2:44 pm 07/06/2022

Synchro 11 Report

Page 9



|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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

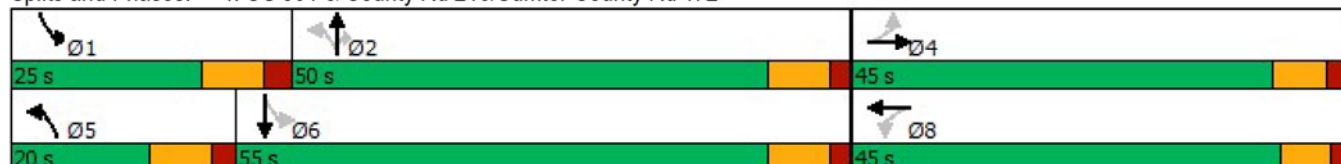
~ Volume exceeds capacity, queue is theoretically infinite.

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 &amp; 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%                                                                                  |                                                                                     |                                                                                     |
| 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                                                                                   |

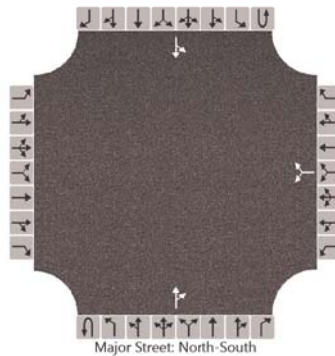
# **AM Build-out**

# 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 <sub>95</sub> (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

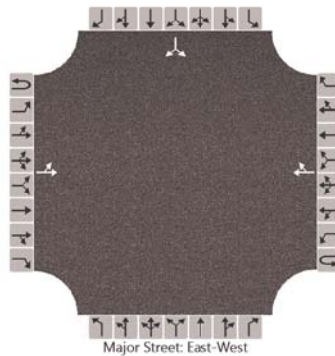
## General Information

|                          |               |
|--------------------------|---------------|
| 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 <sub>95</sub> (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

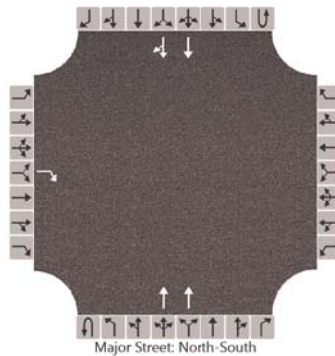
## General Information

|                          |               |
|--------------------------|---------------|
| 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 <sub>95</sub> (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

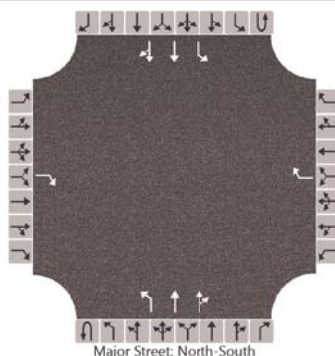
## General Information

|                          |               |
|--------------------------|---------------|
| 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 <sub>95</sub> (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  
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|                         |      |
|-------------------------|------|
| 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%                                                                                 |                                                                                     | 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                                                                                   |

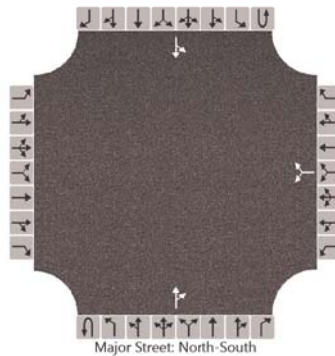
# PM Build-out

# 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 <sub>95</sub> (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

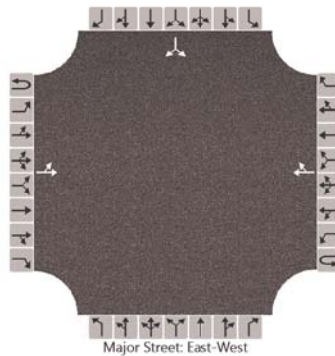
## General Information

|                          |               |
|--------------------------|---------------|
| 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 <sub>95</sub> (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

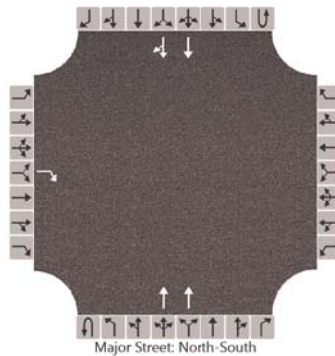
## General Information

|                          |               |
|--------------------------|---------------|
| 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 <sub>95</sub> (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

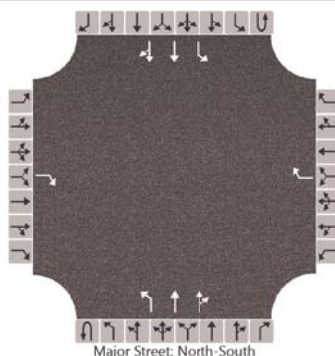
## General Information

|                          |               |
|--------------------------|---------------|
| 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 <sub>95</sub> (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  
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|                         |       |
|-------------------------|-------|
| 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  
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|                         |      |
|-------------------------|------|
| 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

|                                                                                        |                                                                                        |                                                                                         |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
|  Ø1 |  Ø2 |  Ø4 |
| 25 s                                                                                   | 50 s                                                                                   | 45 s                                                                                    |
|  Ø5 |  Ø6 |  Ø8 |
| 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  
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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  
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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  
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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%

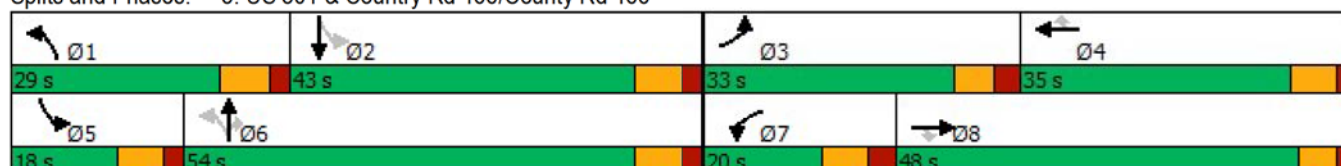
ICU Level of Service F

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**:

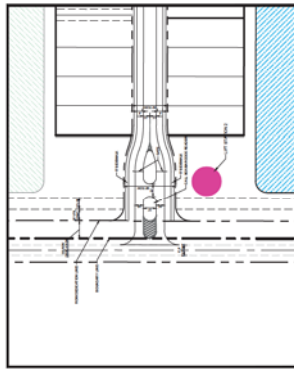
- A connection to US HWY 301 along the north side of the property aligned with the existing directional median opening
- A right-in/right-out connection to US HWY 301 between CR 216 and the directional median opening
- One or two full access points on CR 216

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

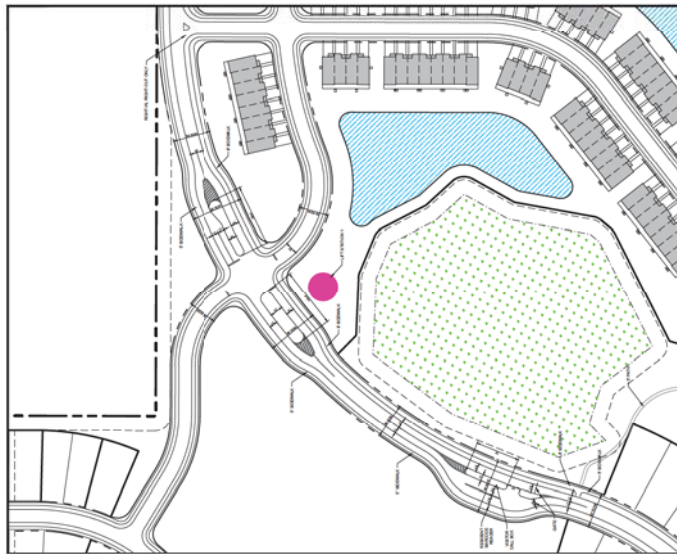
According to the *Sumpter County Public Works Department Traffic Impact Analysis (TIA) Guidelines*, this site requires a Major TIA based on the trips exceeding 1,000 ADT.

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

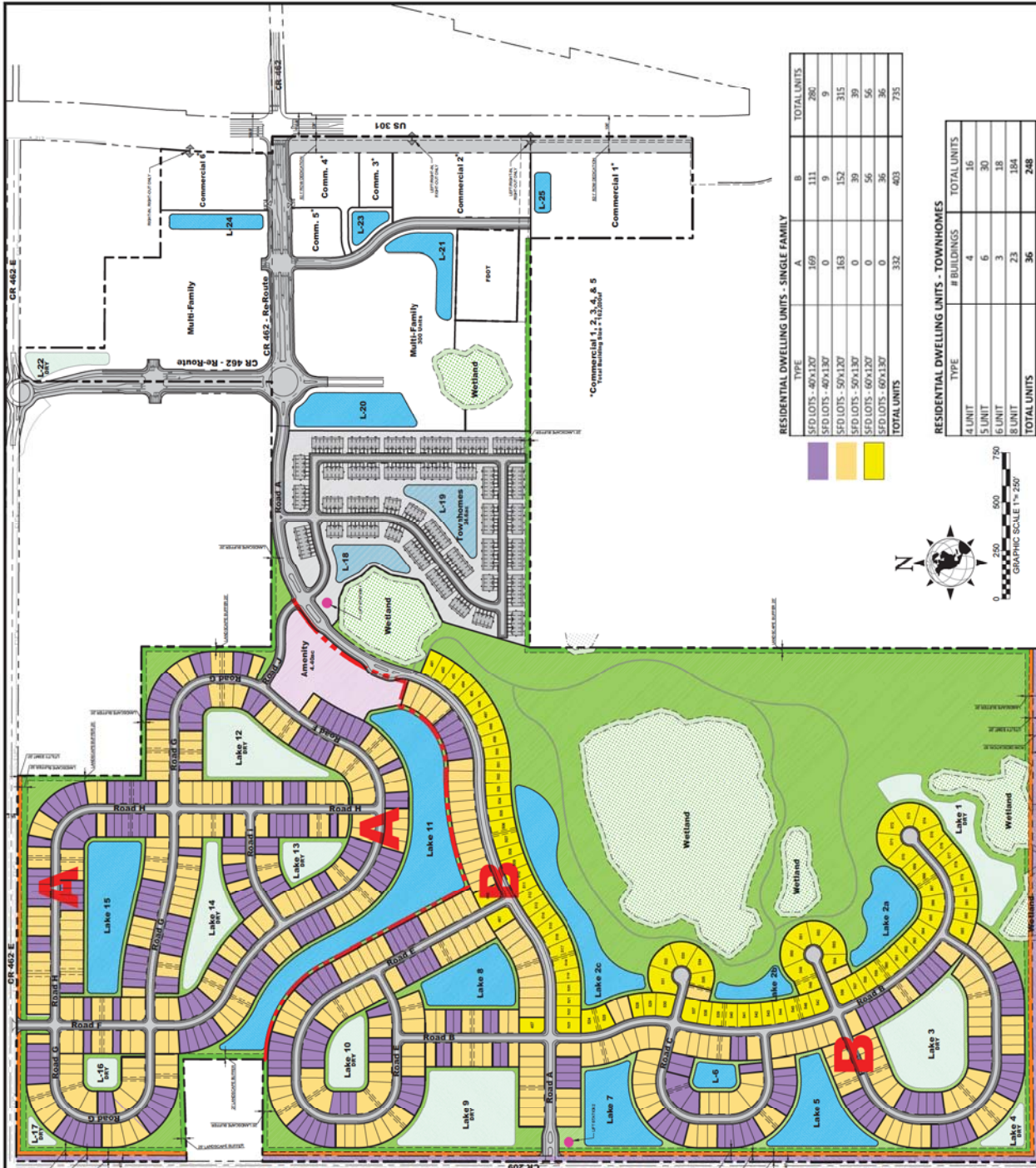
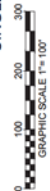
# **US HWY 301/CR 462**



SINGLE FAMILY ENTRY - WEST GATE



SINGLE FAMILY ENTRY



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          |
| <b>TOTAL UNITS</b>  | <b>332</b> | <b>403</b> | <b>735</b>  |

RESIDENTIAL DWELLING UNITS - TOWNHOMES

| TYPE               | # BUILDINGS | TOTAL UNITS |
|--------------------|-------------|-------------|
| 4 UNIT             | 4           | 16          |
| 5 UNIT             | 6           | 30          |
| 6 UNIT             | 3           | 18          |
| 8 UNIT             | 23          | 184         |
| <b>TOTAL UNITS</b> | <b>36</b>   | <b>248</b>  |

# MASTER SITE PLAN TWISTED OAKS CITY OF WILLOWOOD, FLORIDA

MORRIS ENGINEERING AND CONSULTING, LLC  
Civil Engineering and Land Development Consulting  
1007 Professional Plaza West, Suite 200, Orlando, Florida 32817 C-12378 N-14-14-14-14  
DATE: 10/27/23  
DRAWN: JWP  
CHECKED: JWP  
SCALE: 1"=200'



| NO. | DATE | REVISION | DESCRIPTION |
|-----|------|----------|-------------|
| 1   |      |          |             |
| 2   |      |          |             |
| 3   |      |          |             |
| 4   |      |          |             |
| 5   |      |          |             |
| 6   |      |          |             |
| 7   |      |          |             |
| 8   |      |          |             |
| 9   |      |          |             |
| 10  |      |          |             |

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 |        |              |        |        | COMBINED DIRECTIONS |        |        |        |  |
|-------------------------|--------|--------------|--------|--------|---------------------|--------|--------|--------|--|
| DIRECTION: N            |        | DIRECTION: S |        | VOLUME | DIRECTIONS          |        | VOLUME |        |  |
| HOURL                   | VOLUME | HOURL        | VOLUME |        | HOURL               | VOLUME | HOURL  | VOLUME |  |
| A.M.                    | 715    | 893          | 899    | 645    | 715                 | 1771   | 715    | 1771   |  |
| P.M.                    | 1645   | 1317         | 1044   | 1445   | 1445                | 2236   | 1445   | 2236   |  |
| DAILY                   | 1645   | 1317         | 1044   | 1445   | 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 |        |
| HOURLY                  | VOLUME | HOURLY       | VOLUME |
| A.M.                    | 715    | 715          | 1836   |
| P.M.                    | 1630   | 1600         | 2250   |
| DAILY                   | 1304   | 1600         | 2250   |

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

| TIME            | DIRECTION: N |     |     |     | TOTAL | DIRECTION: S |     |     |     | TOTAL | COMBINED TOTAL |       |
|-----------------|--------------|-----|-----|-----|-------|--------------|-----|-----|-----|-------|----------------|-------|
|                 | 1ST          | 2ND | 3RD | 4TH |       | 1ST          | 2ND | 3RD | 4TH |       |                |       |
| 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 |

| DIRECTION: N     |       |        |                     | DIRECTION: S |        |                     |                     |
|------------------|-------|--------|---------------------|--------------|--------|---------------------|---------------------|
| A.M.             | HOUR  | VOLUME | COMBINED DIRECTIONS | HOUR         | VOLUME | COMBINED DIRECTIONS | COMBINED DIRECTIONS |
| P.M.             | 715   | 716    | 715                 | 715          | 1719   | 715                 | 1719                |
| DAILY            | 1700  | 1054   | 1230                | 1645         | 1780   | 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 |

| PEAK VOLUME INFORMATION |      |      |      |      |              |      |     |     |       |
|-------------------------|------|------|------|------|--------------|------|-----|-----|-------|
| DIRECTION: N            |      |      |      |      | DIRECTION: S |      |     |     |       |
|                         | 1ST  | 2ND  | 3RD  | 4TH  | 1ST          | 2ND  | 3RD | 4TH | TOTAL |
| A.M.                    | 745  | 669  | 669  | 715  | 990          | 715  | 990 | 990 | 715   |
| P.M.                    | 1630 | 1313 | 1313 | 1615 | 985          | 1615 | 985 | 990 | 1615  |
| DAILY                   | 1630 | 1313 | 1313 | 715  | 990          | 1615 | 990 | 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



| Segment ID | RoadName    | FROM                 | TO               | NUMBER OF LANES | AREA TYPE | MAINTAINING AGENCY | JURISDICTION                 | FUNCTIONAL CLASSIFICATION | FDOT/LOS STANDARD CAPACITY | LOS | EVACUATION ROUTE | LOS CODE | PEAK HOUR DIRECTION CAPACITIES |   |     |     |     |        |       |       |          |     | WBSB | VC RATIO | LOS | WBSB | VC RATIO | LOS |
|------------|-------------|----------------------|------------------|-----------------|-----------|--------------------|------------------------------|---------------------------|----------------------------|-----|------------------|----------|--------------------------------|---|-----|-----|-----|--------|-------|-------|----------|-----|------|----------|-----|------|----------|-----|
|            |             |                      |                  |                 |           |                    |                              |                           |                            |     |                  |          | A                              | B | C   | D   | E   | AUDIT  | PM    | ERBSP | VC RATIO | LOS |      |          |     |      |          |     |
| 65000      | MALEY TRL   | BUENA VISTA BLVD/END | SUNSET RIDGE DR  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | COLLECTOR                 | D                          | 675 | N                | 21C      | 0                              | 0 | 333 | 675 | 720 | 10,420 | 1,019 | 633   | 0.04     | D   | 564  | 0.04     | D   | 564  | 0.04     | D   |
| 65010      | MALEY TRL   | SUNSET RIDGE DR      | ST CHARLES PLACE | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | COLLECTOR                 | D                          | 675 | N                | 21C      | 0                              | 0 | 333 | 675 | 720 | 6,630  | 624   | 472   | 0.70     | D   | 11   | 0.02     | D   | 11   | 0.02     | D   |
| 65020      | MALEY TRL   | BASSINGER CT         | MALEY TRL        | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | COLLECTOR                 | D                          | 675 | N                | 21C      | 0                              | 0 | 333 | 675 | 720 | 2,610  | 526   | 258   | 0.40     | C   | 258  | 0.38     | C   | 258  | 0.38     | C   |
| 65030      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65040      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65050      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65060      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65070      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65080      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65090      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65100      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65110      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65120      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65130      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65140      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65150      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65160      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65170      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65180      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65190      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65200      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65210      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65220      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65230      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65240      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65250      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65260      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65270      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65280      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65290      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65300      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65310      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65320      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65330      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65340      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65350      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65360      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65370      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65380      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65390      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65400      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65410      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65420      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65430      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65440      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65450      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65460      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65470      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65480      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65490      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,159 | 521   | 0.60     | C   | 638  | 0.81     | C   | 638  | 0.81     | C   |
| 65500      | CHURCH BLVD | CHURCH BLVD/END      | CHURCH BLVD/END  | 2U              | U         | COUNTY             | UNINCORPORATED SUMTER COUNTY | MAJOR COLLECTOR           | D                          | 792 | N                | 21MAC    | 0                              | 0 | 747 | 792 | 792 | 9,456  | 1,    |       |          |     |      |          |     |      |          |     |

| Segment ID | Roadname             | From   | To     | Number of Lanes | Area Type                    | Maintaining Agency | Jurisdiction                 | Functional Classification | FDOT LOS Standard Capacity | LOS  | Evacuation Route | LOS Core | 2045 LEVEL OF SERVICE |     |       |       |       |       |                  |       |           |      |      |           |     |
|------------|----------------------|--------|--------|-----------------|------------------------------|--------------------|------------------------------|---------------------------|----------------------------|------|------------------|----------|-----------------------|-----|-------|-------|-------|-------|------------------|-------|-----------|------|------|-----------|-----|
|            |                      |        |        |                 |                              |                    |                              |                           |                            |      |                  |          | A                     | B   | C     | D     | E     | ADT   | PM Peak Hour ADT | EB SB | V/C Ratio | LOS  | WBSB | V/C Ratio | LOS |
| Segment 1  | POLK COUNTY BOUNDARY | SR 471 | SR 50  | 2U              | R                            | STATE              | UNINCORPORATED SUMTER COUNTY | PRINCIPAL ARTERIAL        | C                          | 430  | Y                | 260U     | 0                     | 240 | 430   | 740   | 1,400 | 1,877 | 125              | 54    | 0.13      | B    | 71   | 0.17      | B   |
|            |                      | SR 50  | SR 721 | 2U              | R                            | STATE              | UNINCORPORATED SUMTER COUNTY | PRINCIPAL ARTERIAL        | C                          | 430  | Y                | 260U     | 0                     | 240 | 430   | 740   | 1,400 | 1,877 | 125              | 54    | 0.13      | B    | 141  | 0.33      | B   |
|            |                      | SR 471 | SR 721 | 2U              | R                            | STATE              | UNINCORPORATED SUMTER COUNTY | PRINCIPAL ARTERIAL        | C                          | 430  | Y                | 260U     | 0                     | 240 | 430   | 740   | 1,400 | 1,877 | 125              | 54    | 0.13      | B    | 360  | 0.86      | C   |
|            |                      | SR 721 | SR 471 | 2U              | R                            | STATE              | UNINCORPORATED SUMTER COUNTY | PRINCIPAL ARTERIAL        | C                          | 430  | Y                | 260U     | 0                     | 240 | 430   | 740   | 1,400 | 1,877 | 125              | 54    | 0.13      | B    | 471  | 1.10      | D   |
|            |                      | SR 471 | SR 721 | 2U              | R                            | STATE              | UNINCORPORATED SUMTER COUNTY | PRINCIPAL ARTERIAL        | C                          | 430  | Y                | 260U     | 0                     | 240 | 430   | 740   | 1,400 | 1,877 | 125              | 54    | 0.13      | B    | 471  | 1.10      | D   |
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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 Areas<sup>1</sup>

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 <sup>2</sup>                                                                                                   |           |                      |                       |                    |       | 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.) |           |                      |                       |                    |       | 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                                                                                                                       |           |                      |                       |                    |       | 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                                                                                                               |           |                      |                       |                    |       | ** 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.                                                                                                                                                                                                                                                         |           |        |        |        |        |           |                      |                    |
| 0-49%                                                                                                                       |           |                      |                       |                    |       | Source:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |        |        |        |        |           |                      |                    |
| 50-84%                                                                                                                      |           |                      |                       |                    |       | Florida Department of Transportation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |           |        |        |        |        |           |                      |                    |
| 85-100%                                                                                                                     |           |                      |                       |                    |       | Systems Implementation Office                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |           |        |        |        |        |           |                      |                    |
|                                                                                                                             |           |                      |                       |                    |       | https://www.fdot.gov/planning/systems/                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |           |        |        |        |        |           |                      |                    |
| PEDESTRIAN MODE <sup>2</sup>                                                                                                |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| Sidewalk Coverage                                                                                                           |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| 0-49%                                                                                                                       |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| 50-84%                                                                                                                      |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| 85-100%                                                                                                                     |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| BUS MODE (Scheduled Fixed Route) <sup>3</sup>                                                                               |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| (Buses in peak hour in peak direction)                                                                                      |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| Sidewalk Coverage                                                                                                           |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| 0-84%                                                                                                                       |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |
| 85-100%                                                                                                                     |           |                      |                       |                    |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |        |        |        |        |           |                      |                    |

<sup>1</sup>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.

<sup>2</sup>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.

<sup>3</sup>Buses 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/>

|                        |                               |                         |                                                             |                                                                 |                        |                         |                           |                            |                    |              |
|------------------------|-------------------------------|-------------------------|-------------------------------------------------------------|-----------------------------------------------------------------|------------------------|-------------------------|---------------------------|----------------------------|--------------------|--------------|
| <b>Committed Trips</b> |                               |                         |                                                             |                                                                 |                        |                         |                           |                            |                    |              |
|                        |                               |                         | Oxford Crossing                                             | Twisted Oaks                                                    | The Keys at Wildwood I | The Keys at Wildwood II | Wildwood Storage Facility | Stonegate Lakeside Landing | DQ Grill and Chill | <b>Total</b> |
| CR 216                 | CR 209                        | US 301/SR 35            |                                                             |                                                                 |                        |                         |                           |                            | 66                 | <b>66</b>    |
| US 301/SR 35           | CR 222                        | C - 472                 | 373                                                         | 26                                                              |                        | 29                      |                           |                            | 30                 | <b>458</b>   |
| US 301/SR 35           | C - 472                       | C - 466                 | 420                                                         | 26                                                              |                        | 40                      | 7                         |                            | 31                 | <b>524</b>   |
| US 301/SR 35           | C - 466                       | CR 204                  | 187                                                         |                                                                 | 68                     |                         |                           |                            |                    | <b>255</b>   |
| <b>Growth Rates</b>    |                               |                         |                                                             |                                                                 |                        |                         |                           |                            |                    |              |
| <b>Approach</b>        | <b>Historical Growth Rate</b> | <b>Growth Rate Used</b> | <b>2024 Growth Factor (from TMC, TMC volumes from 2022)</b> | <b>2024 Growth Factor (from FDOT Online, volumes from 2021)</b> |                        |                         |                           |                            |                    |              |
| 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          | 22      | 7    | 20     | min    | Non Lock  | 54.3        | Cycle Length 178   |           | 73.7      |
| 7     |                 | 8           | 3.0           | 38    | 63       | 4.8          | 29      |      |        |        | Lock      | 45.7        |                    |           | 45.7      |
| 8     |                 | 8           | 3.0           | 35    | 28       | 4.1          | 20      | 7    | 26     |        | Non Lock  | 41.1        |                    |           | 41.1      |

5003  
INTERSECTION:  
US 301 & CR 466

DATE: June 2019

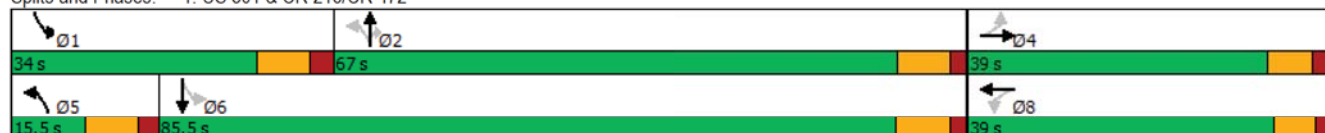
Off Set

|                         | 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

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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

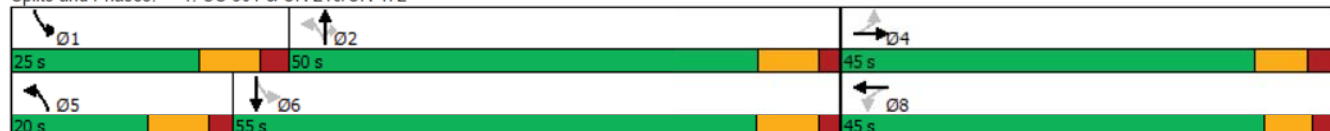
Natural Cycle: 90

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**



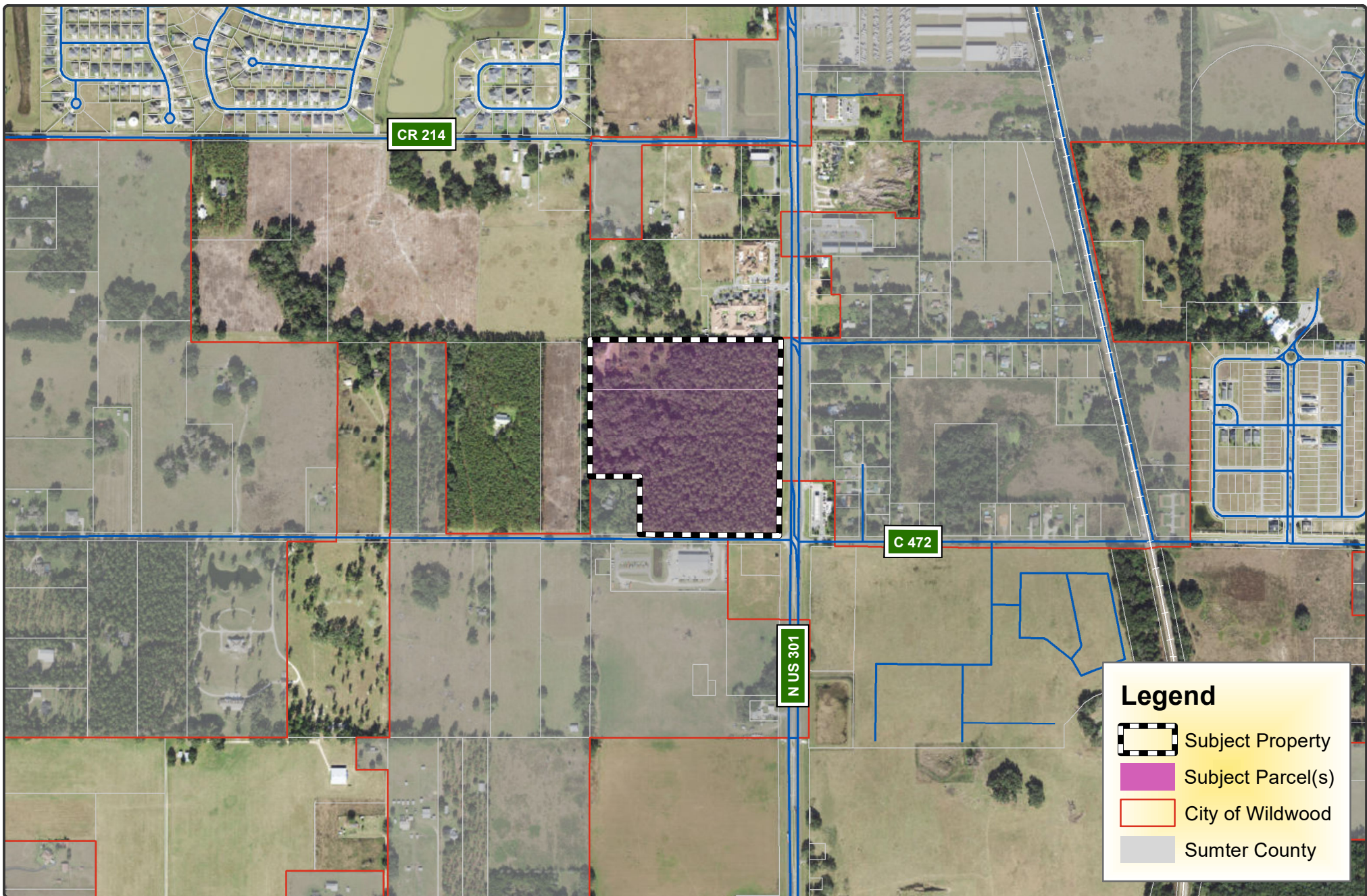
HCM 6th Signalized Intersection Summary  
1: US 301 & CR 216/CR 472

2023 Volume Projection  
Timing Plan: PM 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)                                                                             | 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                                                                                              |       |       |      |       |       |      |      |       |      |      |      |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |       |       |      |       |       |      |      |       |      |      |      |      |

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], 2022<sup>3</sup>. 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 |
|---------------------------------------|---------------|--------------------------|
| <del>Multi-Family Residential</del>   | <u>25.00</u>  | <u>72%</u>               |
| <u>Commercial Retail &amp; 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:

|                                     |                   |
|-------------------------------------|-------------------|
| <del>Multi-Family Residential</del> | <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:

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**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



5<sup>th</sup> 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

5<sup>th</sup> 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)

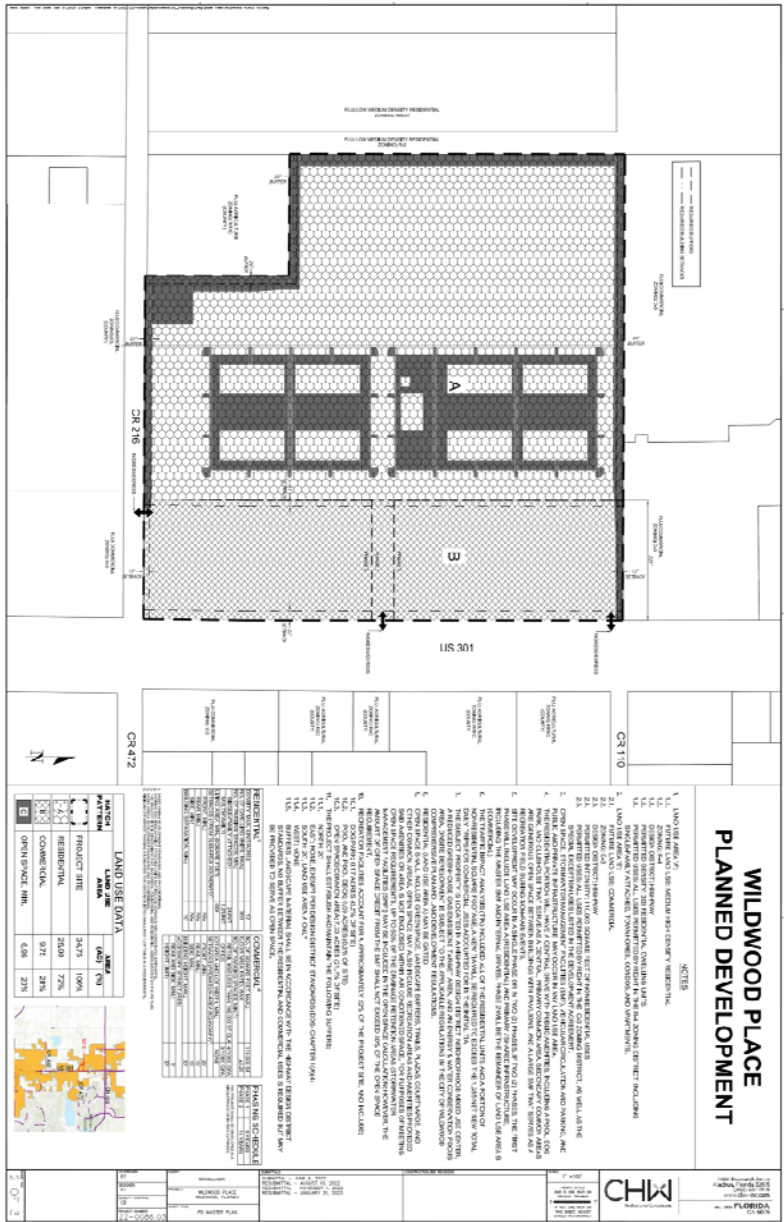
THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

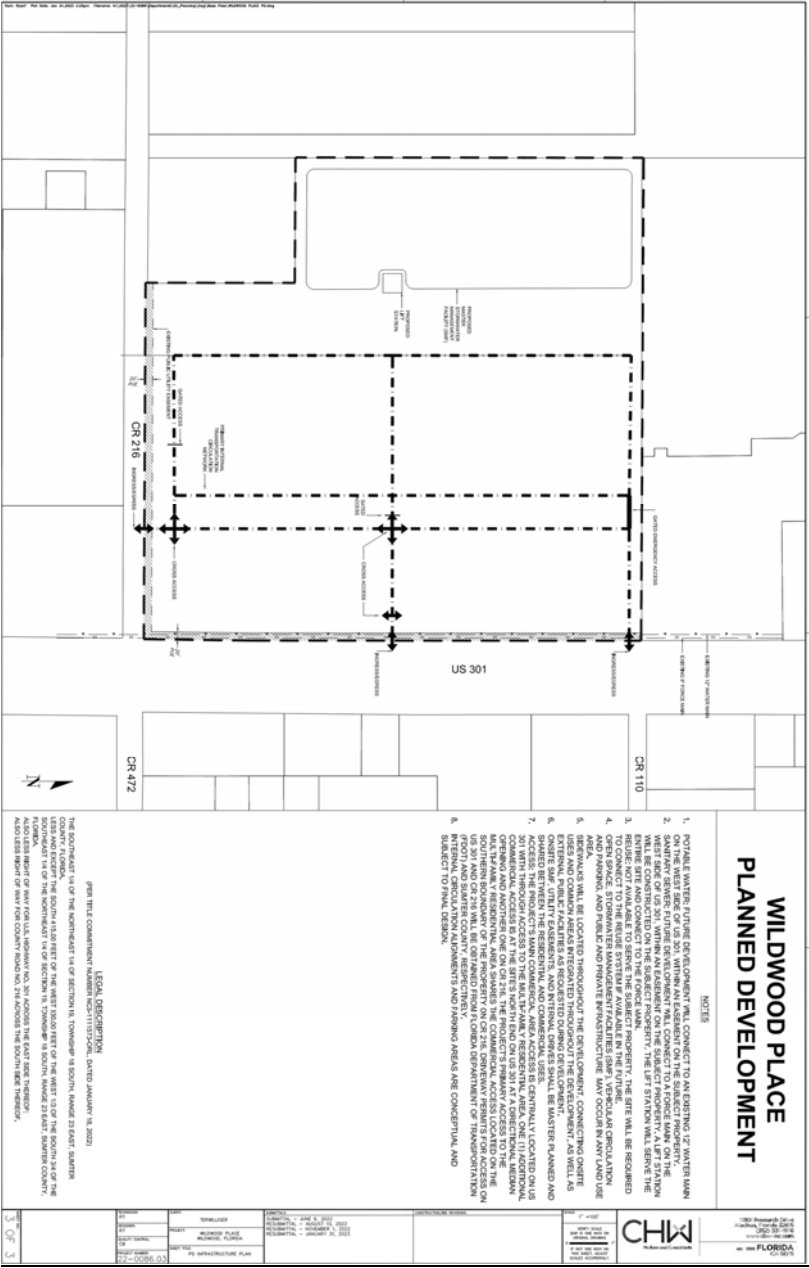
LESS AND EXCEPT THE SOUTH 415.00 FEET OF THE WEST 330.00 FEET OF THE WEST 1/3 OF THE SOUTH 3/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

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





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DRAFT

Exhibit C

[INSERT TIA]

DRAFT

# PLANNING & ZONING BOARD 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:**

|                          |                                                              |
|--------------------------|--------------------------------------------------------------|
| <b>Case #</b>            | PD 2301-001 Trailwinds Village Planned Development Amendment |
| <b>Ordinance #</b>       | O2023-13                                                     |
| <b>Applicant/Owner</b>   | Word Family LLC                                              |
| <b>Property Location</b> | Along the intersection of Trailwinds Blvd and Wilds Loop     |
| <b>Parcel Number(s)</b>  | G04LRI-002                                                   |
| <b>Date</b>              | 3/8/2023                                                     |

Word Family, LLC seeks approval and a favorable recommendation from the Planning and Zoning Board/Special Magistrate 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          |
| <b>Total</b>                  | <b>131.5</b>  |

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)<br>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<br>h<br>a<br>n<br>g<br>e<br><br>F<br>r<br>o<br>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 10<sup>th</sup> 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 57<sup>th</sup> 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 57<sup>th</sup> Drive. NE 57<sup>th</sup> 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.

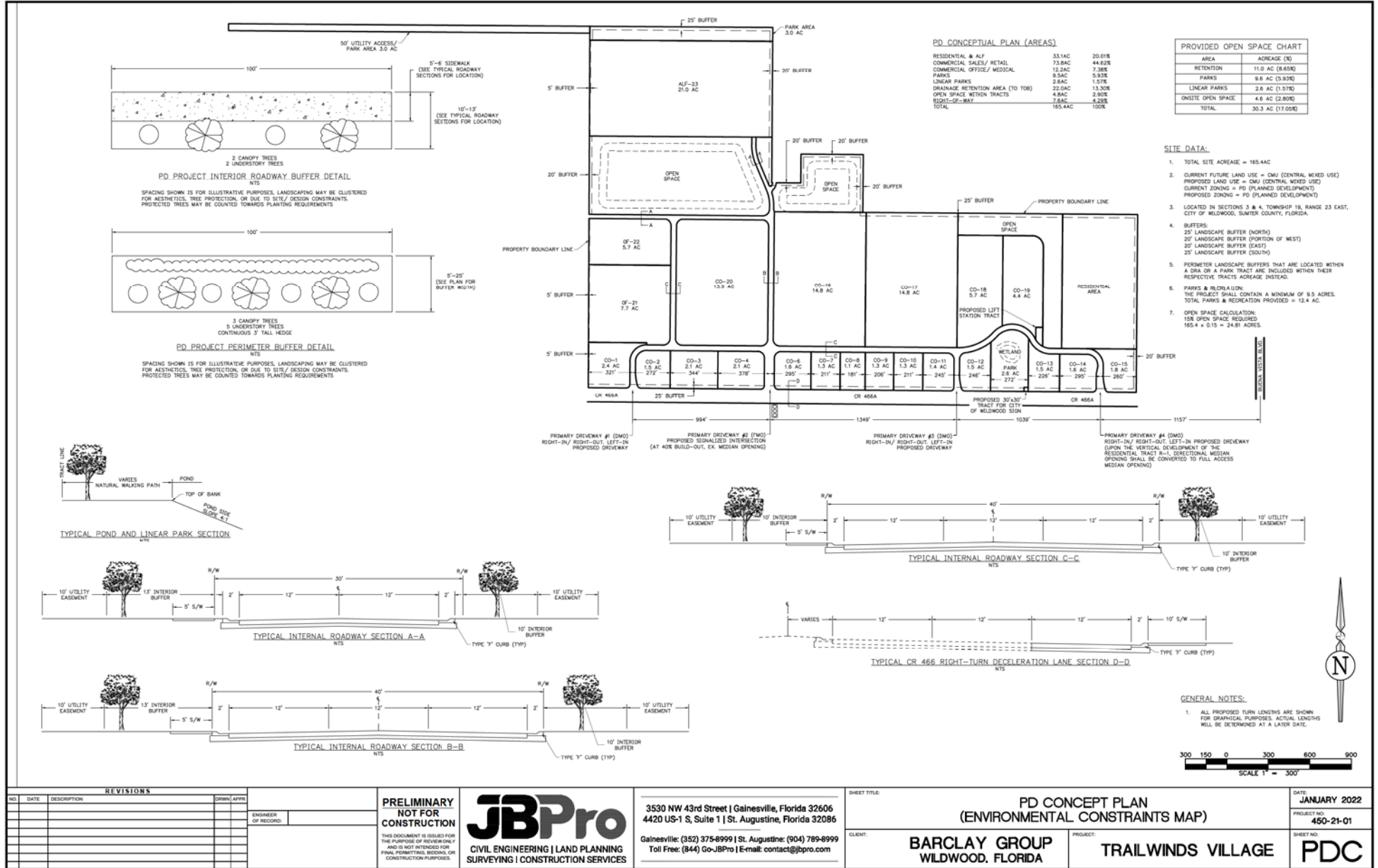
AND

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

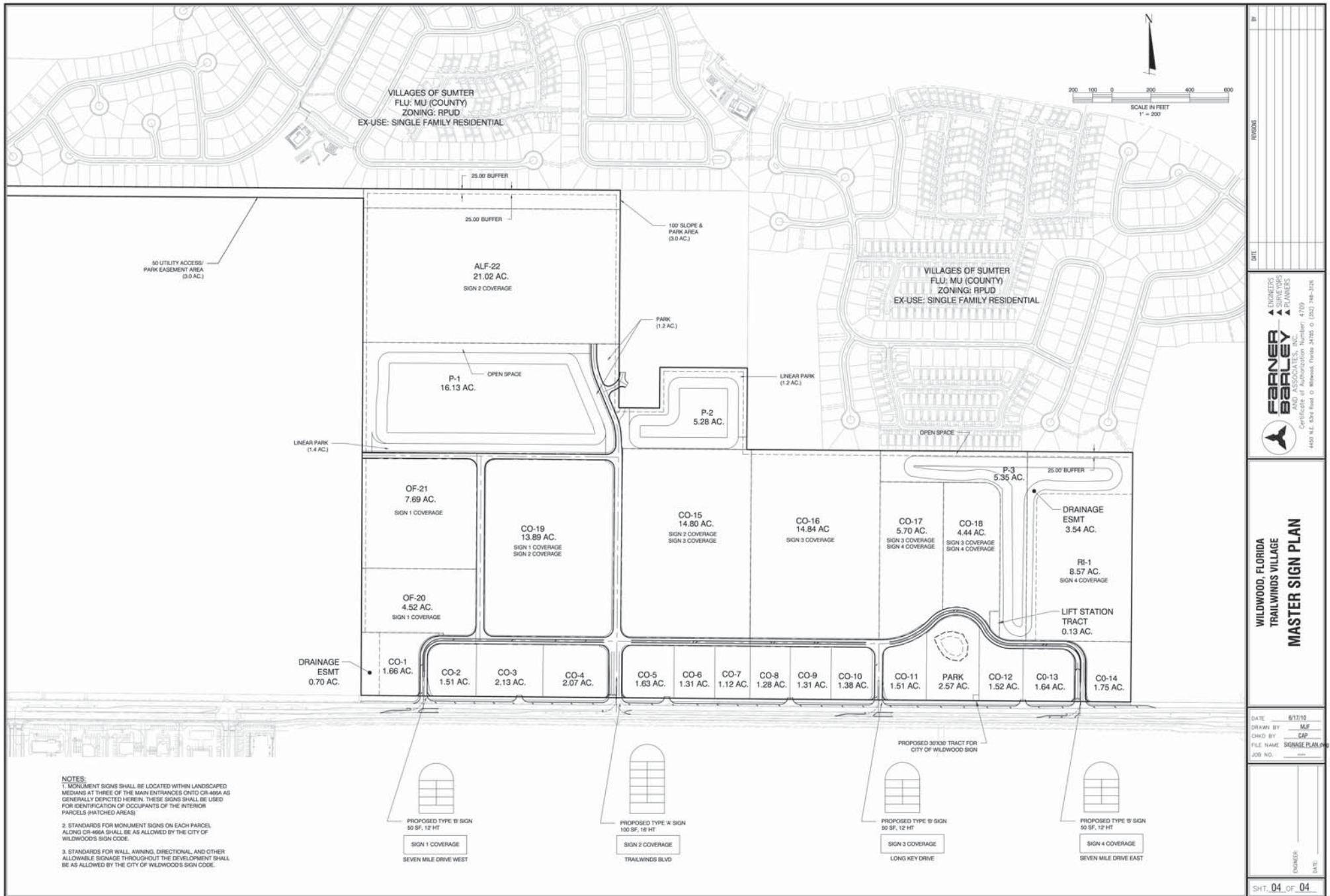
THE SOUTH 420 FEET OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST IN SUMTER COUNTY, FLORIDA, LESS THE WEST 210 FEET THEREOF.

# EXHIBIT B





## EXHIBIT "C"





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## MEMORANDUM OF UNDERSTANDING

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**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

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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





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## TRAFFIC MEMORANDUM

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**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<br>2-Way<br>(vph) | External Trips<br>2-Way<br>(vph) | Net-New Trips<br>2-Way<br>(vph) |
|---------------------------------------------|-------------------------------|----------------------------------|---------------------------------|
| 2015 APPROVED<br>DEVELOPMENT PLAN           | 2,712                         | 2,360                            | 2,092                           |
| 2019 PROPOSED<br>DEVELOPMENT PLAN           | 2,542                         | 2,212                            | 1,904                           |
|                                             |                               |                                  |                                 |
| <b>Net Change<br/>(Approved - Proposed)</b> | <b>170<br/>LESS TRIPS</b>     | <b>148<br/>LESS TRIPS</b>        | <b>188<br/>LESS TRIPS</b>       |

**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<br>Category    | ITE<br>Land-Use<br>(Code) | Indep.<br>Variable | ITE<br>Rate or<br>Eqn. (1) | Size (2) | Total<br>2-Way<br>(vph) | Internal<br>Trips<br>(vph) | Net<br>External<br>(vph) | Pass-By<br>2-Way<br>(vph) | Net-New<br>2-Way<br>(vph) |
|-------------------------------|-----------------------------|---------------------------|--------------------|----------------------------|----------|-------------------------|----------------------------|--------------------------|---------------------------|---------------------------|
| <b>PROPOSED DEVELOPMENT</b>   |                             |                           |                    |                            |          |                         |                            |                          |                           |                           |
| Commercial/<br>Retail/Service | Shopping Center             | 820<br>ITE /E             | SQUARE<br>FEET     | 4.14                       | 238,001  | 1,032                   | 134                        | 898                      | 269                       | 629                       |
| Office                        | General Office              | 710<br>ITE/R              | SQUARE<br>FEET     | 1.15                       | 15,630   | 18                      | 2                          | 16                       | 0                         | 16                        |
| Office                        | Medical-Office              | 720<br>ITE /R             | SQUARE<br>FEET     | 3.46                       | 0        | 0                       | 0                          | 0                        | 0                         | 0                         |
| Residential                   | Apartments<br>(Framework)   | 220<br>ITE /R             | DWELL<br>UNITS     | 0.56                       | 425      | 238                     | 31                         | 207                      | 0                         | 207                       |
| Residential                   | Assisted Living<br>(Legacy) | 254<br>ITE /R             | BEDS               | 0.26                       | 125      | 33                      | 4                          | 28                       | 0                         | 28                        |
| Medical                       | Hospital                    | 610<br>ITE /R             | BEDS               | 1.89                       | 0        | 0                       | 0                          | 0                        | 0                         | 0                         |
| <b>Total</b>                  |                             |                           |                    |                            |          | <b>1,321</b>            | <b>172</b>                 | <b>1,149</b>             | <b>269</b>                | <b>880</b>                |

(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                     |
| <b>Total</b>              |                                   |                     |                 |                                 |         | <b>2,542</b>      | <b>1,023</b>   | <b>1,519</b>    |                    | <b>330</b>           | <b>2,212</b>       |                          | <b>308</b>          | <b>148</b>             | <b>160</b>              | <b>1,904</b>        | <b>742</b>             | <b>1,162</b>            |

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)

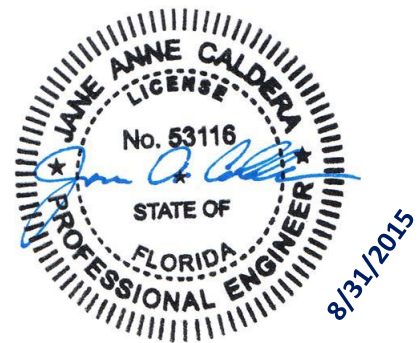
Prepared for:  
BGV Limited, LLP

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 2022<sup>14</sup> 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.

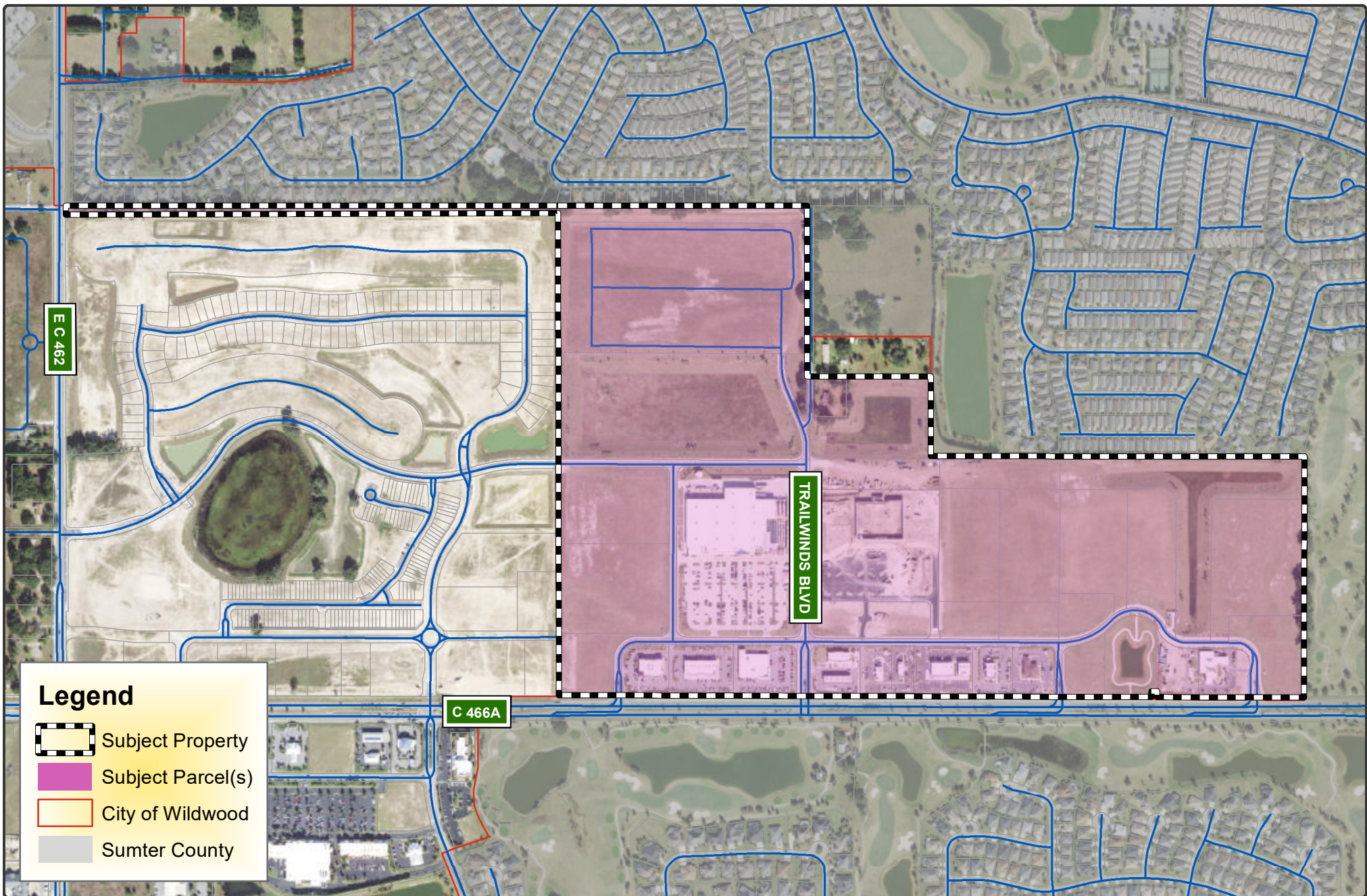
A methodology meeting was held with the City of Wildwood and the Sumter/Lake County MPO on July 27, 2015. At this meeting it was mutually agreed that this updated TIA will follow the same traffic methodology statement that was previously approved.

TABLE 1 - PM PEAK HOUR TRIP GENERATION ESTIMATES  
TRAILWINDS VILLAGE PUD MODIFICATION

| Land-Use                         | ITE Land-Use Category | ITE Land-Use (Code) | ITE Indep. Variable | ITE Rate or Eqn. (3)            | 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) |
|----------------------------------|-----------------------|---------------------|---------------------|---------------------------------|---------|-------------|----------------|-----------------|--------------------|------------------|----------------|--------------------------|---------------------|------------------------|-------------------------|---------------------|------------------------|-------------------------|
| <b>PROPOSED DEVELOPMENT</b>      |                       |                     |                     |                                 |         |             |                |                 |                    |                  |                |                          |                     |                        |                         |                     |                        |                         |
| Commercial/Retail/Service Office | Shopping Center       | 820 ITE /E          | SQUARE FEET         | $\ln(T) = 0.67 * \ln(x) + 3.31$ | 572,750 | 1,929       | 926            | 1,003           | 13%                | 250              | 1,679          | 16%                      | 269                 | 129                    | 140                     | 1,410               | 677                    | 733                     |
| Office                           | General Office        | 710 ITE/R           | SQUARE FEET         | 1.49                            | 31,500  | 47          | 8              | 39              | 13%                | 6                | 41             | 0%                       | 0                   | 0                      | 0                       | 41                  | 7                      | 34                      |
| Office                           | Medical-Dental Office | 720 ITE /R          | SQUARE FEET         | 3.57                            | 120,000 | 428         | 120            | 308             | 13%                | 56               | 373            | 0%                       | 0                   | 0                      | 0                       | 373                 | 104                    | 268                     |
| Residential (1)                  | Apartments            | 220 ITE /R          | DWELL UNITS         | 0.62                            | 332     | 206         | 134            | 72              | 13%                | 27               | 179            | 0%                       | 0                   | 0                      | 0                       | 179                 | 116                    | 63                      |
| Residential (2)                  | Assisted Living       | 254 ITE /R          | BEDS                | 0.22                            | 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



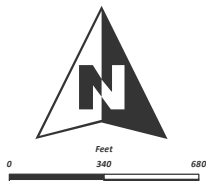


## Legend

-  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](http://www.wildwood-fl.gov)



**PD 2301-001**

## TRAILWINDS VILLAGE PD AMENDMENT

PARCELS G04LCO-001, G04LOF-001 & G04LOF-002

**MAP 1B**

**LOCATION  
MAP**

**MARCH  
2023**

**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          |
| <b>Total</b>                  | <b>131.5</b>  |

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)<br>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<br>h<br>a<br>n<br>g<br>e<br><br>F<br>r<br>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 10<sup>th</sup> 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 57<sup>th</sup> 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 57<sup>th</sup> Drive. NE 57<sup>th</sup> 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~~<sup>2</sup>.

CITY COMMISSION  
CITY OF WILDWOOD, FLORIDA

\_\_\_\_\_  
ED WOLF, MAYOR

ATTEST: \_\_\_\_\_  
Susan Patterson, City Clerk

First Reading: \_\_\_\_\_

Second Reading: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
City Attorney