



CITY COMMISSION - CITY OF WILDWOOD

Mayor/Commissioner – Ed Wolf – Seat 1

Mayor Pro Tem/Commissioner – Pamala Harrison-Bivins – Seat 2

Joe Elliott – Seat 3

Marcos Flores – Seat 4

Julian Green – Seat 5

Jason McHugh – City Manager

Agenda

Regular Meeting

April 24, 2023 7:00 PM

City Hall Commission Chamber

100 N Main Street

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

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

1. Call to Order

2. Consent Agenda/Informational Items

(A consent agenda may be presented by the Mayor at the beginning of a meeting. Items may be removed from the consent agenda at the request of any one Commissioner. Items not removed may be adopted by general consent without debate. Removed items may be either taken up immediately after the consent agenda or placed later on the agenda at the discretion of the Commission.)

A. EXPENDITURE REPORT

B. BUDGETED FINANCIAL ITEMS

1. UTILITY REVENUE SUFFICIENCY ANALYSIS PROPOSAL IN THE

AMOUNT OF \$25,000

2. *POLICE BODY CAMERA SYSTEM RENEWAL - BODYWORN BY UTILITY, INC. IN THE AMOUNT OF \$127,231*

3. **Presentations and/or Proclamations**

- A. *PROCLAIM MAY 2023 AS NATIONAL HISTORIC PRESERVATION MONTH*

4. **Public Hearings - Timed - Legislative**

- A. ***ORDINANCE NO. O2022-97 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.***

CP 2206-002 Wildwood Place

Parcel(s) D19-014 & D19-043

The applicant, Ryan Thompson of CHW professional consultants on behalf of the owner HWY 301/216 LLC seeks approval from the City Commission for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Commercial, Low-Density Residential & Residential Mixed use (City) to General Commercial & Medium High-Density Residential (City) for the parcels listed above on 34.75 acres MOL. This request is accompanied by a rezoning request RZ 2206-002.

Special Magistrate recommends approval.

5. **Public Hearings - Timed - Quasi-Judicial**

- A. ***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.***

RZ 2206-002 Wildwood Place

Parcel(s) D19-014 & D19-043

The applicant, Ryan Thompson of CHW professional consultants on behalf of the owner HWY 301/216 LLC seeks approval from the City Commission 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.

Special Magistrate recommends approval.

- B. **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.**

PD 2206-001 Wildwood Place

Parcel(s) D19-014 & D19-043

The applicant, Ryan Thompson of CHW professional consultants on behalf of the owner HWY 301/216 LLC, seeks approval from the City Commission 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.

Special Magistrate recommends approval.

- C. **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.**

PD 2301-001 Trailwinds Village Planned Development Amendment

Parcel(s) G04LRI-002

The owner/applicant Word Family, LLC seeks approval from the City Commission 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'.

Special Magistrate recommends approval.

6. Public Forum - 4 minute time limit

7. Ordinances First Reading Only (No Vote)

- A. **ORDINANCE NO. O2023-17 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 23.79 ACRES LOCATED SOUTH ALONG CR 222, APPROXIMATELY 0.38 MILES WEST OF N US 301, AND APPROXIMATELY 0.40 MILES EAST OF CR 209, IN SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST; WHICH IS CONTIGUOUS TO THE CITY OF WILDWOOD LIMITS AND LOCATED IN THE CITY'S JOINT**

PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

AN 2303-001 Blount Development at Peppertree

Parcels D30-016, D30-043, D30-083, and D30-097

The applicant, LPG Urban & Regional Planners, Inc on behalf of the owners, Israel and Lucinda Daves, Rick Blount & Company, Inc, and Blount Development Peppertree, LLC, has submitted a voluntary annexation application for parcels D30-016, D30-043, D30-083, and D30-097, on 23.79 acres MOL.

Staff recommends approval.

- B. ***ORDINANCE NO. 02023-18 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 4 ACRES LOCATED SOUTH ALONG C 44A, APPROXIMATELY 0.14 MILES NORTH OF E SR 44, IN SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST; WHICH IS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF WILDWOOD AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.***

AN 2303-002 Pen-a-ckle Pickleball Pavilion

Parcels G16-107

The applicant, Lamar Underwood, on behalf of the owners, MGE Holdings LLC, seeks approval from the Commission for a voluntary annexation application for the parcel listed above on 4 acres MOL.

Staff recommends approval

8. Resolutions for Approval

9. Financial & Contracts & Agreements

- A. *RFQ #2023-08 CONTINUING ARCHITECTURAL SERVICES*
- B. *ANNUAL LEASE AGREEMENT WITH DM7 CATTLE COMPANY*
- C. *DEMOLITION OF THE OLD POLICE DEPARTMENT BUILDING IN THE AMOUNT OF \$52,650*
- D. *AMENDED AND RESTATED MEMORANDUM OF AGREEMENT FOR PEPPERTREE NORTH*

E. *TERMINATION OF MEMORANDUMS OF AGREEMENT - EARLY
RETIREMENT, LLC (PEPPERTREE NORTH) AND CITY OF WILDWOOD*

10. General Items for Consideration/Discussion and Other Business

11. Appointments

12. City Manager Reports

A. *REQUEST SPECIAL COMMISSION MEETING FOR MAY 1, 2023 AT 7PM*

13. Other Department Reports

14. Commission Members Reports

15. City Attorney Reports

16. Adjournment

Upcoming Events

April 28, 2023 - Arbor Day Celebration at City Hall at 10am

May 1, 2023 - Tentative Special Commission Meeting at City Hall at 7pm

May 8, 2023 - City Commission Meeting at City Hall at 9am

April 24, 2023 7:00 PM

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account Range: First	to Last	Include Non-Anticipated: No	Year To Date As Of: 04/30/23
Expend Account Range: First	to Last	Include Non-Budget: No	Current Period: 04/01/23 to 04/30/23
Print Zero YTD Activity: No			Prior Year As Of: 04/30/23

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
001-311-1000	AD VALOREM TAXES	9,513,015.23	12,767,400.00	0.00	12,439,618.91	327,781.09-	97
001-312-4100	LOCAL OPTION GAS TAX	521,726.98	550,510.00	0.00	359,192.05	191,317.95-	65
001-312-6000	DISCRETIONARY/LOCAL GOVT. INFRA	3,000,973.76	2,912,630.00	0.00	1,857,060.40	1,055,569.60-	64
001-313-1000	FRANCHISE TAX-/PROGRESS ENERGY SVCS	914,818.57	800,000.00	0.00	498,766.01	301,233.99-	62
001-313-1010	FRANCHISE TAX- SECO	1,109,792.58	950,000.00	0.00	688,063.34	261,936.66-	72
001-313-4080	LEESBURG ELECTRIC FRANCHISE FEE	56,759.18	35,000.00	6,119.17	49,732.05	14,732.05	142
001-313-4160	FRANCHISE TAX- TECO/PEOPLES GAS	252,232.71	250,000.00	27,346.18	169,897.46	80,102.54-	68
001-313-4170	FENNEY WATER CONS AUTHORITY-UTILITY TAX	53,537.52	45,000.00	0.00	22,980.67	22,019.33-	51
001-313-4180	LEESBURG GAS FRANCHISE FEE	50,945.56	45,000.00	6,453.74	35,843.76	9,156.24-	80
001-313-4190	SOUTH SUMTER UTILITY COMPANY FRANCHISE	370,207.76	275,000.00	0.00	209,071.57	65,928.43-	76
001-313-5000	FRANCHISE TAX- WASTE MGMNT-REFUSE SVCS	191,455.95	190,000.00	0.00	95,438.71	94,561.29-	50
001-313-5001	TRI-COUNTY SANITATION FRANCHISE FEE	239,734.08	250,000.00	0.00	151,024.73	98,975.27-	60
001-313-5003	FRANCHISE FEE - SEWWC	228,541.29	245,000.00	0.00	133,480.68	111,519.32-	54
001-314-1000	UTILITY TAX-PROGRESS ENERGY SVCS.	800,587.31	690,000.00	0.00	409,449.69	280,550.31-	59
001-314-1010	UTILITY TAX-SUMTER ELECTRIC	1,022,299.81	930,000.00	0.00	530,892.74	399,107.26-	57
001-314-3000	UTILITY TAX-WATER SALES	116,647.62	110,000.00	0.00	50,479.90	59,520.10-	46
001-314-3002	THE VILLAGES-5% WATER UTILITY TAX	226,690.03	250,000.00	0.00	96,355.82	153,644.18-	39
001-314-3003	CENTRAL SUMTER UTILIITY CO. LLC	112,364.85	125,000.00	0.00	77,007.37	47,992.63-	62
001-314-4000	UTILITY TAX-SUBURBAN PROPANE	14,947.69	15,000.00	0.00	8,355.18	6,644.82-	56
001-314-4030	FERRELLGAS LP	1,603.55	1,000.00	0.00	795.60	204.40-	80
001-314-4040	CIRCLE K STORES	210.93	200.00	0.00	186.84	13.16-	93
001-314-4080	LEESBURG ELECTRIC UTILITY TAX	42,831.63	30,000.00	3,579.99	32,431.88	2,431.88	108
001-314-4081	LEESBURG GAS UTILITY TAX	75,244.67	60,000.00	8,750.57	51,122.78	8,877.22-	85
001-314-4100	INTERCONN RESOURCES LLC	27,549.71	30,000.00	0.00	8,679.36	21,320.64-	29
001-314-4150	CVS	389.42	200.00	0.00	195.36	4.64-	98
001-314-4151	AMERIGAS PROPANE	9,864.39	8,000.00	0.00	4,377.25	3,622.75-	55
001-314-4152	LOWE'S PROPANE TAX	2,426.64	1,500.00	0.00	1,332.20	167.80-	89
001-314-4153	BLOSSMAN COMPANIES PROPANE TAX	0.00	0.00	0.00	179.20	179.20	0
001-314-4160	TECO-PEOPLES GAS	262,582.16	250,000.00	0.00	169,465.97	80,534.03-	68
001-314-4162	GAS SOUTH UTILITY TAX	335.05	300.00	0.00	400.12	100.12	133
001-314-4190	SOUTH SUMTER UTILITY CO UTILITY TAX	148,810.50	85,000.00	0.00	81,801.33	3,198.67-	96
001-314-4191	PUBLIX UTILITY TAX	932.43	500.00	0.00	637.15	137.15	127
001-314-9010	STATE COMMUNICATIONS TAX	499,413.36	500,000.00	0.00	312,315.06	187,684.94-	62

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
001-331-5000	FEMA GRANT	0.00	0.00	0.00	65,810.15	65,810.15	0
001-335-1200	STATE REVENUE SHARING	628,683.58	652,660.00	0.00	318,799.95	333,860.05-	49
001-335-1400	MOBILE HOME LICENSES	16,437.90	10,000.00	122.87	11,364.87	1,364.87	114
001-335-1600	STATE BEVERAGE LICENSES	7,462.21	8,500.00	0.00	7,584.57	915.43-	89
001-335-1800	1/2 CENT SALES TAX	1,478,361.37	1,508,170.00	0.00	957,008.92	551,161.08-	63
001-339-1000	SOUTH SUMTER UTILITY PILOT FEES	5,582.80	0.00	0.00	0.00	0.00	0
001-341-2006	COMMUNITY DEVELOPMENT SERVICES	844,761.41	500,000.00	10,665.00	328,408.93	171,591.07-	66
001-341-2010	TREE MITIGATION PERMITS	25,584.00	0.00	0.00	700.00	700.00	0
001-347-5300	BUILDING RENTAL-WILDWOOD COMMUNITY CENTE	75,282.78	50,000.00	1,272.34	49,881.50	118.50-	100
001-347-5304	COMMUNITY CENTER STAFF FEES	150.00-	100.00	0.00	0.00	100.00-	0
001-347-5305	BUILDING RENTAL-OXFORD COMMUNITY CENTER	7,747.58	5,000.00	108.81-	6,937.96	1,937.96	139
001-347-5306	BUILDING RENTAL-MLK JR COMMUNITY CENTER	1,693.87	1,500.00	34.54	917.32	582.68-	61
001-347-5307	OUTDOOR BUILDING RENTALS	46.10	100.00	0.00	36.88	63.12-	37
001-347-5308	OPEN SPACE RENTALS	354.97	100.00	0.00	1,190.30	1,090.30	***
001-350-1000	FINES	27,251.97	20,000.00	2,057.13	20,251.92	251.92	101
001-351-1002	CODE ENFORCEMENT	1,825.29	1,000.00	101.63	1,440.68	440.68	144
001-351-3000	POLICE-2ND DOLLAR FUND	2,900.28	1,500.00	172.62	1,571.44	71.44	105
001-361-0000	INTEREST EARNINGS	85,937.51	5,000.00	0.00	85,060.92	80,060.92	***
001-369-0000	OTHER MISCELLANEOUS REVENUE	6,413.14	10,000.00	140.00	10,877.26	877.26	109
001-369-0010	STATE HIGHWAY LIGHTING AGREEMENT	17,247.78	17,765.00	0.00	0.00	17,765.00-	0
001-369-0012	FDOT HIGHWAY MAINTENANCE AGREEMENT	15,500.08	13,440.00	0.00	4,202.25	9,237.75-	31
001-369-0050	AUCTION PROCEEDS	9,972.00	10,000.00	0.00	3,111.67	6,888.33-	31
001-369-0052	SPONSORSHIPS	1,265.00	1,000.00	0.00	0.00	1,000.00-	0
001-369-0058	DONATIONS	17,515.70	0.00	0.00	3,265.00	3,265.00	0
001-369-0075	MULTI-PURPOSE FIELD RENTAL	0.00	100.00	0.00	0.00	100.00-	0
001-369-0076	BASEBALL FIELD RENTAL	3,329.84	1,000.00	1,076.60	2,985.14	1,985.14	299
001-369-0078	FIELD PREPARATION FEES	345.00	100.00	239.24	479.24	379.24	479
001-369-0792	PROGRAM REGISTRATION FEES	29,002.57	15,000.00	522.00	19,808.41	4,808.41	132
001-369-0794	CONCESSION / VENDOR FEES	100.00	100.00	0.00	0.00	100.00-	0
001-369-0796	SPECIAL EVENT REGISTRATION FEES	1,330.00	1,500.00	0.00	4,210.00	2,710.00	281
001-369-2100	POLICE DEPT MISCELLANEOUS REVENUE	4,794.00	1,500.00	584.40	2,680.47	1,180.47	179
001-369-3700	MISCELLANEOUS POLICE DONATIONS	0.00	100.00	0.00	0.00	100.00-	0
001-369-3748	MISC. GRANTS/VESTS	2,325.00	0.00	0.00	0.00	0.00	0
001-369-4000	FUEL TAX REFUND	11,470.88	6,500.00	0.00	3,839.20	2,660.80-	59
001-380-1000	OTHR FINANCING SOURCE-INSURANCE PROCEEDS	67,736.50	0.00	0.00	0.00	0.00	0
001-380-1001	OTHER FINANCING SOURCE-COUNTY REIMBURSE	90,804.00	0.00	0.00	0.00	0.00	0
001-382-1010	TRANSFER FROM INDUSTRIAL PARK	10,000.00	10,000.00	0.00	0.00	10,000.00-	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
001-382-1013	TRANSFER FROM LAW ENFORCEMENT IMP FEES	412,800.00	412,800.00	0.00	0.00	412,800.00-	0
001-389-5000	NON-OPERATIONAL CASH FORWARD-GEN FUND	0.00	5,806,015.00	0.00	0.00	5,806,015.00-	0
001 GENERAL FUND Revenue Total		23,781,188.03	31,472,790.00	69,129.21	20,459,056.09	11,013,733.91-	65

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-511-00-0000	LEGISLATIVE- CITY COMMISSION:	0.00	0.00	0.00	0.00	0.00	0
001-511-10-1200	SALARIES	42,528.84	48,910.00	4,141.26	28,710.59	20,199.41	59
001-511-10-2100	FICA EXPENSE	3,253.32	3,750.00	316.79	2,196.27	1,553.73	59
001-511-10-2200	RETIREMENT	22,461.75	27,880.00	2,360.51	15,613.14	12,266.86	56
001-511-10-2300	LIFE & HEALTH INSURANCE	285.00	350.00	23.75	350.74	0.74-	100
001-511-10-2600	WORKERS COMPENSATION INSURANCE	133.96	150.00	12.02	139.55	10.45	93
001-511-30-3100	PROFESSIONAL SERVICES	2,200.00	6,000.00	0.00	200.00	5,800.00	3
001-511-30-4000	TRAVEL & PER DIEM	6,205.44	7,000.00	341.26	573.96	6,426.04	8
001-511-30-4100	TELEPHONE EXPENSE	1,196.00	2,000.00	90.54	573.57	1,426.43	29
001-511-30-4110	IT LICENSING / EQUIPMENT	4,807.20	8,470.00	2,626.33	4,552.08	3,917.92	54
001-511-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	0.00	500.00	0
001-511-30-4900	MISC. EXPENSE & OTHER CURRENT	66.37	2,500.00	0.00	2,668.60	168.60-	107
001-511-30-5100	OFFICE SUPPLIES	39.00	150.00	0.00	0.00	150.00	0
001-511-30-5200	OPERATING SUPPLIES	98.66	400.00	0.00	11.50	388.50	3
001-511-30-5400	SUBSCRIPTIONS/DUES	2,680.00	5,300.00	0.00	4,137.00	1,163.00	78
001-511-30-5500	TRAINING	1,650.00	2,650.00	0.00	0.00	2,650.00	0
001-511-60-6300	CAPITAL IMPROVEMENT-OTHER	5,698.00	0.00	0.00	0.00	0.00	0
511 LEGISLATIVE- CITY COMMISSION:		93,303.54	116,010.00	9,912.46	59,727.00	56,283.00	51

001-512-00-0000	EXECUTIVE- CITY MANAGER:	0.00	0.00	0.00	0.00	0.00	0
001-512-10-1200	SALARIES	283,686.15	448,710.00	17,193.74	214,521.02	234,188.98	48
001-512-10-1300	OVERTIME	69.81	0.00	0.00	0.00	0.00	0
001-512-10-1500	SICK LEAVE	6,172.52	0.00	0.00	2,238.08	2,238.08-	0
001-512-10-1600	VACATION PAY	12,418.17	0.00	190.00	13,624.51	13,624.51-	0
001-512-10-1800	HOLIDAY PAY	12,853.78	0.00	0.00	11,649.98	11,649.98-	0
001-512-10-2100	FICA EXPENSE	24,024.10	34,330.00	1,322.21	17,911.33	16,418.67	52
001-512-10-2200	RETIREMENT	84,211.65	110,900.00	4,291.89	60,057.30	50,842.70	54
001-512-10-2210	BENEFIT ADMIN FEES	58.50	0.00	0.00	81.00	81.00-	0
001-512-10-2300	LIFE & HEALTH INSURANCE	24,071.20	46,800.00	1,750.50	23,899.00	22,901.00	51
001-512-10-2600	WORKERS COMPENSATION INSURANCE	446.58	500.00	40.07	465.22	34.78	93

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-512-30-3100	PROFESSIONAL SERVICES	53,952.16	125,000.00	0.00	21,227.90	103,772.10	17
001-512-30-3450	CLOTHING AND UNIFORMS	0.00	500.00	0.00	183.96	316.04	37
001-512-30-4000	TRAVEL & PER DIEM	7,309.05	10,600.00	517.03	3,605.53	6,994.47	34
001-512-30-4100	TELEPHONE EXPENSE	2,788.94	4,500.00	171.08	2,202.36	2,297.64	49
001-512-30-4110	IT LICENSING / EQUIPMENT	2,890.83	11,840.00	477.52	10,853.43	986.57	92
001-512-30-4150	ADVERTISING/RECORDING EXPENSE	0.00	4,000.00	0.00	944.24	3,055.76	24
001-512-30-4200	POSTAGE/TRANSPORTATION FEES	7.29	500.00	0.00	55.82	444.18	11
001-512-30-4600	REPAIR & MAINTENANCE	946.22	5,800.00	68.97	635.79	5,164.21	11
001-512-30-4900	MISC. EXPENSE & OTHER CURRENT	501.71	1,000.00	0.00	180.84	819.16	18
001-512-30-5100	OFFICE SUPPLIES	338.18	2,000.00	0.00	932.35	1,067.65	47
001-512-30-5200	OPERATING SUPPLIES	593.17	7,250.00	130.64	4,014.47	3,235.53	55
001-512-30-5400	SUBSCRIPTIONS/DUES	3,846.24	5,650.00	0.00	1,084.75	4,565.25	19
001-512-30-5500	TRAINING	2,137.51	9,000.00	0.00	1,960.00	7,040.00	22
001-512-60-6400	CAP. IMPROVEMENT-MACHINERY	0.00	5,200.00	0.00	4,633.40	566.60	89
512 EXECUTIVE- CITY MANAGER:		523,323.76	834,080.00	26,153.65	396,962.28	437,117.72	48
001-513-00-0000	CLERK/FINANCE DEPARTMENT:	0.00	0.00	0.00	0.00	0.00	0
001-513-10-1200	SALARIES	221,653.11	283,920.00	8,912.23	111,584.67	172,335.33	39
001-513-10-1300	OVERTIME	24.88	500.00	0.00	0.00	500.00	0
001-513-10-1500	SICK LEAVE	6,549.71	0.00	156.16	3,241.37	3,241.37-	0
001-513-10-1600	VACATION PAY	16,092.88	0.00	86.86	5,366.25	5,366.25-	0
001-513-10-1800	HOLIDAY PAY	10,401.00	0.00	0.00	5,570.43	5,570.43-	0
001-513-10-2100	FICA EXPENSE	19,486.82	21,760.00	700.36	9,620.72	12,139.28	44
001-513-10-2200	RETIREMENT	32,712.84	37,280.00	1,257.55	17,288.76	19,991.24	46
001-513-10-2210	BENEFIT ADMIN FEES	54.00	0.00	0.00	0.00	0.00	0
001-513-10-2300	LIFE & HEALTH INSURANCE	35,524.88	46,800.00	1,431.00	18,717.00	28,083.00	40
001-513-10-2500	UNEMPLOYMENT COMPENSATION	0.00	500.00	0.00	0.00	500.00	0
001-513-10-2600	WORKERS COMPENSATION INSURANCE	893.14	1,000.00	80.14	930.43	69.57	93
001-513-30-3100	PROFESSIONAL SERVICES	13,361.60	17,750.00	0.00	0.00	17,750.00	0
001-513-30-3200	ACCOUNTING/AUDITING FEE	18,500.00	19,250.00	0.00	0.00	19,250.00	0
001-513-30-3400	OTHER CONTRACTUAL SERVICES	2,720.05	14,800.00	1,029.17	6,635.99	8,164.01	45
001-513-30-4000	TRAVEL & PER DIEM	0.00	2,000.00	0.00	55.56	1,944.44	3
001-513-30-4100	TELEPHONE EXPENSE	3,480.22	6,300.00	40.27	2,514.77	3,785.23	40
001-513-30-4110	IT LICENSING / EQUIPMENT	32,428.68	37,540.00	3,581.36	29,323.02	8,216.98	78
001-513-30-4150	ADVERTISING/RECORDING EXPENSE	2,857.35	1,580.00	0.00	123.74	1,456.26	8
001-513-30-4200	POSTAGE/TRANSPORTATION FEES	5,000.62	3,150.00	0.00	1,811.31	1,338.69	58

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-513-30-4300	UTILITIES EXPENSE	18,321.51	27,300.00	1,290.93	9,305.57	17,994.43	34
001-513-30-4400	RENTAL & LEASING	2,995.45	3,900.00	0.00	1,554.59	2,345.41	40
001-513-30-4500	GENERAL INSURANCE	149,199.14	170,000.00	0.00	184,869.50	14,869.50-	109
001-513-30-4600	REPAIR & MAINTENANCE	12,369.37	22,470.00	151.67	3,502.74	18,967.26	16
001-513-30-4900	MISC. EXPENSE & OTHER CURRENT	5,655.83	6,000.00	340.93	2,831.51	3,168.49	47
001-513-30-4910	ELECTION EXPENSES	0.00	500.00	0.00	0.00	500.00	0
001-513-30-5100	OFFICE SUPPLIES	4,216.10	3,600.00	0.00	2,784.78	815.22	77
001-513-30-5200	OPERATING SUPPLIES	7,147.80	7,050.00	26.43	1,848.65	5,201.35	26
001-513-30-5400	SUBSCRIPTIONS/DUES	432.50	1,180.00	0.00	150.00	1,030.00	13
001-513-30-5500	TRAINING	1,818.00	3,360.00	0.00	424.00	2,936.00	13
001-513-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	7,560.00	0.00	0.00	7,560.00	0
001-513-70-7100	DEBT SERVICE/CITY HALL-PRINCIPAL	109,873.75	112,595.00	0.00	55,952.53	56,642.47	50
001-513-70-7200	DEBT SERVICE/CITY HALL-INTEREST	24,553.79	21,835.00	0.00	11,261.25	10,573.75	52
001-513-70-7500	DEBT SERVICE/POLICE STATION-PRINCIPAL	223,552.49	229,425.00	0.00	113,969.00	115,456.00	50
001-513-70-7550	DEBT SERVICE/POLICE STATION-INTEREST	68,058.21	62,185.00	0.00	31,836.35	30,348.65	51
001-513-70-7600	DEBT SERV/2018 GEN FUND PROJ LOAN-PRINCP	327,167.69	333,315.00	0.00	333,314.33	0.67	100
001-513-70-7650	DEBT SERV/2018 GEN FUND PROJ LOAN-INTRST	95,401.31	89,270.00	0.00	89,263.05	6.95	100
513 CLERK/FINANCE DEPARTMENT:		1,472,504.72	1,595,675.00	19,085.06	1,055,651.87	540,023.13	66
001-516-00-0000	DEVELOPMENT SERVICES:	0.00	0.00	0.00	0.00	0.00	0
001-516-10-1200	SALARIES	477,983.17	707,050.00	20,949.64	258,810.55	448,239.45	37
001-516-10-1300	OVERTIME	1,684.41	1,000.00	0.00	363.22	636.78	36
001-516-10-1500	SICK LEAVE	10,237.69	0.00	775.95	7,043.33	7,043.33-	0
001-516-10-1600	VACATION PAY	29,637.20	0.00	34.70	9,498.20	9,498.20-	0
001-516-10-1800	HOLIDAY PAY	19,472.89	0.00	0.00	13,323.87	13,323.87-	0
001-516-10-2100	FICA EXPENSE	41,234.27	54,170.00	1,664.68	22,111.50	32,058.50	41
001-516-10-2200	RETIREMENT	77,619.65	105,520.00	3,092.74	41,293.98	64,226.02	39
001-516-10-2210	BENEFIT ADMIN FEES	211.50	0.00	0.00	49.50	49.50-	0
001-516-10-2300	LIFE & HEALTH INSURANCE	70,554.20	107,640.00	3,325.23	41,194.01	66,445.99	38
001-516-10-2600	WORKERS COMPENSATION INSURANCE	1,339.72	1,500.00	120.21	1,395.65	104.35	93
001-516-30-3100	PROFESSIONAL SERVICES	502,781.20	525,000.00	0.00	168,090.32	356,909.68	32
001-516-30-3400	OTHER CONTRACTUAL SERVICES	1,361.24	14,500.00	0.00	361.75	14,138.25	2
001-516-30-3450	CLOTHING AND UNIFORMS	981.46	2,000.00	0.00	456.92	1,543.08	23
001-516-30-4000	TRAVEL & PER DIEM	4,014.91	24,650.00	0.00	711.10	23,938.90	3
001-516-30-4100	TELEPHONE EXPENSE	9,092.98	8,000.00	171.88	3,607.74	4,392.26	45
001-516-30-4110	IT LICENSING / EQUIPMENT	15,689.09	55,100.00	3,581.36	26,926.95	28,173.05	49

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-516-30-4150	ADVERTISING/RECORDING EXPENSE	33,762.20	25,000.00	714.50	14,159.44	10,840.56	57
001-516-30-4200	POSTAGE/TRANSPORTATION FEES	1,849.68	8,000.00	0.00	437.77	7,562.23	5
001-516-30-4600	REPAIR & MAINTENANCE	3,417.08	6,000.00	262.74	956.73	5,043.27	16
001-516-30-4900	MISC. EXPENSE & OTHER CURRENT	273.06	10,000.00	0.00	1,231.82	8,768.18	12
001-516-30-4950	CODE ENFORCEMENT	2,738.41	51,500.00	0.00	2,897.83	48,602.17	6
001-516-30-5100	OFFICE SUPPLIES	2,250.71	10,000.00	0.00	1,272.33	8,727.67	13
001-516-30-5200	OPERATING SUPPLIES	15,236.35	10,000.00	0.00	1,739.48	8,260.52	17
001-516-30-5250	FUEL EXPENSE	1,957.56	2,500.00	168.25	823.29	1,676.71	33
001-516-30-5400	SUBSCRIPTIONS/DUES	2,383.95	3,980.00	0.00	560.17	3,419.83	14
001-516-30-5500	TRAINING	7,497.85	19,460.00	0.00	3,113.79	16,346.21	16
001-516-30-5550	LICENSING	10,961.10	0.00	0.00	0.00	0.00	0
001-516-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	18,000.00	0.00	11,128.33	6,871.67	62
001-516-60-6330	JPA COMP PLAN AMENDMENTS	15,033.63	0.00	0.00	0.00	0.00	0
001-516-60-6400	CAPITAL IMPROV.-MACHINERY/EQUIPMENT	39,090.00	0.00	0.00	0.00	0.00	0
516 DEVELOPMENT SERVICES:		1,400,347.16	1,770,570.00	34,861.88	633,559.57	1,137,010.43	36
001-518-00-0000	INFORMATION TECHNOLOGY DEPARTMENT	0.00	0.00	0.00	0.00	0.00	0
001-518-10-1200	SALARIES	112,674.55	190,330.00	5,588.91	69,317.26	121,012.74	36
001-518-10-1300	OVERTIME	41.47	0.00	0.00	0.00	0.00	0
001-518-10-1500	SICK LEAVE	6,520.75	0.00	0.00	984.80	984.80-	0
001-518-10-1600	VACATION PAY	6,969.13	0.00	253.07	4,456.59	4,456.59-	0
001-518-10-1800	HOLIDAY PAY	5,224.00	0.00	0.00	2,019.04	2,019.04-	0
001-518-10-2100	FICA EXPENSE	10,054.87	14,570.00	446.91	5,873.54	8,696.46	40
001-518-10-2200	RETIREMENT	14,627.63	22,670.00	695.78	9,144.19	13,525.81	40
001-518-10-2210	BENEFIT ADMIN FEES	54.00	0.00	0.00	27.00	27.00-	0
001-518-10-2300	LIFE & HEALTH INSURANCE	15,172.20	28,080.00	662.57	10,518.27	17,561.73	37
001-518-10-2600	WORKERS COMPENSATION INSURANCE	178.65	200.00	16.03	186.07	13.93	93
001-518-30-3100	PROFESSIONAL SERVICES	375.00	145,320.00	0.00	0.00	145,320.00	0
001-518-30-3400	OTHER CONTRACTUAL SERVICES	988.66	15,160.00	329.33	2,093.98	13,066.02	14
001-518-30-4000	TRAVEL & PER DIEM	0.00	7,500.00	0.00	0.00	7,500.00	0
001-518-30-4100	TELEPHONE EXPENSE	5,873.59	5,000.00	130.81	2,869.53	2,130.47	57
001-518-30-4110	IT LICENSING / EQUIPMENT	8,595.85	21,700.00	1,193.79	3,591.05	18,108.95	17
001-518-30-4200	POSTAGE/TRANSPORTATION FEES	8.26	250.00	0.00	0.00	250.00	0
001-518-30-4300	UTILITIES EXPENSE	1,758.96	2,300.00	120.59	597.05	1,702.95	26
001-518-30-4400	RENTAL & LEASING	0.00	500.00	0.00	0.00	500.00	0
001-518-30-4600	REPAIR & MAINTENANCE	75.01	4,000.00	0.00	20.15	3,979.85	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-518-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	8,000.00	0.00	397.91	7,602.09	5
001-518-30-5100	OFFICE SUPPLIES	203.59	900.00	51.05	302.12	597.88	34
001-518-30-5200	OPERATING SUPPLIES	7,769.60	15,000.00	472.68	1,397.88	13,602.12	9
001-518-30-5400	SUBSCRIPTIONS/DUES	355.00	2,500.00	0.00	200.00	2,300.00	8
001-518-30-5500	TRAINING	1,552.98	8,000.00	0.00	1,418.00	6,582.00	18
001-518-30-5550	LICENSING	47,110.77	30,000.00	637.75	12,536.34	17,463.66	42
001-518-60-6300	CAPITAL IMPROVEMENT-OTHER	13,771.91	0.00	0.00	0.00	0.00	0
001-518-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	17,215.00	16,000.00	0.00	0.00	16,000.00	0
518 INFORMATION TECHNOLOGY DEPARTMENT		277,171.43	537,980.00	10,599.27	127,950.77	410,029.23	24
001-519-00-0000	HUMAN RESOURCE DEPARTMENT:	0.00	0.00	0.00	0.00	0.00	0
001-519-10-1200	SALARIES	106,595.87	130,420.00	5,248.82	64,556.16	65,863.84	50
001-519-10-1300	OVERTIME	298.61	0.00	0.00	0.00	0.00	0
001-519-10-1500	SICK LEAVE	2,327.18	0.00	0.00	790.83	790.83-	0
001-519-10-1600	VACATION PAY	5,570.61	0.00	0.00	2,797.34	2,797.34-	0
001-519-10-1800	HOLIDAY PAY	4,608.81	0.00	0.00	3,521.96	3,521.96-	0
001-519-10-2100	FICA EXPENSE	9,134.78	9,980.00	401.53	5,482.53	4,497.47	55
001-519-10-2200	RETIREMENT	13,266.32	15,540.00	625.13	8,535.49	7,004.51	55
001-519-10-2210	BENEFIT ADMIN FEES	54.00	0.00	0.00	22.50	22.50-	0
001-519-10-2300	LIFE & HEALTH INSURANCE	15,291.36	18,720.00	717.87	9,389.31	9,330.69	50
001-519-10-2600	WORKERS COMPENSATION INSURANCE	98.26	110.00	8.81	102.35	7.65	93
001-519-30-3100	PROFESSIONAL SERVICES	2,216.00	60,000.00	0.00	21,620.00	38,380.00	36
001-519-30-3400	OTHER CONTRACTUAL SERVICES	863.04	6,400.00	329.33	2,193.98	4,206.02	34
001-519-30-4000	TRAVEL & PER DIEM	3,484.89	4,800.00	0.00	8.00	4,792.00	0
001-519-30-4100	TELEPHONE EXPENSE	5,005.64	4,750.00	40.27	2,132.52	2,617.48	45
001-519-30-4110	IT LICENSING / EQUIPMENT	19,496.92	20,530.00	1,752.76	20,036.69	493.31	98
001-519-30-4150	ADVERTISING/RECRUITING	4,730.00	4,700.00	0.00	1,255.25	3,444.75	27
001-519-30-4200	POSTAGE/TRANSPORTATION FEES	176.50	500.00	0.00	91.17	408.83	18
001-519-30-4300	UTILITIES EXPENSE	2,073.75	2,300.00	120.59	825.07	1,474.93	36
001-519-30-4400	RENTAL & LEASING	10.40	60.00	0.00	0.00	60.00	0
001-519-30-4600	REPAIR & MAINTENANCE	2,925.88	3,000.00	16.67	1,409.96	1,590.04	47
001-519-30-4800	EMPLOYEE PROGRAMS	6,724.51	8,000.00	0.00	5,220.13	2,779.87	65
001-519-30-4900	MISC. EXPENSE & OTHER CURRENT	519.40	1,000.00	0.00	365.37	634.63	37
001-519-30-5100	OFFICE SUPPLIES	1,076.85	2,900.00	117.71	696.32	2,203.68	24
001-519-30-5200	OPERATING SUPPLIES	1,034.38	2,800.00	19.68	1,873.15	926.85	67
001-519-30-5250	FUEL EXPENSE	533.82	700.00	43.83	248.30	451.70	35

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-519-30-5400	SUBSCRIPTIONS/DUES	1,023.24	2,380.00	94.92	1,451.92	928.08	61
001-519-30-5500	TRAINING	4,574.94	4,850.00	0.00	2,199.37	2,650.63	45
001-519-30-5501	STAFF TRAINING PROGRAMS	1,780.05	5,000.00	0.00	2,746.90	2,253.10	55
519 HUMAN RESOURCE DEPARTMENT:		215,496.01	309,440.00	9,537.92	159,572.57	149,867.43	52
001-521-00-0000	POLICE DEPARTMENT:	0.00	0.00	0.00	0.00	0.00	0
001-521-10-1200	SALARIES	2,027,045.38	3,539,580.00	90,780.18	1,224,560.23	2,315,019.77	35
001-521-10-1220	UNIFORM ALLOWANCE	13,980.00	14,820.00	0.00	6,690.00	8,130.00	45
001-521-10-1250	ON CALL	7,050.00	10,400.00	225.00	3,450.00	6,950.00	33
001-521-10-1260	SHIFT DIFFERENTIAL	14,061.06	20,080.00	448.15	6,659.83	13,420.17	33
001-521-10-1300	OVERTIME	117,487.00	157,000.00	8,392.74	63,489.87	93,510.13	40
001-521-10-1500	SICK LEAVE	72,320.99	0.00	2,857.09	30,233.59	30,233.59-	0
001-521-10-1600	VACATION PAY	101,695.36	0.00	3,662.74	63,221.38	63,221.38-	0
001-521-10-1700	INCENTIVE PAY	20,290.00	56,000.00	0.00	10,530.00	45,470.00	19
001-521-10-1800	HOLIDAY PAY	83,822.11	0.00	303.89	61,060.08	61,060.08-	0
001-521-10-1820	HOLIDAY PREMIUM	73,753.36	82,000.00	0.00	51,088.78	30,911.22	62
001-521-10-2100	FICA EXPENSE	194,120.65	295,680.00	8,160.25	116,271.93	179,408.07	39
001-521-10-2200	RETIREMENT	629,058.51	1,103,850.00	27,761.77	397,840.23	706,009.77	36
001-521-10-2210	BENEFIT ADMIN FEES	243.00	0.00	0.00	207.00	207.00-	0
001-521-10-2300	LIFE & HEALTH INSURANCE	317,222.69	547,560.00	15,516.04	187,047.35	360,512.65	34
001-521-10-2500	UNEMPLOYMENT COMP. REIMBURSEMENT	2,817.24	0.00	0.00	4,608.24	4,608.24-	0
001-521-10-2600	WORKERS COMPENSATION INSURANCE	58,053.22	65,000.00	5,208.96	60,477.01	4,522.99	93
001-521-30-3100	PROFESSIONAL SERVICES	10,888.21	48,000.00	600.00	8,689.99	39,310.01	18
001-521-30-3400	OTHER CONTRACTUAL SERVICES	12,915.35	26,800.00	1,399.66	13,462.00	13,338.00	50
001-521-30-3450	CLOTHING AND UNIFORMS	10,568.31	12,000.00	0.00	8,329.13	3,670.87	69
001-521-30-3500	INVESTIGATIONS	7,924.44	15,000.00	735.40	3,879.10	11,120.90	26
001-521-30-4000	TRAVEL & PER DIEM	4,507.60	9,000.00	0.00	2,753.02	6,246.98	31
001-521-30-4100	TELEPHONE EXPENSE	63,838.47	80,000.00	3,639.92	29,973.44	50,026.56	37
001-521-30-4110	IT LICENSING / EQUIPMENT	231,419.52	191,600.00	19,364.16	189,678.69	1,921.31	99
001-521-30-4200	POSTAGE/TRANSPORTATION FEES	288.24	3,000.00	0.00	67.68	2,932.32	2
001-521-30-4300	UTILITIES EXPENSE	61,711.43	54,000.00	239.68	24,315.45	29,684.55	45
001-521-30-4400	RENTAL & LEASING	2,115.43	10,500.00	154.99	1,097.75	9,402.25	10
001-521-30-4600	REPAIR & MAINTENANCE	56,916.32	70,000.00	5,383.11	45,420.37	24,579.63	65
001-521-30-4900	MISC. EXPENSE & OTHER CURRENT	876.65-	4,000.00	0.00	65.64	3,934.36	2
001-521-30-4960	BOOT ALLOWANCE	2,127.90	4,600.00	0.00	767.05	3,832.95	17
001-521-30-5100	OFFICE SUPPLIES	773.09	5,000.00	53.98	887.20	4,112.80	18

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-521-30-5200	OPERATING SUPPLIES	57,147.52	83,000.00	698.71	32,550.14	50,449.86	39
001-521-30-5250	FUEL EXPENSE	161,988.94	195,000.00	12,030.30	69,540.65	125,459.35	36
001-521-30-5400	SUBSCRIPTIONS/DUES	1,343.48	3,000.00	0.00	360.05	2,639.95	12
001-521-30-5500	TRAINING	30,853.06	40,000.00	463.05	17,959.73	22,040.27	45
001-521-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	320,000.00	0.00	7,600.00	312,400.00	2
001-521-60-6350	POLICE IMPACT FEE PROJECTS	0.00	0.00	0.00	127.62	127.62	0
001-521-60-6400	CAP. IMPROVEMENT-MACHINERY	185,188.49	222,840.00	0.00	71,321.00	151,519.00	32
001-521-70-7100	2018 POLICE CARS CAP LEASE-PRINCIPAL	57,524.09	0.00	0.00	0.00	0.00	0
001-521-70-7200	2018 POLICE CARS CAP LEASE-INTEREST	4,170.32	0.00	0.00	0.00	0.00	0
521 POLICE DEPARTMENT:		4,696,354.13	7,289,310.00	207,153.67	2,816,281.22	4,473,028.78	39
001-541-00-0000	PUBLIC WORKS/STREET DEPT.	0.00	0.00	0.00	0.00	0.00	0
001-541-10-1200	SALARIES	823,617.11	1,256,900.00	38,958.50	505,112.35	751,787.65	40
001-541-10-1250	ON CALL	3,900.00	3,900.00	150.00	2,100.00	1,800.00	54
001-541-10-1300	OVERTIME	12,544.80	12,000.00	254.22	5,813.80	6,186.20	48
001-541-10-1500	SICK LEAVE	39,374.25	0.00	2,180.82	16,632.00	16,632.00	0
001-541-10-1600	VACATION PAY	45,392.03	0.00	3,623.45	32,587.86	32,587.86	0
001-541-10-1800	HOLIDAY PAY	35,068.54	0.00	586.29	24,337.17	24,337.17	0
001-541-10-2100	FICA EXPENSE	73,460.10	97,370.00	3,498.95	44,786.96	52,583.04	46
001-541-10-2200	RETIREMENT	112,253.47	172,760.00	6,560.44	85,715.70	87,044.30	50
001-541-10-2210	BENEFIT ADMIN FEES	27.00	0.00	0.00	0.00	0.00	0
001-541-10-2300	LIFE & HEALTH INSURANCE	137,294.00	234,000.00	7,380.52	85,317.14	148,682.86	36
001-541-10-2500	UNEMPLOYMENT COMPENSATION	0.00	2,000.00	0.00	39.50	1,960.50	2
001-541-10-2600	WORKERS COMPENSATION INSURANCE	17,862.46	20,000.00	1,602.75	18,608.30	1,391.70	93
001-541-30-3100	PROFESSIONAL SERVICES	93,620.80	211,580.00	0.00	34,534.86	177,045.14	16
001-541-30-3400	OTHER CONTRACTUAL SERVICES	100,675.83	378,100.00	6,626.24	99,292.85	278,807.15	26
001-541-30-3440	RIGHT-OF-WAY MAINTENANCE	108,099.00	265,000.00	1,866.75	73,402.57	191,597.43	28
001-541-30-3450	CLOTHING AND UNIFORMS	8,393.87	8,000.00	297.25	4,402.77	3,597.23	55
001-541-30-4000	TRAVEL & PER DIEM	591.73	5,500.00	192.00	696.40	4,803.60	13
001-541-30-4100	TELEPHONE EXPENSE	17,623.27	24,600.00	604.22	9,324.91	15,275.09	38
001-541-30-4110	IT LICENSING / EQUIPMENT	29,537.40	80,400.00	7,162.73	18,524.88	61,875.12	23
001-541-30-4200	POSTAGE/TRANSPORTATION FEES	49.14	100.00	0.00	42.14	57.86	42
001-541-30-4300	UTILITIES EXPENSE	24,202.35	23,200.00	1,380.69	9,678.47	13,521.53	42
001-541-30-4350	VILLAGES STREET LIGHTING	446,207.51	470,000.00	18,944.08	226,384.36	243,615.64	48
001-541-30-4400	RENTAL & LEASING	1,685.87	7,575.00	0.00	3,224.40	4,350.60	43
001-541-30-4600	REPAIR & MAINTENANCE	32,147.82	51,200.00	866.62	30,449.15	20,750.85	59

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-541-30-4601	REPAIR & MAINTENANCE - BUILDINGS	11,562.67	25,000.00	0.00	2,410.81	22,589.19	10
001-541-30-4900	MISC. EXPENSE & OTHER CURRENT	18.92	3,000.00	0.00	0.00	3,000.00	0
001-541-30-4940	LANDFILL DISPOSAL FEES	2,446.05	5,000.00	427.20	2,972.93	2,027.07	59
001-541-30-4960	BOOT ALLOWANCE	2,493.28	4,025.00	0.00	1,932.97	2,092.03	48
001-541-30-5100	OFFICE SUPPLIES	2,389.14	3,000.00	0.00	1,749.34	1,250.66	58
001-541-30-5200	OPERATING SUPPLIES	59,736.59	70,000.00	4,715.40	40,918.29	29,081.71	58
001-541-30-5250	FUEL EXPENSE	38,832.19	45,000.00	2,254.36	14,696.32	30,303.68	33
001-541-30-5400	SUBSCRIPTIONS/DUES	1,349.87	9,225.00	117.05	4,757.03	4,467.97	52
001-541-30-5500	TRAINING	13,759.37	19,080.00	0.00	6,821.80	12,258.20	36
001-541-60-6115	CITY HALL / ANNEX REHAB	60,663.05	50,000.00	0.00	2,104.42	47,895.58	4
001-541-60-6210	PUBLIC WORKS BUILDING	0.00	9,700.00	0.00	6,308.00	3,392.00	65
001-541-60-6400	CAP. IMPROVEMENT-MACHINERY	106,377.50	369,608.00	0.00	303,139.02	66,468.98	82
001-541-60-6681	PRINCIPAL-EQUIPMENT LEASE	46,316.72	28,200.00	0.00	28,171.17	28.83	100
001-541-60-6691	INTEREST-EQUIPMENT LEASE	4,091.49	2,165.00	0.00	2,160.33	4.67	100
541 PUBLIC WORKS/STREET DEPT.		2,513,665.19	3,967,188.00	110,250.53	1,749,150.97	2,218,037.03	44
001-549-00-0000	FLEET MAINTENANCE DEPT:	0.00	0.00	0.00	0.00	0.00	0
001-549-10-1200	SALARIES	165,584.51	245,440.00	8,894.67	113,551.86	131,888.14	46
001-549-10-1210	SPECIAL PAY	0.00	1,500.00	0.00	0.00	1,500.00	0
001-549-10-1500	SICK LEAVE	3,984.32	0.00	0.00	3,853.90	3,853.90-	0
001-549-10-1600	VACATION PAY	12,787.72	0.00	985.80	7,955.27	7,955.27-	0
001-549-10-1800	HOLIDAY PAY	7,001.01	0.00	0.00	6,087.71	6,087.71-	0
001-549-10-2100	FICA EXPENSE	14,485.54	18,900.00	755.85	10,055.86	8,844.14	53
001-549-10-2200	RETIREMENT	21,027.95	29,420.00	1,176.77	15,655.54	13,764.46	53
001-549-10-2210	BENEFIT ADMIN FEES	0.00	0.00	0.00	9.00	9.00-	0
001-549-10-2300	LIFE & HEALTH INSURANCE	30,260.16	46,800.00	1,781.89	21,174.40	25,625.60	45
001-549-10-2600	WORKERS COMPENSATION INSURANCE	6,966.43	7,800.00	625.08	7,257.28	542.72	93
001-549-30-3100	PROFESSIONAL SERVICES	0.00	500.00	0.00	25.00	475.00	5
001-549-30-3400	OTHER CONTRACTUAL SERVICES	220.00	2,800.00	302.00	1,213.64	1,586.36	43
001-549-30-3450	CLOTHING AND UNIFORMS	2,338.53	3,500.00	0.00	851.57	2,648.43	24
001-549-30-4000	TRAVEL & PER DIEM	70.90	100.00	0.00	0.00	100.00	0
001-549-30-4100	TELEPHONE EXPENSE	2,354.52	3,500.00	174.26	1,650.70	1,849.30	47
001-549-30-4110	IT LICENSING / EQUIPMENT	15,463.45	31,500.00	1,432.55	8,503.90	22,996.10	27
001-549-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	100.00	0.00	0.00	100.00	0
001-549-30-4300	UTILITIES EXPENSE	4,388.52	5,000.00	407.11	3,591.77	1,408.23	72
001-549-30-4400	RENTAL & LEASING	1,580.89	2,500.00	0.00	1,264.27	1,235.73	51

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-549-30-4600	REPAIR & MAINTENANCE	2,896.45	5,000.00	0.00	2,040.87	2,959.13	41
001-549-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	100.00	0.00	0.00	100.00	0
001-549-30-4960	BOOT ALLOWANCE	235.37	700.00	0.00	447.34	252.66	64
001-549-30-5100	OFFICE SUPPLIES	645.01	1,500.00	0.00	1,185.32	314.68	79
001-549-30-5200	OPERATING SUPPLIES	26,334.32	35,000.00	516.80	16,659.68	18,340.32	48
001-549-30-5250	FUEL EXPENSE	3,990.54	3,500.00	289.32	1,806.79	1,693.21	52
001-549-30-5400	SUBSCRIPTIONS/DUES	1,069.99	500.00	0.00	0.00	500.00	0
001-549-30-5500	TRAINING	400.00	2,500.00	0.00	1,234.00	1,266.00	49
001-549-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	23,626.15	85,900.00	2,784.40	71,034.07	14,865.93	83
549 FLEET MAINTENANCE DEPT:		347,712.28	534,060.00	20,126.50	297,109.74	236,950.26	56
001-572-00-0000	PARKS & RECREATION:	0.00	0.00	0.00	0.00	0.00	0
001-572-10-1200	SALARIES	438,703.66	675,650.00	20,103.96	260,843.55	414,806.45	39
001-572-10-1250	ON CALL	3,900.00	3,500.00	150.00	2,100.00	1,400.00	60
001-572-10-1300	OVERTIME	11,767.52	2,000.00	1,396.44	5,511.47	3,511.47-	276
001-572-10-1500	SICK LEAVE	15,073.16	0.00	483.04	8,375.83	8,375.83-	0
001-572-10-1600	VACATION PAY	21,229.69	0.00	1,159.93	8,527.95	8,527.95-	0
001-572-10-1800	HOLIDAY PAY	16,704.26	0.00	0.00	12,412.33	12,412.33-	0
001-572-10-1820	HOLIDAY PREMIUM	166.00	0.00	0.00	0.00	0.00	0
001-572-10-2100	FICA EXPENSE	38,827.68	52,110.00	1,781.95	23,069.71	29,040.29	44
001-572-10-2200	RETIREMENT	54,034.36	81,130.00	2,774.24	35,464.63	45,665.37	44
001-572-10-2210	BENEFIT ADMIN FEES	0.00	0.00	0.00	4.50	4.50-	0
001-572-10-2300	LIFE & HEALTH INSURANCE	78,852.42	131,040.00	4,162.71	57,021.37	74,018.63	44
001-572-10-2500	UNEMPLOYMENT COMPENSATION	37.41	0.00	0.00	0.00	0.00	0
001-572-10-2600	WORKERS COMPENSATION INSURANCE	5,358.78	6,000.00	480.83	5,582.52	417.48	93
001-572-30-3100	PROFESSIONAL SERVICES	20,650.50	15,750.00	4,907.08	11,463.39	4,286.61	73
001-572-30-3400	OTHER CONTRACTUAL SERVICES	96,812.20	131,900.00	0.00	55,716.57	76,183.43	42
001-572-30-3450	CLOTHING AND UNIFORMS	3,842.07	7,550.00	0.00	0.00	7,550.00	0
001-572-30-4000	TRAVEL & PER DIEM	1,012.59	3,900.00	0.00	19.28	3,880.72	0
001-572-30-4100	TELEPHONE EXPENSE	19,695.91	18,000.00	299.07	10,344.70	7,655.30	57
001-572-30-4110	IT LICENSING / EQUIPMENT	28,329.62	34,800.00	13,212.90	33,922.82	877.18	97
001-572-30-4150	ADVERTISING AND PROMOTIONS	23,045.57	14,000.00	0.00	21,331.96	7,331.96-	152
001-572-30-4200	POSTAGE/TRANSPORTATION FEES	31.27	200.00	0.00	2.31	197.69	1
001-572-30-4300	UTILITIES EXPENSE	16,082.05	25,100.00	3,480.14	11,698.96	13,401.04	47
001-572-30-4400	RENTAL & LEASING	4,148.21	6,900.00	300.00	1,269.70	5,630.30	18
001-572-30-4600	REPAIR & MAINTENANCE	38,063.27	123,620.00	429.72	23,222.44	100,397.56	19

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-572-30-4601	REPAIR & MAINTENANCE - BUILDINGS	2,955.18	38,500.00	1,134.74	1,134.74	37,365.26	3
001-572-30-4610	BAKER HOUSE MAINTENANCE	2,506.91	10,000.00	0.00	425.78	9,574.22	4
001-572-30-4620	BAKER HOUSE OPERATIONS-OTHER MISC.	6,702.16	7,070.00	0.00	3,979.30	3,090.70	56
001-572-30-4630	BAKER HOUSE SPECIAL EVENTS	7,474.65	10,000.00	160.00	10,343.55	343.55-	103
001-572-30-4900	MISC. EXPENSE & OTHER CURRENT	777.87	5,000.00	0.00	424.19	4,575.81	8
001-572-30-4910	SPECIAL EVENTS	123,526.80	118,500.00	19,347.87	80,199.91	38,300.09	68
001-572-30-4915	PROGRAMS, ACTIVITIES & LEAGUES	76,459.67	110,100.00	1,031.60	46,825.51	63,274.49	43
001-572-30-4920	SUMMER RECREATION PROGRAM	15,547.80	42,500.00	0.00	627.82	41,872.18	1
001-572-30-4960	BOOT ALLOWANCE	1,122.58	1,575.00	0.00	312.77	1,262.23	20
001-572-30-5100	OFFICE SUPPLIES	2,015.73	2,000.00	149.44	2,586.51	586.51-	129
001-572-30-5200	OPERATING SUPPLIES	71,356.54	95,600.00	1,497.43	38,187.33	57,412.67	40
001-572-30-5250	FUEL EXPENSE	25,357.37	30,000.00	1,579.88	9,655.24	20,344.76	32
001-572-30-5280	LANDSCAPING	18,306.97	30,000.00	0.00	13,328.68	16,671.32	44
001-572-30-5400	SUBSCRIPTIONS/DUES	410.10	2,610.00	0.00	24.78	2,585.22	1
001-572-30-5500	TRAINING	4,105.00	10,600.00	0.00	899.00	9,701.00	8
001-572-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	39,100.00	0.00	38,696.00	404.00	99
001-572-60-6300	CAPITAL IMPROVEMENT-OTHER	18,647.65	25,000.00	0.00	0.00	25,000.00	0
001-572-60-6351	MLK PARK PROJECT	224,643.64	103,240.96	0.00	77,018.69	26,222.27	75
001-572-60-6400	CAP. IMPROVEMENT-MACHINERY	75,786.00	149,690.52	0.00	68,917.52	80,773.00	46
572 PARKS & RECREATION:		1,614,070.82	2,164,236.48	80,022.97	981,493.31	1,182,743.17	45
001-575-00-0000	COMMUNITY CENTER:	0.00	0.00	0.00	0.00	0.00	0
001-575-10-1200	SALARIES	11,311.43	87,450.00	1,639.24	18,254.16	69,195.84	21
001-575-10-1300	OVERTIME	55.69	0.00	0.00	0.00	0.00	0
001-575-10-2100	FICA EXPENSE	869.65	6,690.00	125.40	1,396.48	5,293.52	21
001-575-10-2200	RETIREMENT	1,318.13	10,420.00	195.24	2,174.09	8,245.91	21
001-575-10-2300	LIFE & HEALTH INSURANCE	0.00	200.00	0.00	4.75	195.25	2
001-575-30-3100	PROFESSIONAL SERVICES	849.85	3,000.00	0.00	499.85	2,500.15	17
001-575-30-3400	OTHER CONTRACTUAL SERVICES	1,134.70	8,440.00	0.00	1,075.00	7,365.00	13
001-575-30-3450	CLOTHING AND UNIFORMS	220.48	1,200.00	0.00	0.00	1,200.00	0
001-575-30-4100	TELEPHONE EXPENSE	2,835.02	6,680.00	0.00	1,539.40	5,140.60	23
001-575-30-4200	POSTAGE/TRANSPORTATION FEES	17.07	250.00	0.00	74.79	175.21	30
001-575-30-4300	UTILITIES EXPENSE	45,205.90	24,800.00	4,137.93	24,066.90	733.10	97
001-575-30-4400	RENTAL & LEASING	1,912.19	2,600.00	0.00	284.35	2,315.65	11
001-575-30-4600	REPAIR & MAINTENANCE	12,029.48	30,000.00	11.38	853.51	29,146.49	3
001-575-30-5100	OFFICE SUPPLIES	425.01	1,000.00	31.88	735.69	264.31	74

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
001-575-30-5200	OPERATING SUPPLIES	7,528.12	15,000.00	0.00	2,387.15	12,612.85	16
001-575-30-5400	SUBSCRIPTIONS/DUES	100.00	0.00	0.00	0.00	0.00	0
	575 COMMUNITY CENTER:	85,812.72	197,730.00	6,141.07	53,346.12	144,383.88	27
001-580-90-0000	CONTINGENCY	0.00	0.00	0.00	0.00	0.00	0
001-580-90-9901	CONTINGENCY RESERVE-GEN FUND	0.00	3,958,780.52	0.00	0.00	3,958,780.52	0
001-581-00-1040	TRANSFER TO EXPANDED CRA	185,870.00	197,730.00	0.00	0.00	197,730.00	0
001-581-90-3010	TRANSFER TO CAPITAL PROJECT FUND	18,650,000.00	8,000,000.00	0.00	0.00	8,000,000.00	0
	581 Total	18,835,870.00	8,197,730.00	0.00	0.00	8,197,730.00	0
	001 GENERAL FUND Expend Total	32,075,631.76	31,472,790.00	533,844.98	8,330,805.42	23,141,984.58	26

001 GENERAL FUND

	Prior	Current	YTD
Revenues:	23,781,188.03	69,129.21	20,459,056.09
Expended:	32,075,631.76	533,844.98	8,330,805.42
Net Income:	8,294,443.73-	464,715.77-	12,128,250.67

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
101-361-1350	INTEREST EARNED	521.29	200.00	0.00	206.45	6.45	103
101-364-1000	CEMETERY LOT SALES	2,100.00	2,100.00	0.00	1,400.00	700.00-	67
101-366-1350	CONTRIBUTIONS/DUES	2,430.00	2,000.00	0.00	480.00	1,520.00-	24
101-366-1360	GRAVE OPENING PERMITS	600.00	600.00	0.00	600.00	0.00	100
101-369-0000	OTHER MISCELLANEOUS REVENUE	0.00	100.00	0.00	0.00	100.00-	0
101-389-5000	NON-OPER/ CEMETERY RESERVES FORWARD	0.00	57,400.00	0.00	0.00	57,400.00-	0
	101 CEMETERY FUND Revenue Total	5,651.29	62,400.00	0.00	2,686.45	59,713.55-	4

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
101-569-00-0000	GREENWOOD CEMETERY:	0.00	0.00	0.00	0.00	0.00	0
101-569-30-3100	PROFESSIONAL SERVICES	0.00	8,450.00	0.00	0.00	8,450.00	0
101-569-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	0.00	500.00	0
101-569-30-4900	MISC. EXPENSE & OTHER CURRENT	61.37	200.00	0.00	0.00	200.00	0
101-569-30-5200	OPERATING SUPPLIES	0.00	100.00	0.00	0.00	100.00	0
	569 GREENWOOD CEMETERY:	61.37	9,250.00	0.00	0.00	9,250.00	0
101-580-90-9999	CONTINGENCY	0.00	53,150.00	0.00	0.00	53,150.00	0
	101 CEMETERY FUND Expend Total	61.37	62,400.00	0.00	0.00	62,400.00	0

101 CEMETERY FUND

	Prior	Current	YTD
Revenues:	5,651.29	0.00	2,686.45
Expended:	61.37	0.00	0.00
Net Income:	5,589.92	0.00	2,686.45

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
104-361-0000	INTEREST	8,461.61	0.00	0.00	5,900.38	5,900.38	0
104-369-9000	TAX INCREMENT FINANCING - SUM CTY	369,830.00	368,670.00	0.00	0.00	368,670.00-	0
104-382-0010	TRANSFER FROM GENERAL	185,870.00	197,730.00	0.00	0.00	197,730.00-	0
104-389-5006	CASH FORWARD - CRA DISTRICT	0.00	1,007,900.00	0.00	0.00	1,007,900.00-	0
104 COMMUNITY REDEVELOPMENT Revenue Tota		564,161.61	1,574,300.00	0.00	5,900.38	1,568,399.62-	0

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
104-550-00-0000	COMM REDEVELOPMENT DEPT.:	0.00	0.00	0.00	0.00	0.00	0
104-550-10-1200	SALARIES	31,654.31	42,210.00	1,699.20	20,318.09	21,891.91	48
104-550-10-1500	SICK LEAVE	599.30	0.00	0.00	438.97	438.97-	0
104-550-10-1600	VACATION PAY	2,697.94	0.00	0.00	1,327.63	1,327.63-	0
104-550-10-1800	HOLIDAY PAY	1,265.58	0.00	0.00	985.34	985.34-	0
104-550-10-2100	FICA EXPENSE	2,770.52	3,230.00	129.99	1,764.88	1,465.12	55
104-550-10-2200	RETIREMENT	4,330.56	5,030.00	536.44	7,283.22	2,253.22-	145
104-550-10-2300	LIFE & HEALTH INSURANCE	3,524.49	3,600.00	145.92	1,908.36	1,691.64	53
104-550-30-3100	PROFESSIONAL SERVICES	6,875.00	135,000.00	0.00	0.00	135,000.00	0
104-550-30-4000	TRAVEL & PER DIEM	0.00	1,500.00	0.00	0.00	1,500.00	0
104-550-30-5400	SUBSCRIPTIONS/DUES	175.00	175.00	0.00	200.00	25.00-	114
104-550-30-5500	TRAINING	0.00	4,000.00	0.00	0.00	4,000.00	0
104-550-60-6330	FACADE IMPROVEMENT GRANT	0.00	80,000.00	0.00	0.00	80,000.00	0
104-550-70-7303	DEMOLITIONS	0.00	20,000.00	0.00	0.00	20,000.00	0
104-550-70-7307	MISC. OTHER PROJECTS	70,653.62	55,925.00	0.00	0.00	55,925.00	0
104-550-70-7308	DOWNTOWN PARKING IMPROVEMENTS	167,101.15	50,000.00	0.00	0.00	50,000.00	0
550 COMM REDEVELOPMENT DEPT.:		291,647.47	400,670.00	2,511.55	34,226.49	366,443.51	9

104-580-90-9904	CONTINGENCY - CRA DISTRICT	0.00	1,173,630.00	0.00	0.00	1,173,630.00	0
104 COMMUNITY REDEVELOPMENT Expend Total		291,647.47	1,574,300.00	2,511.55	34,226.49	1,540,073.51	2

104 COMMUNITY REDEVELOPMENT		Prior	Current	YTD
Revenues:	564,161.61	0.00	5,900.38	
Expended:	291,647.47	2,511.55	34,226.49	
Net Income:	272,514.14	2,511.55-	28,326.11-	

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
105-361-0000	INTEREST	162.35	100.00	0.00	54.10	45.90-	54
105-369-0058	DONATIONS	14,697.00	15,000.00	230.00	22,011.00	7,011.00	147
105-389-5010	CASH FORWARD - BAKER HOUSE	0.00	27,400.00	0.00	0.00	27,400.00-	0
105 BAKER HOUSE Revenue Total		14,859.35	42,500.00	230.00	22,065.10	20,434.90-	52

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
105-576-00-0000	BAKER HOUSE DEPARTMENT:	0.00	0.00	0.00	0.00	0.00	0
105-576-30-4620	BAKER HOUSE OPERATIONS	103.38	30,000.00	0.00	38.64	29,961.36	0
105-580-90-9910	CONTINGENCY - BAKER HOUSE	0.00	12,500.00	0.00	0.00	12,500.00	0
105 BAKER HOUSE Expend Total		103.38	42,500.00	0.00	38.64	42,461.36	0

105 BAKER HOUSE		Prior	Current	YTD
Revenues:		14,859.35	230.00	22,065.10
Expended:		103.38	0.00	38.64
Net Income:		14,755.97	230.00	22,026.46

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
106-589-5010	CARRY FORWARD - HISTORICAL FUND	0.00	45.00	0.00	0.00	45.00-	0
	106 WILDWOOD AREA HISTORICA Revenue Tota	0.00	45.00	0.00	0.00	45.00-	0
Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
106-577-00-0000	WILDWOOD AREA HISTORICAL ASSN	0.00	0.00	0.00	0.00	0.00	0
106-580-90-9911	CONTINGENCY - HISTORICAL ACCT	0.00	45.00	0.00	0.00	45.00	0
	106 WILDWOOD AREA HISTORICA Expend Total	0.00	45.00	0.00	0.00	45.00	0

106 WILDWOOD AREA HISTORICAL ASSOCIATION	Prior	Current	YTD
Revenues:	0.00	0.00	0.00
Expended:	0.00	0.00	0.00
Net Income:	0.00	0.00	0.00

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
107-341-3004	RECREATION IMPACT FEES	241,018.02	225,000.00	305.26	230,900.06	5,900.06	103
107-361-0000	INTEREST	2,318.59	0.00	0.00	2,581.89	2,581.89	0
107-389-5004	CASH FORWARD - P & R IMPACT FEE	0.00	275,000.00	0.00	0.00	275,000.00-	0
107 RECREATION IMPACT FEES Revenue Total		243,336.61	500,000.00	305.26	233,481.95	266,518.05-	46

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
107-572-00-0000	RECREATION IMPACT FEES:	0.00	0.00	0.00	0.00	0.00	0
107-580-90-9903	CONTINGENCY - P&R IMPACT FEES	0.00	500,000.00	0.00	0.00	500,000.00	0
107 RECREATION IMPACT FEES Expend Total		0.00	500,000.00	0.00	0.00	500,000.00	0

107 RECREATION IMPACT FEES

	Prior	Current	YTD
Revenues:	243,336.61	305.26	233,481.95
Expended:	0.00	0.00	0.00
Net Income:	243,336.61	305.26	233,481.95

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
108-341-3001	LAW ENFORCEMENT IMPACT FEES	1,416,256.93	1,100,000.00	15,256.55	407,171.71	692,828.29-	37
108-361-0000	INTEREST	153.73	0.00	0.00	80.00	80.00	0
108-389-5002	CASH FORWARD - POLICE IMPACT FEE	0.00	1,540,500.00	0.00	0.00	1,540,500.00-	0
108 LAW ENFORCEMENT IMPACT Revenue Total		1,416,410.66	2,640,500.00	15,256.55	407,251.71	2,233,248.29-	15

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
108-521-00-0000	LAW ENFORCEMENT IMPACT FEES:	0.00	0.00	0.00	0.00	0.00	0
108-521-30-4900	MISC. EXPENSE & OTHER CURRENT	389.02	0.00	0.00	160.68	160.68-	0
108-521-60-6400	CAP. IMPROVEMENT- MACHINERY & EQUIPMENT	215,588.32	710,400.00	1,442.86	119,449.47	590,950.53	17
108-521-70-9105	TRANSFER TO GENERAL FUND - LOAN PAYMENT	412,800.00	412,800.00	0.00	0.00	412,800.00	0
521 LAW ENFORCEMENT IMPACT FEES:		628,777.34	1,123,200.00	1,442.86	119,610.15	1,003,589.85	11
108-580-90-9902	CONTINGENCY -LAW ENFORCEMENT IMPACT FEES	0.00	1,517,300.00	0.00	0.00	1,517,300.00	0
108 LAW ENFORCEMENT IMPACT Expend Total		628,777.34	2,640,500.00	1,442.86	119,610.15	2,520,889.85	5

108 LAW ENFORCEMENT IMPACT FEES		Prior	Current	YTD
Revenues:		1,416,410.66	15,256.55	407,251.71
Expended:		628,777.34	1,442.86	119,610.15
Net Income:		787,633.32	13,813.69	287,641.56

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
301-361-0000	INTEREST	77,499.22	100.00	0.00	63,004.73	62,904.73	***
301-382-0010	TRANSFER FROM GENERAL FUND	18,650,000.00	8,000,000.00	0.00	0.00	8,000,000.00-	0
301-389-5000	NON-OPERATIONAL CASH FORWARD-CAP.IMPR	0.00	13,357,100.00	0.00	0.00	13,357,100.00-	0
301 CAPITAL IMPROVEMENT FUN Revenue Tota		18,727,499.22	21,357,200.00	0.00	63,004.73	21,294,195.27-	0
Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
301-500-00-0000	CAPITAL IMPROVEMENT FUND	0.00	0.00	0.00	0.00	0.00	0
301-513-60-6201	CITY HALL HVAC PROJECT	349,579.75	91,581.50	0.00	55,153.13	36,428.37	60
301-516-60-6301	DOWNTOWN MASTER PLAN PROJECTS	53,856.05	125,000.00	1,648.77	12,426.95	112,573.05	10
301-516-60-6302	CITY PARKING FACILITIES REHAB	14,406.65	0.00	0.00	0.00	0.00	0
301-516-60-6303	CITY SIGN AT TRAILWINDS	171,231.00	0.00	0.00	0.00	0.00	0
516 Total		239,493.70	125,000.00	1,648.77	12,426.95	112,573.05	10
301-521-60-6301	POLICE DEPARTMENT HQ MONUMENT SIGN	0.00	50,000.00	0.00	0.00	50,000.00	0
301-541-60-6101	DRAINAGE PROJECT LAND ACQUISITION	4,247.17	0.00	0.00	0.00	0.00	0
301-541-60-6201	PW BUILDING METAL ROOF REHAB	98,082.26	0.00	0.00	0.00	0.00	0
301-541-60-6202	MUNICIPAL SERVICES COMPLEX PROJECT	3,246,835.17	570,445.37	113,469.48	385,590.40	184,854.97	68
301-541-60-6203	PW POLE BARN	0.00	111,000.00	0.00	0.00	111,000.00	0
301-541-60-6204	PW BUILDING HVAC UPGRADES	0.00	80,000.00	0.00	4,687.50	75,312.50	6
301-541-60-6205	MSC HVAC UPGRADES	0.00	40,000.00	0.00	454.60	39,545.40	1
301-541-60-6301	PLEASANTDALE REHAB	22,550.00	1,316,375.00	0.00	10,805.00	1,305,570.00	1
301-541-60-6302	BARWICK REHAB	99,665.90	366,675.80	0.00	4,280.00	362,395.80	1
301-541-60-6303	OAK GROVE VILLAGE DRAINAGE IMPROVEMENTS	6,000.00	948,200.00	0.00	95,778.28	852,421.72	10
301-541-60-6304	PW PARKING FACILITIES REHAB	19,773.35	0.00	0.00	0.00	0.00	0
301-541-60-6305	PAVEMENT PRESERVATION PLAN	635,922.82	1,000,000.00	0.00	37,200.00	962,800.00	4
301-541-60-6306	CLAY DRAIN ROAD DESIGN	157,058.00	614,815.00	0.00	64,212.00	550,603.00	10
301-541-60-6307	JACKSON ST IMPROVEMENTS	0.00	200,000.00	0.00	0.00	200,000.00	0
301-541-60-6308	HUEY ST IMPROVEMENTS	0.00	280,000.00	0.00	20,075.00	259,925.00	7
301-541-60-6309	ST CLAIR STREET IMPROVEMENTS	0.00	200,000.00	0.00	0.00	200,000.00	0
301-541-60-6310	DOWNTOWN PARKING GARAGE	0.00	0.00	0.00	165,072.00	165,072.00-	0
541 Total		4,290,134.67	5,727,511.17	113,469.48	788,154.78	4,939,356.39	14

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
301-572-60-6201	MLK PARK CONCESSION STAND/RESTROOMS	21,973.94	328,763.00	456.77	198,930.71	129,832.29	61
301-572-60-6202	BAKER HOUSE RESTROOMS	139,425.64	37,135.00	130.24	42,082.63	4,947.63-	113
301-572-60-6203	LAKE DEATON RESTROOMS	109,499.41	0.00	0.00	0.00	0.00	0
301-572-60-6204	MILLENNIUM PARK STORAGE BARN	7,069.50	0.00	0.00	0.00	0.00	0
301-572-60-6205	RECREATION CENTER AT MLK PARK	0.00	150,000.00	21,375.64	22,199.04	127,800.96	15
301-572-60-6206	OXFORD PARK BATHROOMS	0.00	115,000.00	0.00	0.00	115,000.00	0
301-572-60-6207	OUTREACH CENTER RE-ROOF	0.00	45,000.00	0.00	15,590.00	29,410.00	35
301-572-60-6301	LAKE DEATON PARKING FACILITIES REHAB	10,213.15	0.00	0.00	0.00	0.00	0
301-572-60-6302	MILLENNIUM PARK IMPROVEMENTS	189,928.98	4,044,385.00	0.00	137,569.39	3,906,815.61	3
301-572-60-6303	MLK PARK BASKETBALL COURT REHAB	0.00	112,000.00	0.00	7,814.40	104,185.60	7
301-572-60-6304	LAKE DEATON PIER IMPROVEMENTS	0.00	132,000.00	0.00	24.40	131,975.60	0
301-572-60-6305	CITY HALL COURTYARD REHAB	0.00	100,000.00	0.00	27,410.00	72,590.00	27
572 Total		478,110.62	5,064,283.00	21,962.65	451,620.57	4,612,662.43	9
301-575-60-6201	COMMUNITY CENTER HVAC UPGRADES	0.00	400,000.00	0.00	28,447.50	371,552.50	7
301-575-60-6301	COMMUNITY CENTER PARKING REHAB	21,834.35	0.00	0.00	0.00	0.00	0
575 Total		21,834.35	400,000.00	0.00	28,447.50	371,552.50	7
301-580-90-9901	CONTINGENCY-CAP.IMPROVEMENT FUND	0.00	9,898,824.33	0.00	0.00	9,898,824.33	0
301 CAPITAL IMPROVEMENT FUN Expend Total		5,379,153.09	21,357,200.00	137,080.90	1,335,802.93	20,021,397.07	6

301 CAPITAL IMPROVEMENT FUND

	Prior	Current	YTD
Revenues:	18,727,499.22	0.00	63,004.73
Expended:	5,379,153.09	137,080.90	1,335,802.93
Net Income:	13,348,346.13	137,080.90-	1,272,798.20-

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
401-343-3100	WATER SALES-OPERATING INCOME	3,134,128.65	3,210,000.00	0.00	1,647,558.35	1,562,441.65-	51
401-343-3500	WATER- METER INSTALLATIONS	140,063.34	100,000.00	1,583.69	109,537.47	9,537.47	110
401-343-3510	WATER- OTHER (ON/OFF FEES)	37,125.00	30,000.00	0.00	20,330.00	9,670.00-	68
401-343-3520	WATER INCOME-OTHER	14,266.69	10,000.00	68.75	9,881.26	118.74-	99
401-343-3550	WATER UTILITY TAX	273.60-	0.00	0.00	10,377.45	10,377.45	0
401-343-4151	RE-ROUTE FEE	28.75-	0.00	0.00	0.00	0.00	0
401-343-5100	SEWER OPERATING INCOME-BILLINGS	4,708,612.04	4,710,000.00	0.00	2,506,071.48	2,203,928.52-	53
401-343-5510	SEWER OTHER MISC	0.00	12,000.00	0.00	0.00	12,000.00-	0
401-343-5511	LAND LEASE-TURTLE MOUNT(TOWER)	15,795.50	15,000.00	1,322.50	9,257.50	5,742.50-	62
401-343-5520	TSS/COD WASTEWATER FEES	783,061.15	800,000.00	0.00	394,076.37	405,923.63-	49
401-343-6100	REUSE WATER OPERATIONS	108,490.53	100,000.00	0.00	26,171.98	73,828.02-	26
401-361-0000	INTEREST EARNINGS	87,671.83	5,000.00	0.00	56,876.17	51,876.17	***
401-381-1008	TRANSFER FROM WATER CONNECTION FEE FUND	13,820.00	0.00	0.00	0.00	0.00	0
401-381-1011	TRANSFER FROM WATER SDC FUND	219,080.26	0.00	0.00	0.00	0.00	0
401-381-1014	TRANSFER FROM SEWER SDC FUND	357,517.36	0.00	0.00	0.00	0.00	0
401-389-4000	STATE APPROPRIATIONS	0.00	0.00	100,000.00	100,000.00	100,000.00	0
401-389-5000	Non-Operational-Cash Forward- W/S	0.00	9,170,000.00	0.00	0.00	9,170,000.00-	0
	401 UTILITY FUND Revenue Total	9,619,330.00	18,162,000.00	102,974.94	4,890,138.03	13,271,861.97-	26

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
401-530-00-0000	PHYSICAL ENVIRONMENT/ADMIN:	0.00	0.00	0.00	0.00	0.00	0
401-530-10-1200	SALARIES	129,571.91	162,800.00	6,054.38	77,207.93	85,592.07	47
401-530-10-1300	OVERTIME	0.00	1,000.00	0.00	0.00	1,000.00	0
401-530-10-1500	SICK LEAVE	6,659.06	0.00	29.35	2,972.56	2,972.56-	0
401-530-10-1600	VACATION PAY	7,634.30	0.00	515.21	4,848.63	4,848.63-	0
401-530-10-1800	HOLIDAY PAY	5,638.77	0.00	0.00	3,838.29	3,838.29-	0
401-530-10-2100	FICA EXPENSE	11,417.42	12,540.00	504.06	6,787.69	5,752.31	54
401-530-10-2200	RETIREMENT	16,612.60	19,350.00	785.92	10,584.09	8,765.91	55
401-530-10-2210	BENEFIT ADMIN FEES	54.00	0.00	0.00	27.00	27.00-	0
401-530-10-2300	LIFE & HEALTH INSURANCE	30,150.00	37,440.00	1,368.52	18,904.76	18,535.24	50
401-530-10-2500	UNEMPLOYMENT COMPENSATION	0.00	1,500.00	0.00	0.00	1,500.00	0
401-530-10-2600	WORKERS COMPENSATION INSURANCE	893.14	1,000.00	80.14	930.42	69.58	93
401-530-30-3100	PROFESSIONAL SERVICES	772.50	4,125.00	0.00	0.00	4,125.00	0
401-530-30-3200	ACCOUNTING & AUDITING FEES	18,500.00	19,250.00	0.00	0.00	19,250.00	0
401-530-30-3400	OTHER CONTRACTUAL SERVICES	14,475.67	32,410.00	1,029.16	14,647.01	17,762.99	45
401-530-30-4000	TRAVEL & PER DIEM	0.00	1,000.00	0.00	0.00	1,000.00	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
401-530-30-4100	TELEPHONE EXPENSE	4,717.93	5,250.00	0.00	2,176.53	3,073.47	41
401-530-30-4110	IT LICENSING / EQUIPMENT	17,010.09	25,300.00	3,888.93	25,065.11	234.89	99
401-530-30-4200	POSTAGE/TRANSPORTATION FEES	26,543.62	33,000.00	0.00	10,818.13	22,181.87	33
401-530-30-4300	UTILITIES EXPENSE	17,714.36	25,000.00	1,290.92	7,839.10	17,160.90	31
401-530-30-4400	RENTAL & LEASING	2,995.44	3,200.00	0.00	1,376.34	1,823.66	43
401-530-30-4500	GENERAL INSURANCE	145,449.13	170,000.00	0.00	184,869.50	14,869.50-	109
401-530-30-4600	REPAIR & MAINTENANCE	9,145.94	21,000.00	127.67	2,180.36	18,819.64	10
401-530-30-4900	MISC. EXPENSE & OTHER CURRENT	16,173.73	12,300.00	0.00	4,590.00	7,710.00	37
401-530-30-5100	OFFICE SUPPLIES	887.68	2,000.00	0.00	301.45	1,698.55	15
401-530-30-5200	OPERATING SUPPLIES	4,677.81	5,600.00	0.00	2,364.58	3,235.42	42
401-530-30-5400	SUBSCRIPTIONS/DUES	37.50	450.00	0.00	0.00	450.00	0
401-530-30-5500	TRAINING	2,808.00	2,000.00	0.00	702.00	1,298.00	35
530 PHYSICAL ENVIRONMENT/ADMIN:		490,540.60	597,515.00	15,674.26	383,031.48	214,483.52	64
401-533-00-0000	WATER DEPARTMENT:	0.00	0.00	0.00	0.00	0.00	0
401-533-10-1200	SALARIES	578,503.25	873,990.00	26,521.41	349,289.25	524,700.75	40
401-533-10-1250	ON CALL	7,950.00	7,800.00	300.00	4,275.00	3,525.00	55
401-533-10-1300	OVERTIME	10,948.00	15,000.00	358.01	6,997.46	8,002.54	47
401-533-10-1500	SICK LEAVE	19,901.90	0.00	1,304.38	14,224.56	14,224.56-	0
401-533-10-1600	VACATION PAY	27,997.90	0.00	808.53	22,337.72	22,337.72-	0
401-533-10-1800	HOLIDAY PAY	23,228.01	0.00	234.51	16,284.37	16,284.37-	0
401-533-10-1820	HOLIDAY PREMIUM	3,128.30	5,000.00	0.00	1,757.44	3,242.56	35
401-533-10-2100	FICA EXPENSE	51,381.52	68,990.00	2,258.79	31,760.30	37,229.70	46
401-533-10-2200	RETIREMENT	74,766.51	107,410.00	3,516.63	49,446.22	57,963.78	46
401-533-10-2210	BENEFIT ADMIN FEES	189.00	0.00	0.00	58.50	58.50-	0
401-533-10-2300	LIFE & HEALTH INSURANCE	90,475.94	168,480.00	4,157.88	62,034.29	106,445.71	37
401-533-10-2500	UNEMPLOYMENT COMPENSATION	0.00	2,500.00	0.00	0.00	2,500.00	0
401-533-10-2600	WORKERS COMPENSATION INSURANCE	13,396.92	15,000.00	1,202.07	13,956.23	1,043.77	93
401-533-30-3100	PROFESSIONAL SERVICES	62,113.51	61,890.00	0.00	28,588.82	33,301.18	46
401-533-30-3400	OTHER CONTRACTUAL SERVICES	50,109.22	180,000.00	713.67	42,094.55	137,905.45	23
401-533-30-3450	CLOTHING AND UNIFORMS	5,029.71	9,000.00	193.26	3,250.88	5,749.12	36
401-533-30-4000	TRAVEL & PER DIEM	3,402.39	4,500.00	376.88	4,122.88	377.12	92
401-533-30-4100	TELEPHONE EXPENSE	26,647.03	38,600.00	1,256.55	15,992.13	22,607.87	41
401-533-30-4110	IT LICENSING / EQUIPMENT	14,033.94	64,200.00	18,507.52	36,261.99	27,938.01	56
401-533-30-4200	POSTAGE/TRANSPORTATION FEES	2,045.46	2,500.00	0.00	51.82	2,448.18	2
401-533-30-4300	UTILITIES EXPENSE	151,616.77	130,000.00	16,743.15	93,720.52	36,279.48	72

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
401-533-30-4400	RENTAL & LEASING	8,001.54	9,000.00	23.80	4,414.04	4,585.96	49
401-533-30-4600	REPAIR & MAINTENANCE	162,692.01	150,000.00	1,353.89	36,166.15	113,833.85	24
401-533-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	5,000.00	0.00	0.00	5,000.00	0
401-533-30-4960	BOOT ALLOWANCE	1,024.79	2,400.00	0.00	605.17	1,794.83	25
401-533-30-5010	BAD DEBT EXPENSE	0.00	0.00	0.00	60.19	60.19-	0
401-533-30-5100	OFFICE SUPPLIES	3,980.89	4,000.00	41.44	4,143.32	143.32-	104
401-533-30-5200	OPERATING SUPPLIES	319,165.14	250,000.00	10,852.13	206,748.66	43,251.34	83
401-533-30-5220	WATER METERS	0.00	310,000.00	6,759.23	95,586.30	214,413.70	31
401-533-30-5250	FUEL EXPENSE	49,450.92	45,000.00	3,809.95	21,025.02	23,974.98	47
401-533-30-5260	CHEMICALS	205,896.28	225,000.00	12,243.00	123,173.04	101,826.96	55
401-533-30-5270	LABORATORY SAMPLES	14,140.00	50,000.00	60.00	13,450.00	36,550.00	27
401-533-30-5400	SUBSCRIPTIONS/DUES	5,264.00	9,000.00	0.00	1,133.80	7,866.20	13
401-533-30-5500	TRAINING	4,644.09	7,600.00	50.00	2,911.00	4,689.00	38
401-533-60-6200	CAP. IMPROVEMENT-BUILDINGS	4.00	25,334.00	0.00	25,334.00	0.00	100
401-533-60-6300	CAPITAL IMPROVEMENT-OTHER	33,999.55	123,000.00	0.00	24,569.35	98,430.65	20
401-533-60-6301	METER CHANGE OUT PROGRAM	18,396.00	206,600.00	0.00	81,600.00	125,000.00	40
401-533-60-6350	LOOP/UPGRADE WATER MAINS	122,750.39	525,200.00	0.00	23,880.00	501,320.00	5
401-533-60-6400	CAP. IMPROVEMENT-MACHINERY	15,939.00	178,000.00	0.00	0.00	178,000.00	0
401-533-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	18,450.00	0.00	18,446.55	3.45	100
401-533-60-6691	LEASE PURCHASE INTEREST PMT	0.00	3,155.00	0.00	3,151.86	3.14	100
401-533-70-7319	CR 209 WATER MAIN EXTENSION	3,543.84	498,798.81	0.00	427,714.61	71,084.20	86
533 WATER DEPARTMENT:		2,185,757.72	4,400,397.81	113,646.68	1,910,617.99	2,489,779.82	43
401-535-00-0000	WASTEWATER DEPARTMENT:	0.00	0.00	0.00	0.00	0.00	0
401-535-10-1200	SALARIES	698,401.38	1,126,740.00	28,566.79	382,879.04	743,860.96	34
401-535-10-1250	ON CALL	11,325.00	11,700.00	450.00	6,225.00	5,475.00	53
401-535-10-1300	OVERTIME	11,504.15	15,000.00	768.95	7,627.23	7,372.77	51
401-535-10-1500	SICK LEAVE	41,969.86	0.00	307.20	11,336.32	11,336.32-	0
401-535-10-1600	VACATION PAY	47,271.59	0.00	3,015.82	28,622.34	28,622.34-	0
401-535-10-1800	HOLIDAY PAY	28,565.32	0.00	0.00	15,856.41	15,856.41-	0
401-535-10-1820	HOLIDAY PREMIUM	7,594.27	9,000.00	0.00	7,119.37	1,880.63	79
401-535-10-2100	FICA EXPENSE	65,544.19	88,930.00	2,532.82	35,164.54	53,765.46	40
401-535-10-2200	RETIREMENT	97,095.04	138,450.00	3,943.25	55,436.99	83,013.01	40
401-535-10-2210	BENEFIT ADMIN FEES	184.50	0.00	0.00	49.50	49.50-	0
401-535-10-2300	LIFE & HEALTH INSURANCE	121,399.96	215,280.00	5,681.56	68,134.97	147,145.03	32
401-535-10-2500	UNEMPLOYMENT COMPENSATION	0.00	2,500.00	0.00	0.00	2,500.00	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
401-535-10-2600	WORKERS COMPENSATION INSURANCE	26,793.74	30,000.00	2,404.14	27,912.47	2,087.53	93
401-535-30-3100	PROFESSIONAL SERVICES	85,900.40	82,087.50	0.00	35,267.28	46,820.22	43
401-535-30-3400	OTHER CONTRACTUAL SERVICES	70,454.05	175,000.00	473.41	57,145.99	117,854.01	33
401-535-30-3450	CLOTHING AND UNIFORMS	7,867.83	11,000.00	99.09	3,770.00	7,230.00	34
401-535-30-4000	TRAVEL & PER DIEM	998.89-	4,500.00	490.00	2,299.04	2,200.96	51
401-535-30-4100	TELEPHONE EXPENSE	13,811.03	15,000.00	445.60	8,239.60	6,760.40	55
401-535-30-4110	IT LICENSING / EQUIPMENT	24,462.53	57,900.00	17,131.52	30,219.67	27,680.33	52
401-535-30-4200	POSTAGE/TRANSPORTATION FEES	416.05	1,500.00	0.00	801.26	698.74	53
401-535-30-4300	UTILITIES EXPENSE	340,898.82	270,000.00	33,111.73	202,806.58	67,193.42	75
401-535-30-4400	RENTAL & LEASING	2,594.22	2,000.00	4.50	1,168.69	831.31	58
401-535-30-4600	REPAIR & MAINTENANCE	382,839.96	275,000.00	350.75-	233,997.57	41,002.43	85
401-535-30-4900	MISC. EXPENSE & OTHER CURRENT	1,740.11	5,000.00	0.00	353.36	4,646.64	7
401-535-30-4940	LANDFILL DISPOSAL FEES	88,413.44	115,000.00	0.00	84,312.00	30,688.00	73
401-535-30-4960	BOOT ALLOWANCE	1,179.46	3,500.00	0.00	792.35	2,707.65	23
401-535-30-5100	OFFICE SUPPLIES	3,766.83	4,000.00	0.00	2,908.86	1,091.14	73
401-535-30-5200	OPERATING SUPPLIES	190,152.02	200,000.00	376.75	134,832.60	65,167.40	67
401-535-30-5250	FUEL EXPENSE	40,619.27	50,000.00	2,922.36	34,025.44	15,974.56	68
401-535-30-5260	CHEMICALS	96,327.40	120,000.00	0.00	95,454.17	24,545.83	80
401-535-30-5270	LABORATORY SAMPLES	45,002.42	65,000.00	0.00	29,494.00	35,506.00	45
401-535-30-5400	SUBSCRIPTIONS/DUES	370.00	4,000.00	0.00	921.85	3,078.15	23
401-535-30-5500	TRAINING	1,440.00	7,600.00	110.00	1,229.83	6,370.17	16
401-535-60-6200	CAP. IMPROVEMENT-BUILDINGS	6,830.00	30,000.00	0.00	0.00	30,000.00	0
401-535-60-6250	LIFT STATION UPGRADES	261,846.00	576,420.00	0.00	0.00	576,420.00	0
401-535-60-6300	CAPITAL IMPROVEMENT-OTHER	193,432.00	227,000.00	0.00	122,569.35	104,430.65	54
401-535-60-6310	MILLENNIUM PARK PROJECT	0.00	243,100.00	0.00	28,500.00	214,600.00	12
401-535-60-6400	CAP. IMPROVEMENT-MACHINERY	4,324.00	1,036,207.00	0.00	365,870.66	670,336.34	35
401-535-60-6610	SEWER SYSTEM RENEWAL AND REPLACEMENT	400,175.10	374,700.00	0.00	218,835.00	155,865.00	58
401-535-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	75,620.00	0.00	75,617.58	2.42	100
401-535-60-6691	LEASE PURCHASE INTEREST PMT	13,107.50	8,985.00	0.00	8,981.09	3.91	100
401-535-60-6770	SR 44 FM / CCC DECOMMISSIONING	136,242.25	2,500,000.00	0.00	4,274.50	2,495,725.50	0
401-535-70-7302	BUENA VISTA FORCEMAIN	0.00	350,000.00	0.00	300,270.00	49,730.00	86
401-535-70-7303	WILDWOOD ESTATES LS	0.37-	338,301.37	0.00	265,344.97	72,956.40	78
535 WASTEWATER DEPARTMENT:		3,570,862.43	8,866,020.87	102,484.74	2,996,667.47	5,869,353.40	34
401-580-90-0000	CONTINGENCY:	0.00	0.00	0.00	0.00	0.00	0
401-580-90-9912	CONTIN- WATER SEWER-REFUSE	0.00	3,613,536.32	0.00	0.00	3,613,536.32	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
401-582-00-0000	DEBT SERVICE:	0.00	0.00	0.00	0.00	0.00	0
401-582-30-5900	DEPRECIATION	2,457,368.00	0.00	0.00	0.00	0.00	0
401-582-30-5920	BAD DEBT EXPENSE	29,120.00	0.00	0.00	0.00	0.00	0
401-582-70-7100	SUMTER SCHOOL BOARD LEASE PURCHASE	0.00	170,000.00	0.00	170,000.00	0.00	100
401-582-70-7103	DBT SRV.-SRF LOAN PRIN-2007	0.00	340,810.00	0.00	169,523.38	171,286.62	50
401-582-70-7106	DEBT SERV-2016 CONTINENTAL LOAN (BB&T)	0.00	107,755.00	0.00	107,755.08	0.08-	100
401-582-70-7204	INT EXP.-SRF LOAN-3 (2007)	46,084.86	39,105.00	0.00	20,434.06	18,670.94	52
401-582-70-7205	DEBT SVC.-INTEREST-2013 REFINANCE	2,315.30	0.00	0.00	0.00	0.00	0
401-582-70-7206	DEBT SERV-INTERST-2016 CONTINENTAL (BBT)	29,566.42	26,860.00	0.00	26,859.96	0.04	100
	582 DEBT SERVICE:	2,564,454.58	684,530.00	0.00	494,572.48	189,957.52	72
	401 UTILITY FUND Expend Total	8,811,615.33	18,162,000.00	231,805.68	5,784,889.42	12,377,110.58	32

401 UTILITY FUND

	Prior	Current	YTD
Revenues:	9,619,330.00	102,974.94	4,890,138.03
Expended:	8,811,615.33	231,805.68	5,784,889.42
Net Income:	807,714.67	128,830.74-	894,751.39-

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
402-334-3102	STATE APPROPRIATION - CR 209 WATER MAIN	197,033.60	0.00	0.00	0.00	0.00	0
402-361-0000	INTEREST	24,160.51	1,000.00	0.00	26,684.98	25,684.98	***
402-389-5000	CASH FORWARD	0.00	4,000,000.00	0.00	0.00	4,000,000.00-	0
402 CAPITAL PROJECTS (LOAN/ Revenue Total		221,194.11	4,001,000.00	0.00	26,684.98	3,974,315.02-	1
Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
402-536-70-7352	MILLENNIUM PARK REUSE PROJECT	0.00	3,000,000.00	0.00	0.00	3,000,000.00	0
402-580-90-9913	CONTINGENCY - CONSTRUCTION FUND	0.00	1,001,000.00	0.00	0.00	1,001,000.00	0
402 CAPITAL PROJECTS (LOAN/ Expend Total		0.00	4,001,000.00	0.00	0.00	4,001,000.00	0

402 CAPITAL PROJECTS (LOAN/GRANT)		Prior	Current	YTD
Revenues:	221,194.11	0.00	26,684.98	
Expended:	0.00	0.00	0.00	
Net Income:	221,194.11	0.00	26,684.98	

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
403-361-0000	INTEREST EARNINGS	557.21	100.00	0.00	323.85	223.85	324
403-389-5000	NON-OPERATIONAL-CASH FORWARD	0.00	72,500.00	0.00	0.00	72,500.00-	0
403 INDUSTRIAL FUND Revenue Total		557.21	72,600.00	0.00	323.85	72,276.15-	0

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
403-552-00-0000	INDUSTRIAL PARK:	0.00	0.00	0.00	0.00	0.00	0
403-552-30-3100	PROFESSIONAL SERVICES	0.00	1,000.00	0.00	0.00	1,000.00	0
403-552-30-4900	MISC. EXPENSE & OTHER CURRENT	13.19	0.00	0.00	0.00	0.00	0
403-552-30-4980	DEPRECIATION EXPENSE	6,607.00	0.00	0.00	0.00	0.00	0
552 INDUSTRIAL PARK:		6,620.19	1,000.00	0.00	0.00	1,000.00	0
403-580-90-9999	CONTINGENCY	0.00	61,600.00	0.00	0.00	61,600.00	0
403-581-00-0000	INDUSTRIAL PARK:	0.00	0.00	0.00	0.00	0.00	0
403-581-00-0100	TRANSFER TO GENERAL FUND	10,000.00	10,000.00	0.00	0.00	10,000.00	0
403 INDUSTRIAL FUND Expend Total		16,620.19	72,600.00	0.00	0.00	72,600.00	0

403 INDUSTRIAL FUND

	Prior	Current	YTD
Revenues:	557.21	0.00	323.85
Expended:	16,620.19	0.00	0.00
Net Income:	16,062.98-	0.00	323.85

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
404-343-3501	WATER SYSTEM CONNECTION FEES	7,412.21	7,000.00	0.00	0.00	7,000.00-	0
404-361-0000	INTEREST	49.41	0.00	0.00	20.18	20.18	0
404-389-5002	CASH FORWARD - WATER CONNECTIONS	0.00	383,800.00	0.00	0.00	383,800.00-	0
404 WATER CONNECTION FEES Revenue Total		7,461.62	390,800.00	0.00	20.18	390,779.82-	0

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
404-533-30-4900	MISC. EXPENSE & OTHER CURRENT	361.77	0.00	0.00	150.19	150.19-	0
404-533-70-7352	ASHLEY WTP PROJECT	0.25	390,000.00	0.00	60,460.05	329,539.95	16
533 Total		362.02	390,000.00	0.00	60,610.24	329,389.76	16
404-580-90-9909	CONTINGENCY - WATER CONNECTION FEES	0.00	800.00	0.00	0.00	800.00	0
404-581-90-9101	TRANSFER TO W/S FUND	13,820.00	0.00	0.00	0.00	0.00	0
404 WATER CONNECTION FEES Expend Total		14,182.02	390,800.00	0.00	60,610.24	330,189.76	16

404 WATER CONNECTION FEES

	Prior	Current	YTD
Revenues:	7,461.62	0.00	20.18
Expended:	14,182.02	0.00	60,610.24
Net Income:	6,720.40-	0.00	60,590.06-

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
406-343-5500	SEWER TAP CONNECTION FEES	15,731.69	5,000.00	0.00	0.00	5,000.00-	0
406-361-0000	INTEREST	38.24	0.00	0.00	15.53	15.53	0
406-389-5006	CASH FORWARD - WASTEWATER CONNECTION FEE	0.00	383,950.00	0.00	0.00	383,950.00-	0
	406 WASTEWATER CONNECTION F Revenue Tota	15,769.93	388,950.00	0.00	15.53	388,934.47-	0
Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
406-535-00-0000	SEWER TAP CONNECTION FEES:	0.00	0.00	0.00	0.00	0.00	0
406-535-30-4900	MISC. EXPENSE & OTHER CURRENT	361.20	0.00	0.00	150.00	150.00-	0
406-535-60-6392	WWTF CLARIFIER DEMO/CONSTRUCTION-DESIGN	0.00	100,000.00	0.00	0.00	100,000.00	0
406-535-60-6393	WILDWOOD ESTATES LS	0.00	228,589.90	0.00	199,623.00	28,966.90	87
	535 SEWER TAP CONNECTION FEES:	361.20	328,589.90	0.00	199,773.00	128,816.90	61
406-580-90-5006	CONTINGENCY - WASTEWATER CONNECTION FEES	0.00	60,360.10	0.00	0.00	60,360.10	0
	406 WASTEWATER CONNECTION F Expend Total	361.20	388,950.00	0.00	199,773.00	189,177.00	51

406 WASTEWATER CONNECTION FEES	Prior	Current	YTD
Revenues:	15,769.93	0.00	15.53
Expended:	361.20	0.00	199,773.00
Net Income:	15,408.73	0.00	199,757.47-

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
408-343-3560	WATER SDC FEES	1,717,366.25	1,500,000.00	9,364.48	485,827.00	1,014,173.00-	32
408-361-0000	INTEREST EARNED	306.43	100.00	0.00	168.04	68.04	168
408-389-5012	CASH FORWARD - WATER SDC	0.00	3,427,000.00	0.00	0.00	3,427,000.00-	0
408 WATER SDC FEES Revenue Total		1,717,672.68	4,927,100.00	9,364.48	485,995.04	4,441,104.96-	10
Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
408-533-30-4900	MISC. EXPENSE & OTHER CURRENT	378.48	0.00	0.00	156.30	156.30-	0
408-533-70-7352	ASHLEY WTP UPGRADES	0.00	80,000.00	0.00	0.00	80,000.00	0
408-533-70-7354	CR 209 WATER MAIN EXT PHASE 1	0.00	800,000.00	0.00	0.00	800,000.00	0
533 Total		378.48	880,000.00	0.00	156.30	879,843.70	0
408-580-90-9914	CONTINGENCY - WATER SDC FUND	0.00	3,791,070.00	0.00	0.00	3,791,070.00	0
408-581-90-9101	TRANSFER TO W/S FUND	219,080.26	0.00	0.00	0.00	0.00	0
408-582-70-7107	SRF PRINCIPAL - OXFORD WTP	0.00	221,015.00	0.00	110,263.62	110,751.38	50
408-582-70-7207	SRF INTEREST - OXFORD WTP	36,949.34	35,015.00	0.00	17,751.18	17,263.82	51
582 Total		36,949.34	256,030.00	0.00	128,014.80	128,015.20	50
408 WATER SDC FEES Expend Total		256,408.08	4,927,100.00	0.00	128,171.10	4,798,928.90	3

408 WATER SDC FEES

	Prior	Current	YTD
Revenues:	1,717,672.68	9,364.48	485,995.04
Expended:	256,408.08	0.00	128,171.10
Net Income:	1,461,264.60	9,364.48	357,823.94

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
409-343-5560	WASTEWATER SDC FEES	3,022,260.92	2,650,000.00	19,590.12	1,633,382.10	1,016,617.90-	62
409-361-0000	INTEREST EARNED	615.64	100.00	0.00	326.62	226.62	327
409-389-5013	CASH FORWARD	0.00	6,890,000.00	0.00	0.00	6,890,000.00-	0
409 WASTEWATER SDC FEES Revenue Total		3,022,876.56	9,540,100.00	19,590.12	1,633,708.72	7,906,391.28-	17
Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
409-535-30-4900	MISC. EXPENSE & OTHER CURRENT	385.11	0.00	0.00	158.64	158.64-	0
409-535-70-7346	WWTP FACILITY PLAN	0.25	7,821,443.75	0.00	159,664.35	7,661,779.40	2
409-535-70-7349	MISC CAPACITY IMPROVEMENTS	124,293.00	0.00	0.00	0.00	0.00	0
409-535-70-7355	BRIDGE CROSSING PROJECT	0.00	788,600.00	0.00	0.00	788,600.00	0
409-535-70-7359	GRAVITY COLLECTION SYS CONDITION ASSESS	0.00	250,000.00	0.00	0.00	250,000.00	0
535 Total		124,678.36	8,860,043.75	0.00	159,822.99	8,700,220.76	2
409-580-90-9915	CONTINGENCY - WASTEWATER SDC FUND	0.00	604,471.25	0.00	0.00	604,471.25	0
409-581-90-9101	TRANSFER TO W/S REVENUE FUND	357,517.36	0.00	0.00	0.00	0.00	0
409-582-70-7101	DBT SERV-SRF CRC09 FORCEMAIN DESIGN PRIN	0.00	4,390.00	0.00	2,186.42	2,203.58	50
409-582-70-7102	DBT SRV-SRF CR209 FM CONSTRUCTION PRIN	0.00	69,788.00	0.00	34,891.53	34,896.47	50
409-582-70-7200	INTEREST EXPENSE-CR209 FM SRF CONSTRUCTN	351.43	332.00	0.00	167.87	164.13	51
409-582-70-7202	INT EXP.-SRF DESIGN LOAN-CR209 FORCEMAIN	1,147.23	1,075.00	0.00	546.69	528.31	51
582 Total		1,498.66	75,585.00	0.00	37,792.51	37,792.49	50
409 WASTEWATER SDC FEES Expend Total		483,694.38	9,540,100.00	0.00	197,615.50	9,342,484.50	2

409 WASTEWATER SDC FEES

	Prior	Current	YTD
Revenues:	3,022,876.56	19,590.12	1,633,708.72
Expended:	483,694.38	0.00	197,615.50
Net Income:	2,539,182.18	19,590.12	1,436,093.22

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING APRIL 24 2023

Revenue Account	Description	Prior Yr Rev	Anticipated	Current Rev	YTD Revenue	Excess/Deficit	% Real
601-351-2000	CONFISCATED PROPERTY	0.00	1,500.00	0.00	0.00	1,500.00-	0
601-361-0000	INTEREST	352.92	10.00	0.00	176.52	166.52	***
601 LAW ENFORCEMENT FUND Revenue Total		352.92	1,510.00	0.00	176.52	1,333.48-	12

Expend Account	Description	Prior Yr Expd	Budgeted	Current Expd	YTD Expended	Balance	% Expd
601-521-00-0000	LAW ENFORCEMENT TRUST:	0.00	0.00	0.00	0.00	0.00	0
601-521-30-4900	MISC. EXPENSE & OTHER CURRENT	36.22	0.00	0.00	0.00	0.00	0
601-580-90-9999	CONTINGENCY	0.00	51,695.00	0.00	0.00	51,695.00	0
601 LAW ENFORCEMENT FUND Expend Total		36.22	51,695.00	0.00	0.00	51,695.00	0

601 LAW ENFORCEMENT FUND		Prior	Current	YTD
Revenues:		352.92	0.00	176.52
Expended:		36.22	0.00	0.00
Net Income:		316.70	0.00	176.52

Grand Totals		Prior	Current	YTD
Revenues:		59,358,321.80	216,850.56	28,230,509.26
Expended:		47,958,291.83	906,685.97	16,191,542.89
Net Income:		11,400,029.97	689,835.41-	12,038,966.37

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: Utility Revenue Sufficiency Analysis Proposal in the Amount of \$25,000

REQUESTED ACTION: City Manager recommends approval.

CONTRACT:

Vendor/Entity: Stantec

Effective Date: 04/24/23

Termination Date:

Managing Division/Department: Executive

BUDGET IMPACT: Funds have been allocated in line item 001-512-30-3100 Executive Professional Services.

HISTORY/FACTS/ISSUES:

Attached is a proposal from Stantec, the company that has historically handled our financial forecasting for the Utility Revenue Fund.

Due to time constraints, the City Manager executed this contract so the Stantec team could begin work. During a meeting on Friday, April 14th, Ben Fries of CPH stressed the urgency to meet the August cycle of the State Revolving Loan process for some of the needed funding for the wastewater treatment plant improvements. Based on Ben's advice, the city must accelerate the revenue sufficiency analysis in order to meet the SRF requirements.

Additionally, Ben provided staff with a similar scope of services from another firm. However, Stantec was able to provide a better price based on their historical knowledge of the city.



April 18, 2023

Jason F. McHugh, CPM, AICP
City Manager
City of Wildwood, Florida
100 N. Main Street
Wildwood, Florida 34785

Re: Proposal to Conduct a Utility Revenue Sufficiency Analysis

Dear Mr. McHugh:

As requested, Stantec Consulting Services Inc. (Stantec) has prepared a proposal to conduct a Utility Revenue Sufficiency Analysis (Study) for the City and provide support for the capital financing plan and related information to be incorporated into the City's anticipated State Revolving Fund loan application. This proposal is based upon my understanding of the requested scope of services, as summarized in the enclosed Project Work Plan and Cost Estimate Schedule (Schedule).

If the scope of work and terms of the attached are acceptable, please indicate by executing the proposal where indicated and return a copy to me for our records.

If you have any questions or would like to discuss this proposal, please do not hesitate to call me at (813) 204-3311. We look forward to being of service to the City on this project.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Jeff Dykstra", with a long horizontal flourish extending to the right.

Jeff Dykstra
Principal
jeffrey.dykstra@stantec.com
Stantec Consulting Services Inc.
777 S. Harbour Island Boulevard, Suite 600
Tampa FL 33602-5729



Scope of Services

The project will include the following interrelated components:

- 1) **Revenue Sufficiency Analysis:** This Revenue Sufficiency Analysis (RSA) will identify the sufficiency of projected revenues from existing rates and fees to cover projected operating and capital costs and identify a recommended plan of rate adjustments as may be required. This portion of the scope of services will include development of a customer and demand forecast to calculated revenue projections from existing rates to be compared to projected cost requirements. These cost requirements may include operating expenses, existing debt obligations, funding of the capital improvement plan including debt and cash, and financial policies and targets such as reserve balances and debt service coverage requirements. Stantec will also perform a local residential bill comparison.
- 2) **Clean Water State Revolving Fund Loan Application Support:** Stantec will rely on the financial plan generated in the RSA to complete the Capital Financing Plan component and Part V of the SRF loan application.

The RSA will include a work session meeting with City staff to ensure that we have understood and accurately reflected the flow of funds, reserve policies, budget categories, cost escalation rates, growth assumptions, and other relevant components of the developed financial plan. A schedule outlining the preliminary results will be provided to staff for review to be incorporated into the Study. The Study will be concluded with an in-person presentation of the results to the City Council, attendance at a public hearing for adoption of proposed rates, and documentation of the results in a report.

Time of Performance

Stantec proposes to begin the RSA immediately upon receipt of a notice-to-proceed from the City and estimate that it can be completed within 90 days from receipt of all requested data.

Consultant's Compensation

Stantec has developed the Project Work Plan and Cost Estimate Schedule (Schedule) that presents a detailed description of the tasks, the estimated labor-hours required, and the total fixed fee to accomplish the analysis. The Schedule is enclosed at the end of this proposal and shows a fixed fee of \$25,000 inclusive of out-of-pocket expenses. It is our practice to invoice monthly based upon the percentage of each task completed.

In addition, I have included Stantec's Independent Municipal Advisor Exemption indicating that the City recognizes that Stantec is not serving as a municipal advisor to the City.

By signing below, the City acknowledges that it has read, accepts and agrees to the terms and conditions attached hereto, that the terms and conditions, together with this proposal, constitute the contract, and that the City hereby authorizes Stantec to proceed with the services herein described.



Accepted by City of Wildwood, Florida:

Accepted by Stantec Consulting Services Inc.



Signature

Signature

Name

Jeff Dykstra
Name

Title

Principal
Title

Date

4/18/23
Date



ATTACHMENT A - SCOPE OF SERVICES & FEE SCHEDULE



City of Wildwood, Florida

Water and Wastewater Revenue Sufficiency Analysis
Project Work Plan and Cost Estimate Schedule

Project Tasks		Estimated Labor-Hours					Total Project
		Director	QA/QC	Principal (Project Manager)	Financial Analyst	Admin	
		Hourly Rates →	\$375	\$275	\$275	\$160	
Task 1 Project Initiation & Data Collection							
1.1	Prepare initial data request list and detailed critical path schedule. Perform job set-up activities.	1	1	2	1	2	7
1.2	Review of initial information/data provided by City; request clarification/additional data as required.	0	0	1	2	0	3
Task 2 Revenue Sufficiency Analysis - Develop Multi-Year Financial Management Plan							
2.1	Prepare water, wastewater, and reuse customer and demand analysis to determine projected growth, trends in usage patterns and total projected customers, ERCs and usage.	0	0	2	3	0	5
2.2	Prepare a local water and wastewater residential bill comparison.	0	0	1	3	0	4
2.3	Obtain, verify and input financial and billing data into FAMS model, run the model, and produce preliminary output, including a ten year financial management program that will include the following for the water, wastewater, and reuse systems:	0	0	3	12	0	15
	o Capital Improvements Program						
	- Project listing by year						
	- Evaluation of existing and alternative capital improvement programs and funding requirements						
	o Financial Policy Review, including reserve levels (operating, capital, and rate stabilization), capital reinvestment, etc.						
	o Borrowing Program						
	- Identify any borrowing required and/or appropriate to fund certain CIP projects, to include but not necessarily be limited to, revenue bonds and state programs.						
	- Timing of bond issue(s)/loan(s) to provide required funds, and annual debt service schedules for any new debt						
	o Revenue Sufficiency Analysis						
	- Annual revenue and operations & maintenance expense projections						
	- Projections of other requirements such as R&R, minor capital, transfers, debt payments, reserves contributions, etc.						
	- Evaluation of adequacy of revenue provided by existing rates to meet current and projected system requirements						
	- Alternative plans of annual percentage rate adjustments to provide sufficient revenues over a multi-year period.						
	o Funds Analysis						
	- Spend down limits (minimum reserve requirements) by fund						
	- Beginning and ending fund balances by fund by year.						
2.4	Quality control review of FAMS model.	0	2	0	0	0	2
2.5	Review results with consulting team, make adjustments, and create alternatives scenarios of rate adjustments and O&M/CIP spending.	1	0	2	3	0	6
2.6	Prepare for and meet with City staff in an interactive work session to review preliminary results. [Virtual Meeting]	2	0	2	2	0	6
2.7	Make adjustments per input from City staff, update data/assumptions as appropriate, and/or for desired sensitivity analysis. Prepare workbook of assumptions and preliminary results and screen captures of requested scenarios.	0	0	2	4	0	6
2.8	Perform adjustments per City staff review of workbook containing preliminary results and key assumptions.	0	1	1	2	0	4





City of Wildwood, Florida
Water and Wastewater Revenue Sufficiency Analysis
Project Work Plan and Cost Estimate Schedule

Project Tasks	Estimated Labor-Hours					Total Project
	Director	QA/QC	Principal (Project Manager)	Financial Analyst	Admin	
	Hourly Rates → \$375	\$275	\$275	\$160	\$100	
Task 3 State Revolving Fund Loan Application Financing Plan Support						
3.1 Prepare draft Capital Financing Plan form by Florida Department of Environmental Protection (FL DEP) for CWSRF loan application.	1	1	2	4	0	8
3.2 Make adjustments as required based on input from City staff and finalize Capital Financing Plan form.	0	0	2	3	0	5
3.3 Prepare Part IV - Supplementary Information Form by Florida Department of Environmental Protection in support of the CWSRF Loan Application.	1	1	3	5	0	10
Task 4 Study Documentation & Presentation to Council						
4.1 Prepare an initial PowerPoint presentation and Draft Report documenting the results of the Analysis.	1	2	4	8	1	16
4.2 Incorporate any changes recommended by City staff/management and Prepare Final Draft Report.	0	1	2	2	1	6
4.3 Attend 1 commission meeting to present results of analysis as part of public education/hearing process.	3	0	3	0	0	6
4.4 Incorporate any changes recommended by Commission and prepare Final Report.	0	0	1	1	0	2
Total Estimated Labor Hours	10	9	33	55	4	111
Total Estimated Fee	\$3,750	\$2,475	\$9,075	\$8,800	\$400	\$24,500
Total Estimated Expenses						\$500
Total Estimated Project Cost						\$25,000



Attachment

Independent Municipal Advisor Exemption

April 18, 2023

City of Wildwood, FL is aware of the “Municipal Advisor Rule” of the Securities and Exchange Commission and the “independent municipal advisor” exemption from the definition of “advice.” City of Wildwood, FL hereby notifies Stantec Consulting Services Inc. that it wishes them to continue to provide recommendations on user fees and financial forecasting related to the issuance of municipal securities. City of Wildwood, FL is represented by the firm of [municipal advisor], which it has retained to, among other things, assist City of Wildwood, FL in evaluating any and all of such recommendations. City of Wildwood, FL will rely on [municipal advisor] for advice. **Therefore, City of Wildwood, FL understands that Stantec Consulting Services Inc. is not a municipal advisor and is not subject to the fiduciary duty established in Section 15B(c)(1) of the Securities and Exchange Act.** This certificate may be relied upon until April 19, 2024. Stantec Consulting Services Inc. understands that it must also send a copy of this certificate to the [municipal advisor].





The following Terms and Conditions are attached to and form part of a proposal for services to be performed by Consultant and together, when the Client authorizes Consultant to proceed with the services, constitute the Agreement. Consultant means the Stantec entity issuing the Proposal.

DESCRIPTION OF WORK: Consultant shall render the services described in the Proposal (hereinafter called the "Services") to the Client.

DESCRIPTION OF CLIENT: The Client confirms and agrees that the Client has authority to enter into this Agreement on its own behalf and on behalf of all parties related to the Client who may have an interest in the Project.

TERMS AND CONDITIONS: No terms, conditions, understandings, or agreements purporting to modify or vary these Terms and Conditions shall be binding unless hereafter made in writing and signed by the Client and Consultant. In the event of any conflict between the Proposal and these Terms and Conditions, these Terms and Conditions shall take precedence. This Agreement supercedes all previous agreements, arrangements or understandings between the parties whether written or oral in connection with or incidental to the Project.

COMPENSATION: Payment is due to Consultant upon receipt of invoice. Failure to make any payment when due is a material breach of this Agreement and will entitle Consultant, at its option, to suspend or terminate this Agreement and the provision of the Services. Interest will accrue on accounts overdue by 30 days at the lesser of 1.5 percent per month (18 percent per annum) or the maximum legal rate of interest. Unless otherwise noted, the fees in this agreement do not include any value added, sales, or other taxes that may be applied by Government on fees for services. Such taxes will be added to all invoices as required.

NOTICES: Each party shall designate a representative who is authorized to act on behalf of that party. All notices, consents, and approvals required to be given hereunder shall be in writing and shall be given to the representatives of each party.

TERMINATION: Either party may terminate the Agreement without cause upon thirty (30) days notice in writing. If either party breaches the Agreement and fails to remedy such breach within seven (7) days of notice to do so by the non-defaulting party, the non-defaulting party may immediately terminate the Agreement. Non-payment by the Client of Consultant's invoices within 30 days of Consultant rendering same is agreed to constitute a material breach and, upon written notice as prescribed above, the duties, obligations and responsibilities of Consultant are terminated. On termination by either party, the Client shall forthwith pay Consultant all fees and charges for the Services provided to the effective date of termination.

ENVIRONMENTAL: Except as specifically described in this Agreement, Consultant's field investigation, laboratory testing and engineering recommendations will not address or evaluate pollution of soil or pollution of groundwater.

PROFESSIONAL RESPONSIBILITY: In performing the Services, Consultant will provide and exercise the standard of care, skill and diligence required by customarily accepted professional practices normally provided in the performance of the Services at the time and the location in which the Services were performed.

INDEMNITY: The Client releases Consultant from any liability and agrees to defend, indemnify and hold Consultant harmless from any and all claims, damages, losses, and/or expenses, direct and indirect, or consequential damages, including but not limited to attorney's fees and charges and court and arbitration costs, arising out of, or claimed to arise out of, the performance of the Services, excepting liability arising from the sole negligence of Consultant.

LIMITATION OF LIABILITY: It is agreed that the total amount of all claims the Client may have against Consultant under this Agreement, including but not limited to claims for negligence, negligent misrepresentation and/or breach of contract, shall be strictly limited to the lesser of professional fees paid to Consultant for the Services or \$50,000.00. No claim may be brought against Consultant more than two (2) years after the cause of action arose. As the Client's sole and exclusive remedy under this Agreement any claim, demand or suit shall be directed and/or asserted only against Consultant and not against any of Consultant's employees, officers or directors.

Consultant's liability with respect to any claims arising out of this Agreement shall be absolutely limited to direct damages arising out of the Services and Consultant shall bear no liability whatsoever for any consequential loss, injury or damage incurred by the Client, including but not limited to claims for loss of use, loss of profits and/or loss of markets.

Liability of Consultant shall be further limited to such sum as it would be just and equitable for Consultant to pay having regard to the extent of its responsibility for the loss or damage suffered and on the assumptions that all other consultants and all contractors and sub-contractors shall have provided contractual undertakings on terms no less onerous than those set out in this Agreement to the Client in respect of the carrying out of their obligations and have paid to the Client such proportion of the loss and damage which it would be just and equitable for them to pay having regard to the extent of their responsibility.

DOCUMENTS: All of the documents prepared by or on behalf of Consultant in connection with the Project are instruments of service for the execution of the Project. Consultant retains the property and copyright in these documents, whether the Project is executed or not. These documents may not be used for any other purpose without the prior written consent of Consultant. In the event Consultant's documents are subsequently reused or modified in any material respect without the prior consent of Consultant, the Client agrees to defend, hold harmless and indemnify Consultant from any claims advanced on account of said reuse or modification.

Any document produced by Consultant in relation to the Services is intended for the sole use of Client. The documents may not be relied upon by any other party without the express written consent of Consultant, which may be withheld at Consultant's discretion. Any such consent will provide no greater rights to the third party than those held by the Client under the contract, and will only be authorized pursuant to the conditions of Consultant's standard form reliance letter.

Consultant cannot guarantee the authenticity, integrity or completeness of data files supplied in electronic format ("Electronic Files"). Client shall release, indemnify and hold Consultant, its officers, employees, Consultant's and agents harmless from any claims or damages arising from the use of Electronic Files. Electronic files will not contain stamps or seals, remain the property of Consultant, are not to be



used for any purpose other than that for which they were transmitted, and are not to be retransmitted to a third party without Consultant's written consent.

FIELD SERVICES: Consultant shall not be responsible for construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with work on the Project, and shall not be responsible for any contractor's failure to carry out the work in accordance with the contract documents. Consultant shall not be responsible for the acts or omissions of any contractor, subcontractor, any of their agents or employees, or any other persons performing any of the work in connection with the Project. Consultant shall not be the prime contractor or similar under any occupational health and safety legislation.

GOVERNING LAW/COMPLIANCE WITH LAWS: The Agreement shall be governed, construed and enforced in accordance with the laws of the jurisdiction in which the majority of the Services are performed. Consultant shall observe and comply with all applicable laws, continue to provide equal employment opportunity to all qualified persons, and to recruit, hire, train, promote and compensate persons in all jobs without regard to race, color, religion, sex, age, disability or national origin or any other basis prohibited by applicable laws.

DISPUTE RESOLUTION: If requested in writing by either the Client or Consultant, the Client and Consultant shall attempt to resolve any dispute between them arising out of or in connection with this Agreement by entering into structured non-binding negotiations with the assistance of a mediator on a without prejudice basis. The mediator shall be appointed by agreement of the parties. The Parties agree that any actions under this Agreement will be brought in the appropriate court in the jurisdiction of the Governing Law, or elsewhere by mutual agreement. Nothing herein however prevents Consultant from any exercising statutory lien rights or remedies in accordance with legislation where the project site is located.

ASSIGNMENT: The Client shall not, without the prior written consent of Consultant, assign the benefit or in any way transfer the obligations under these Terms and Conditions or any part hereof.

SEVERABILITY: If any term, condition or covenant of the Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of the Agreement shall be binding on the Client and Consultant.

FORCE MAJEURE: Any default in the performance of this Agreement caused by any of the following events and without fault or negligence on the part of the defaulting party shall not constitute a breach of contract, labor strikes, riots, war, acts of governmental authorities, unusually severe weather conditions or other natural catastrophe, disease, epidemic or pandemic, or any other cause beyond the reasonable control or contemplation of either party. Nothing herein relieves the Client of its obligation to pay Consultant for services rendered.

COVID-19: The parties acknowledge the ongoing COVID-19 pandemic and agree that the fee and schedule in the proposal is based on what is currently understood. Where conditions change, the parties may have further discussions to manage and mitigate the impact of this evolving situation on the Project.

CONTRA PROFERENTEM: The parties agree that in the event this Agreement is subject to interpretation or construction by a third party, such third party shall not construe this Agreement or any part of it against either party as the drafter of this Agreement.

FLORIDA CONTRACTS: PURSUANT TO FLORIDA STATUTES CHAPTER 558.0035 AN INDIVIDUAL EMPLOYEE OR AGENT MAY NOT BE HELD INDIVIDUALLY LIABLE FOR DAMAGES RESULTING FROM NEGLIGENCE.

From: [Jason McHugh](#)
To: [Ed Wolf](#); [Pamala Bivins](#); [Julian Green](#); [Joe Elliott](#); [Marcos Flores](#)
Cc: [Cassandra Smith](#); [Lynzey McClellan](#); [Fries, Benjamin M.](#); ["bfries1@brighthouse.com"](mailto:bfries1@brighthouse.com); [Mark Odell](#); [Ryan Smith](#); [Jessica Barnes](#)
Subject: FW: City of Wildwood RSA Proposal
Date: Tuesday, April 18, 2023 7:31:00 PM
Attachments: [wildwood_fv2023_utilities_rsa_proposal.pdf](#)
[image001.png](#)

Mayor and Commissioners:

The attached proposal from Stantec (the company that has historically handled our financial forecasting for the Utility Revenue Fund) will be formally up for consideration on Monday night. The fee for the scope of services slightly exceeds my purchasing limit.

In the effort of time, I am going to execute this contract in the morning to get Jeff and his team started. During our meeting on Friday, Ben Fries (CPH) stressed the urgency to meet the August cycle of the State Revolving Loan process for some of the needed funding for the wastewater treatment plant improvements. Based on Ben's advice, we need to accelerate the revenue sufficiency analysis in order to meet the SRF requirements.

As a side note, Ben was able to pull a rabbit out of this hat and provide me with a similar scope of services from another firm. However, Stantec was able to provide a better price based on their historical knowledge of the City.

Please let me know if you have any questions or concerns.

Regards,



Jason F. McHugh, CPM, AICP
City Manager

352.330.1330 x125
jmchugh@wildwood-fl.gov
www.wildwood-fl.gov

From: Jason McHugh
Sent: Tuesday, April 18, 2023 7:16 PM
To: Dykstra, Jeffrey <jeffrey.dykstra@stantec.com>
Cc: Cassandra Smith <CSmith@wildwood-fl.gov>; Lynzey McClellan <lmcclellan@wildwood-fl.gov>
Subject: RE: City of Wildwood RSA Proposal

Jeff:

Thank you for forwarding this. The scope covers everything we talked about. I will forward the executed proposal in the morning.

We are looking forward to kicking the project off!

Thanks again for promptness.



Jason F. McHugh, CPM, AICP
City Manager

352.330.1330 x125
jmchugh@wildwood-fl.gov
www.wildwood-fl.gov

From: Dykstra, Jeffrey <jeffrey.dykstra@stantec.com>
Sent: Tuesday, April 18, 2023 6:56 PM
To: Jason McHugh <jmchugh@wildwood-fl.gov>
Subject: City of Wildwood RSA Proposal

CAUTION: This email originated from outside of the city. Do not click on any links or open any attachments unless you recognize the sender and are certain the content is safe.

Good evening Jason,

As discussed, attached is Stantec's proposal to perform the RSA and provide Capital Financing Plan and relevant support to the City's potential CWSRF loan application.

Please review and let me know if you have any questions. Otherwise, if acceptable, please sign and return to me for our records. We can begin immediately upon receipt of this signed proposal.

We look forward to working with the City again.

Thanks,

Jeff Dykstra

Principal

Direct: 813.204.3311

Mobile: 407.421.4497

jeffrey.dykstra@stantec.com



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CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: Police Body Camera System Renewal - BodyWorn by Utility, Inc. in the Amount of \$127,231

REQUESTED ACTION: Staff recommends approval of the quote from Metrix Solutions, Inc. as the approved reseller for the BodyWorn camera system from Utility, Inc.

CONTRACT: Vendor/Entity: Metrix Solutions, Inc.
Effective Date: 8/1/2023 Termination Date: 8/1/2028
Managing Division/Department: Police Department

BUDGET IMPACT: \$127,231 per year for five years. Funds are available in 001-521-60-6300.

HISTORY/FACTS/ISSUES:

Staff is recommending approval of the lowest responsive, responsible quote from Metrix Solutions, Inc. as the approved reseller for the BodyWorn camera system currently in use by the Wildwood Police Department.

The Police Department and Information Technology Departments reviewed quotes and systems from the following vendors:

- Metrix Solutions / BodyWorn (Utility, Inc.)
- Axon
- Watchgard / Motorola (used by Sumter County Sheriff)
- VisioLogix
- ProVision

VisioLogix did not respond with a complete system quote (they only address body cameras, not car systems or storage of video), despite follow-up with the vendor.

ProVision, while responsive to the equipment requirements, the installation team is booked out over a year in advance, which would not meet the Department's deadline to switch over before August 1. Additionally, staff was unable to confirm pricing per install from ProVision's third-party installer, Dana Supply, or their availability to meet the August 1 requirement to have all active officers switched to the new system.

Therefore, Metrix Solutions remains the lowest responsive, responsible bidder and has provided a \$20,000 discount (\$4,000 per year) above the standard pricing from Utility, Inc.



We have prepared a quote for you

Wildwood PD - Utility Renewal - 2023-3-24

Quote # 057206
Version 14

Prepared for:

Wildwood Police Department

Eric Church
echurch@wildwood-fl.gov

Bundles

Item	Description	Price	Qty	Ext. Price
Renewal for Original Units Purchased				
EOS-S-5+ICV-S-5	EOS Intelligent Body Camera SaaS + ROCKET In-Car Video SaaS - 5 Years: Coverage Period 8/1/2023 through 7/31/2028 (60 mos.) - *Invoice# 24253	\$11,240.00	38	\$427,120.00
Renewal for Units Purchase through Pileum on 01/10/2022 - Purchase Order 22-280				
ICV-S-5	ROCKET In-Car Video SaaS - 5 Years 5 Years: Coverage Period 8/1/2023 through 7/31/2028 (60 mos.) - *Invoice# 38055	\$10,380.00	7	\$72,660.00
5 New Units				
BWI-H-4001	EOS and Rocket In-Car Video System Hardware Bundle	\$3,400.00	10	\$34,000.00
BWI-S-4005	Polaris and SmartRedactionTM SaaS for EOS and Rocket EcoSystem - 5 Years	\$11,240.00	10	\$112,400.00
Utility-Install-008	Regular Vehicles (Ex. Chargers, Explorers, Tahoes)	\$995.00	10	\$9,950.00
Incentive Items Included at No Charge if Approved by May 31st, 2023				
CAD-I	CAD Integration - MSRP \$15,000.00	\$0.00	1	\$0.00
Pileum-TRAIN	Pileum Onsite Training for Admin and Officers - MSRP \$6,000.00	\$0.00	1	\$0.00
Discount	Additional Discount for Renewal if Approved by May 31, 2023	(\$20,000.00)	1	(\$20,000.00)

Subtotal: **\$636,130.00**

Optional Items

*Optional

Item	Description	Price	Qty	Ext. Price
CAD-S-5	CAD Activation SaaS - 5 Years	\$900.00	38	\$34,200.00
EOS-Refresh	BodyWorn Hardware Refresh - Includes Media Controller, Charging Cables, Case, Holster, and Screen Protector	\$900.00	38	\$34,200.00
RIOT-H-1010095	ACTi Front Camera	\$900.00	38	\$34,200.00
RIOT-H-8000024	UTILITY UPS for Rocket Battery Back-Up	\$300.00	38	\$11,400.00
SER-S-5100	3rd Party Data Storage - 1 TB per year for 5 years	\$750.00	5	\$3,750.00

*Optional Amount: **\$117,750.00**

Shipping

Item	Description	Price	Qty	Ext. Price
Shipping-Utility-001	Utility Standard Shipping Fee	\$25.00	1	\$25.00

Subtotal: **\$25.00**

Wildwood PD - Utility Renewal - 2023-3-24

Prepared by:

Metrix Solutions

Sonny Beneke
601-863-0307
Fax
sonnybeneke@pileum.com

Prepared for:

Wildwood Police Department

410 Gray Street
Wildwood, FL 34785
Eric Church
echurch@wildwood-fl.gov
(352) 626-2143

Quote Information:

Quote #: 057206

Version: 14
Delivery Date: 04/20/2023
Expiration Date: 04/23/2023

Quote Summary

Description	Amount
Bundles	\$636,130.00
Shipping	\$25.00

Total: \$636,155.00

*Optional Expenses

Description	Amount
Optional Items	\$117,750.00

Optional Subtotal: \$117,750.00

Taxes, shipping, handling and other fees may apply. We reserve the right to cancel orders arising from pricing or other errors.

Signature

Date

Metrix - Payment Terms

- Once order has been submitted and processed by Metrix Solutions, a restocking fee may apply if customer decides to cancel the order. Please note that this document is a sales quotation and not an invoice. An invoice will be sent upon delivery of items and/or services ordered. Payment is due upon receipt of invoice. A 1% per month interest charge begins at 30 days.
- During the term of this contract, the customer will be able to purchase additional systems at the same pricing level. Upon contract expiration, the renewal cost for the systems purchased under this contract will increase by no more than 10%.
- Payment Schedule:
 - Year One - Payment 1: Due by 8/01/2023 - \$127,231.00
 - Year Two - Payment 2: Due by 8/01/2024 - \$127,231.00
 - Year Three - Payment 3: Due by 8/01/2025 - \$127,231.00
 - Year Four - Payment 4: Due by 8/01/2026 - \$127,231.00
 - Year Five - Payment 5: Due by 8/01/2027 - \$127,231.00

Signature: _____

Printed Name: _____

Title: _____

Date: _____

Metrix - New Terms and Conditions

Terms and Conditions for BodyWorn

Updated Terms: <https://www.utility.com/service-agreement/>

T-1. CONTRACT

This Sales Contract (hereinafter Agreement) is entered into by and among Metrix Solutions (hereinafter SELLER), Utility Associates Inc. (hereinafter MANUFACTURER) and Wildwood Police Department (hereinafter BUYER). The Terms and Conditions and order information set forth in this document or incorporated by reference and any modification made pursuant to it shall constitute the complete and exclusive written expression of the terms and conditions of the agreement between the parties, and supersedes all prior or contemporaneous proposals (oral or written), understandings, representations, conditions, warranties, covenants, and all other communications between the parties relating to the subject matter of this contract. The terms and conditions of this Agreement as set out herein may not in any way be explained or supplemented by a prior or existing course of dealings between the parties by any usage of trade or custom, or by any prior performance between the parties pursuant to this contract or otherwise and may not be modified in any way by any subsequent orders, proposals, acknowledgments, or other communications which relate to said order, unless specifically agreed in writing by BUYER, SELLER and MANUFACTURER. Neither SELLER nor MANUFACTURER is responsible for typographical errors made in any of its publications, or for stenographic or clerical errors made in preparation of quotations, acknowledgments, or specifications. All such errors are subject to correction. All prices are based on the quantity and delivery shown on the quotation or acknowledgment.

T-2. LIMITED WARRANTY

Products sold by SELLER pursuant to this Agreement have been manufactured by MANUFACTURER and accordingly are warranted by MANUFACTURER at time of shipment to be free from defects in material and workmanship under normal use and service. This warranty is only applicable to any of MANUFACTURER's products which BUYER returns to MANUFACTURER within one (1) year from the date of initial delivery, and which MANUFACTURER determines to be defective within the terms of this warranty. Products are warranted by MANUFACTURER at time of shipment to be free from defects in material and workmanship under normal use and service. MANUFACTURER'S obligations, with respect to such applicable warranty returns, are limited to repair, replacement, or refund of the purchase price actually paid for the product, at MANUFACTURER's sole option. MANUFACTURER shall bear round-trip shipment costs of defective Items found to be covered by this warranty. Defective Products or parts thereof may be replaced with either new, factory refurbished, or remanufactured parts. Defective parts, which have been replaced, shall become the MANUFACTURER's property. This warranty does not extend to any MANUFACTURER product which has been subjected to misuse, neglect, accident, improper installation, or a use for purposes not included or not in accordance with operational maintenance procedures and instructions furnished by MANUFACTURER, or which has been repaired or altered by BUYER or persons other than MANUFACTURER or which has been damaged by secondary causes, including but not limited to, improper voltages, adverse environment conditions, improper signals, or products which have had their serial number or any part thereof altered, defaced, or removed. MANUFACTURER liability does not cover normal wear and tear or deterioration. THE FOREGOING WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, INCLUDING, BUT NOT LIMITED TO, WRITTEN, EXPRESS, IMPLIED OR STATUTORY WARRANTIES. IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AND MERCHANTABILITY AND DESIGN WARRANTIES ARE SPECIFICALLY EXCLUDED AND SHALL NOT APPLY.

T-3. LIMITATION OF LIABILITY

IN NO EVENT WILL SELLER BE LIABLE FOR ANY SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES INCLUDING, BUT NOT LIMITED TO, DAMAGES RESULTING FROM LOSS OF PROFIT OR REVENUE, INSTALLATION OR REMOVAL COSTS OR COSTS OF SUBSTITUTE PRODUCTS. BUYER AGREES THAT ANY BASIS FOR IMPOSING ANY LIABILITY ON SELLER FOR PROPERTY DAMAGE, PERSONAL INJURY, OR DEATH, OR LEGAL EXPENSES RELATING TO THE SALE OR USE OF SELLER'S PRODUCTS SHALL BE VOID AND UNENFORCEABLE TO THE EXTENT NOT PROHIBITED BY LAW. THE TOTAL LIABILITY OF SELLER ON ANY CLAIM, WHETHER IN CONTRACT, TORT (INCLUDING NEGLIGENCE) OR OTHERWISE, ARISING

Initials: _____

OUT OF, CONNECTED WITH OR RESULTING FROM THE MANUFACTURE, SALE, DELIVERY, RESALE, REPAIR, REPLACEMENT OR USE OF ANY PRODUCT WILL NOT EXCEED THE PRICE PAID FOR THE PRODUCT OR PART THEREOF WHICH GIVES RISE TO THE CLAIM. BUYER AGREES TO HOLD SELLER HARMLESS FROM ALL LIABILITIES AND CLAIMS ARISING FROM USE OF SELLER'S PRODUCT.

T-4. DELIVERY

The shipment date set out herein is SELLER's best estimate of the time material will be shipped from MANUFACTURER, and neither SELLER nor MANUFACTURER assumes any liability for loss, damage, or consequential damages due to delays for any reason. In no way shall SELLER be bound to a firm shipment or delivery date, regardless of the wording in the BUYER's order, except if expressly agreed to in writing by SELLER.

T-5. SHIPMENTS

All shipments are F.O.B. MANUFACTURER's warehouse. SELLER assumes no liability for loss, delay, breakage, or damage after delivering packaged products in good order to the carrier. All risks of loss transfer to the BUYER upon delivery of the goods to the carrier at the F.O.B. point. All transportation and shipment costs are the sole liability of the BUYER.

T-6. ACCEPTANCE

Final acceptance or rejection of the goods to the contractual requirements shall be at MANUFACTURER's warehouse in accordance with MANUFACTURER's standard acceptance procedure within thirty (30) days after written notice to BUYER of acceptance test schedule. Title shall pass to the BUYER upon acceptance of each line item at MANUFACTURER's warehouse. Upon acceptance of each unit of goods, BUYER waives any right to revoke such acceptance for any reason, whether known or unknown to BUYER at the time of acceptance. BUYER's sole and exclusive remedy regarding any defect or nonconformance becoming apparent in the goods after such acceptance shall be as set out in Clause T-2 hereof entitled WARRANTY.

T-7. FORCE MAJEURE

In no event shall SELLER or MANUFACTURER be liable for any losses or damages (including incidental or consequential damages), delays or defaults occasioned by: (1) acts of God or of a public enemy, (2) acts of the United States or any state or political subdivision thereof, (3) fires, floods, explosions or other catastrophes, (4) epidemics and quarantine restrictions, (5) strikes, slowdowns or labor stoppages of any kind, (6) freight embargoes, (7) unusually severe weather (8) delays of a supplier, or (9) causes beyond the control of SELLER or MANUFACTURER.

T-8. TERMINATION

In the event of termination of all or any part of the order by BUYER or SELLER prior to completion of performance hereunder, SELLER shall be entitled to the amount owed as of the date of termination, which is calculated based on the total project value less the pro-rated amount to be refunded. The amount refunded is calculated as a percentage of time remaining on the original contract.

T-9. PATENTS, TRADEMARKS, AND COPYRIGHTS

None of the MANUFACTURER's patent, trademark, copyright, or trade secret rights is transferred to BUYER other than the right to use products manufactured by MANUFACTURER and supplied by Seller in the normal course of its business.

Initials: _____

T-10. BUYER'S DATA

BUYER agrees that all data furnished in conjunction with its order together with any information furnished orally shall be free from proprietary or confidentiality restriction except as otherwise agreed in writing by SELLER.

T-11. PRICE, QUANTITY AND TAXES

The prices and quantities set out herein represent the quantity information contained in BUYER's order to SELLER, and SELLER's agreed-to-price therefore, and shall be controlling. In case of dispute, both parties shall in good faith seek to reach agreement in accord with the original agreed-to-order. BUYER agrees to pay all applicable federal, state and local revenue, excise, sales, use or similar taxes. BUYER, at SELLER's discretion, shall provide SELLER with a suitable tax-exempt certificate acceptable to the taxing authorities.

T-12. CHANGES

Any changes by BUYER relating to the work to be performed, method of shipment or packing, schedule, or place of delivery must be made by written order to SELLER. If such changes cause an increase or decrease in the cost of performance or in the time required for performance, SELLER shall be entitled to an equitable adjustment and the contract shall be modified accordingly prior to implementation of the change.

T-13. TERMS OF PAYMENT

Payment is due thirty (30) days from the date of shipment, contingent upon credit approval, unless otherwise specified on the invoice. Each shipment shall be considered a separate and independent transaction and therefore payment shall be made accordingly without any setoff. If shipments are delayed by or at the request of BUYER, Amounts outstanding and unpaid beyond the time specified in these terms may, at the sole discretion of the SELLER, accrue interest at 1.5% per month for the duration of the unpaid balance. Orders for custom or special products and/or services are irrevocable and may require advance payment. Failure of BUYER to make payments shall be grounds for SELLER to delay shipment, place the BUYER on Credit Hold or terminate the contract in whole or in part.

T-14. LETTER OF CREDIT

SELLER shall not be obligated to provide a letter of credit or other form of contract guarantee for payments received prior to final delivery.

T-15. ASSIGNMENT

Neither this contract nor any interest herein may be assigned by BUYER, either voluntarily or by operation of law without the prior written consent of SELLER. No consent shall be deemed to relieve BUYER of its obligations to fully comply with the requirements hereof. SELLER may, without BUYER's consent, assign any monies due or to become due hereunder.

T-16. JURISDICTION

This contract shall be governed by and construed according to the Laws of the State of Georgia, and exclusive jurisdiction and venue shall lie in the courts of the State of Georgia.

T-17. MERCHANDISE AND CLAIM TERMS

Orders cancelled by BUYER will be subject to a cancellation charge not to exceed 20% of the value of the cancelled order, at SELLER's discretion.

Initials: _____

T-18. RETURNED GOODS

No merchandise will be accepted for return without written authorization. All returns must be unused, undamaged, in the original factory carton, and accompanied by a "Return Material Authorization" (RMA) number and a copy of the SELLER invoice. Restocking charges apply to returned goods depending upon the circumstances of return and condition of product. All returned goods must be shipped prepaid, insured, and properly packed and the RMA number must be referenced on all correspondence and must be visible on the exterior of the carton.

T-19. GENERAL

MANUFACTURER reserves the right to make changes in design, at any time, without incurring any obligations to provide same on units previously purchased or to continue to supply obsolete units or parts. The invalidity in whole or in part of any provision of this Agreement shall not affect the validity of other provisions. The failure of either party to insist, in any one or more instances, upon the performance of any term or terms of this order shall not be construed as a waiver or relinquishment of that party's right to such performance or to future performance of such a term or terms, and the other party's obligation in respect hereto shall continue in full force and effect.

SELLER specifically rejects and objects to BUYER issuance of any unilateral order not in full compliance and agreement with these SELLER Terms and Conditions of Sale, except if expressly agreed to in writing by SELLER.

Signature: _____

Printed Name: _____

Title: _____

Date: _____



Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-471980-45015.775RG

Issued: 03/30/2023

Quote Expiration: 05/31/2023

Estimated Contract Start Date: 06/01/2023

Account Number: 115277

Payment Terms: N30

Delivery Method:

SHIP TO	BILL TO
Business;Delivery;Invoice-100 Huey St 100 Huey St Wildwood, FL 34785-4516 USA	Wildwood Police Dept.-FL 100 Huey St Wildwood, FL 34785-4516 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Rachel Gershenson (Leinson) Phone: Email: rleinson@axon.com Fax:	Eric Church Phone: 352-492-5082 Email: echurch@wildwood-fl.gov Fax: (352) 330-1358

Quote Summary

Program Length	60 Months
TOTAL COST	\$256,439.47
ESTIMATED TOTAL W/ TAX	\$268,652.72

Discount Summary

Average Savings Per Year	\$6,108.37
TOTAL SAVINGS	\$30,541.83

Payment Summary

Date	Subtotal	Tax	Total
May 2023	\$51,287.91	\$2,442.65	\$53,730.56
May 2024	\$51,287.89	\$2,442.65	\$53,730.54
May 2025	\$51,287.89	\$2,442.65	\$53,730.54
May 2026	\$51,287.89	\$2,442.65	\$53,730.54
May 2027	\$51,287.89	\$2,442.65	\$53,730.54
Total	\$256,439.47	\$12,213.25	\$268,652.72

Quote Unbundled Price:	\$286,981.30
Quote List Price:	\$258,864.70
Quote Subtotal:	\$256,439.47

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	7	60	\$70.49	\$34.66	\$34.66	\$14,557.20	\$1,019.05	\$15,576.25
BWCamTAP	Body Worn Camera TAP Bundle	55	60	\$36.46	\$32.50	\$32.50	\$107,250.00	\$7,507.50	\$114,757.50
A la Carte Hardware									
AB3C	AB3 Camera Bundle	55			\$749.00	\$749.00	\$41,195.00	\$2,883.65	\$44,078.65
AB3MBD	AB3 Multi Bay Dock Bundle	7			\$1,638.90	\$1,638.90	\$11,472.30	\$803.05	\$12,275.35
A la Carte Software									
73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	110	60		\$0.60	\$0.60	\$3,960.00	\$0.00	\$3,960.00
BasicLicense	Basic License Bundle	62	60		\$16.87	\$16.25	\$60,450.00	\$0.00	\$60,450.00
ProLicense	Pro License Bundle	3	60		\$42.91	\$42.25	\$7,604.97	\$0.00	\$7,604.97
A la Carte Services									
85144	AXON STARTER	1			\$9,950.00	\$9,950.00	\$9,950.00	\$0.00	\$9,950.00
Total							\$256,439.47	\$12,213.25	\$268,652.72

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
AB3 Camera Bundle	11534	USB-C to USB-A CABLE FOR AB3 OR FLEX 2	61	05/01/2023
AB3 Camera Bundle	73202	AXON BODY 3 - NA10 - US - BLK - RAPIDLOCK	55	05/01/2023
AB3 Camera Bundle	73202	AXON BODY 3 - NA10 - US - BLK - RAPIDLOCK	1	05/01/2023
AB3 Camera Bundle	74020	MAGNET MOUNT, FLEXIBLE, AXON RAPIDLOCK	61	05/01/2023
AB3 Multi Bay Dock Bundle	70033	WALL MOUNT BRACKET, ASSY, EVIDENCE.COM DOCK	7	05/01/2023
AB3 Multi Bay Dock Bundle	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	7	05/01/2023
AB3 Multi Bay Dock Bundle	74210	AXON BODY 3 - 8 BAY DOCK	7	05/01/2023
Body Worn Camera Multi-Bay Dock TAP Bundle	73689	MULTI-BAY BWC DOCK 1ST REFRESH	7	11/01/2025
Body Worn Camera TAP Bundle	73309	AXON CAMERA REFRESH ONE	56	11/01/2025
Body Worn Camera Multi-Bay Dock TAP Bundle	73688	MULTI-BAY BWC DOCK 2ND REFRESH	7	05/01/2028
Body Worn Camera TAP Bundle	73310	AXON CAMERA REFRESH TWO	56	05/01/2028

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Basic License Bundle	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	62	06/01/2023	05/31/2028
Basic License Bundle	73840	EVIDENCE.COM BASIC ACCESS LICENSE	62	06/01/2023	05/31/2028
Pro License Bundle	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	9	06/01/2023	05/31/2028
Pro License Bundle	73746	PROFESSIONAL EVIDENCE.COM LICENSE	3	06/01/2023	05/31/2028
A la Carte	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	110	06/01/2023	05/31/2028

Services

Bundle	Item	Description	QTY
A la Carte	85144	AXON STARTER	1

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Body Worn Camera TAP Bundle	80464	EXT WARRANTY, CAMERA (TAP)	55	06/01/2023	05/31/2028
Body Worn Camera TAP Bundle	80464	EXT WARRANTY, CAMERA (TAP)	1	06/01/2023	05/31/2028
Body Worn Camera Multi-Bay Dock TAP Bundle	80465	EXT WARRANTY, MULTI-BAY DOCK (TAP)	7	05/01/2024	05/31/2028

Payment Details

May 2023						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	110	\$792.00	\$0.00	\$792.00
Year 1	85144	AXON STARTER	1	\$1,990.00	\$0.00	\$1,990.00
Year 1	AB3C	AB3 Camera Bundle	55	\$8,239.00	\$576.73	\$8,815.73
Year 1	AB3MBD	AB3 Multi Bay Dock Bundle	7	\$2,294.46	\$160.61	\$2,455.07
Year 1	BasicLicense	Basic License Bundle	62	\$12,090.00	\$0.00	\$12,090.00
Year 1	BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	7	\$2,911.44	\$203.81	\$3,115.25
Year 1	BWCamTAP	Body Worn Camera TAP Bundle	55	\$21,450.00	\$1,501.50	\$22,951.50
Year 1	ProLicense	Pro License Bundle	3	\$1,521.01	\$0.00	\$1,521.01
Total				\$51,287.91	\$2,442.65	\$53,730.56

May 2024						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	110	\$792.00	\$0.00	\$792.00
Year 2	85144	AXON STARTER	1	\$1,990.00	\$0.00	\$1,990.00
Year 2	AB3C	AB3 Camera Bundle	55	\$8,239.00	\$576.73	\$8,815.73
Year 2	AB3MBD	AB3 Multi Bay Dock Bundle	7	\$2,294.46	\$160.61	\$2,455.07
Year 2	BasicLicense	Basic License Bundle	62	\$12,090.00	\$0.00	\$12,090.00
Year 2	BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	7	\$2,911.44	\$203.81	\$3,115.25
Year 2	BWCamTAP	Body Worn Camera TAP Bundle	55	\$21,450.00	\$1,501.50	\$22,951.50
Year 2	ProLicense	Pro License Bundle	3	\$1,520.99	\$0.00	\$1,520.99
Total				\$51,287.89	\$2,442.65	\$53,730.54

May 2025						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	110	\$792.00	\$0.00	\$792.00
Year 3	85144	AXON STARTER	1	\$1,990.00	\$0.00	\$1,990.00
Year 3	AB3C	AB3 Camera Bundle	55	\$8,239.00	\$576.73	\$8,815.73
Year 3	AB3MBD	AB3 Multi Bay Dock Bundle	7	\$2,294.46	\$160.61	\$2,455.07
Year 3	BasicLicense	Basic License Bundle	62	\$12,090.00	\$0.00	\$12,090.00
Year 3	BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	7	\$2,911.44	\$203.81	\$3,115.25
Year 3	BWCamTAP	Body Worn Camera TAP Bundle	55	\$21,450.00	\$1,501.50	\$22,951.50
Year 3	ProLicense	Pro License Bundle	3	\$1,520.99	\$0.00	\$1,520.99
Total				\$51,287.89	\$2,442.65	\$53,730.54

May 2026						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	110	\$792.00	\$0.00	\$792.00
Year 4	85144	AXON STARTER	1	\$1,990.00	\$0.00	\$1,990.00
Year 4	AB3C	AB3 Camera Bundle	55	\$8,239.00	\$576.73	\$8,815.73
Year 4	AB3MBD	AB3 Multi Bay Dock Bundle	7	\$2,294.46	\$160.61	\$2,455.07
Year 4	BasicLicense	Basic License Bundle	62	\$12,090.00	\$0.00	\$12,090.00

May 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	7	\$2,911.44	\$203.81	\$3,115.25
Year 4	BWCamTAP	Body Worn Camera TAP Bundle	55	\$21,450.00	\$1,501.50	\$22,951.50
Year 4	ProLicense	Pro License Bundle	3	\$1,520.99	\$0.00	\$1,520.99
Total				\$51,287.89	\$2,442.65	\$53,730.54

May 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	110	\$792.00	\$0.00	\$792.00
Year 5	85144	AXON STARTER	1	\$1,990.00	\$0.00	\$1,990.00
Year 5	AB3C	AB3 Camera Bundle	55	\$8,239.00	\$576.73	\$8,815.73
Year 5	AB3MBD	AB3 Multi Bay Dock Bundle	7	\$2,294.46	\$160.61	\$2,455.07
Year 5	BasicLicense	Basic License Bundle	62	\$12,090.00	\$0.00	\$12,090.00
Year 5	BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	7	\$2,911.44	\$203.81	\$3,115.25
Year 5	BWCamTAP	Body Worn Camera TAP Bundle	55	\$21,450.00	\$1,501.50	\$22,951.50
Year 5	ProLicense	Pro License Bundle	3	\$1,520.99	\$0.00	\$1,520.99
Total				\$51,287.89	\$2,442.65	\$53,730.54

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at www.axon.com/legal/sales-terms-and-conditions), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

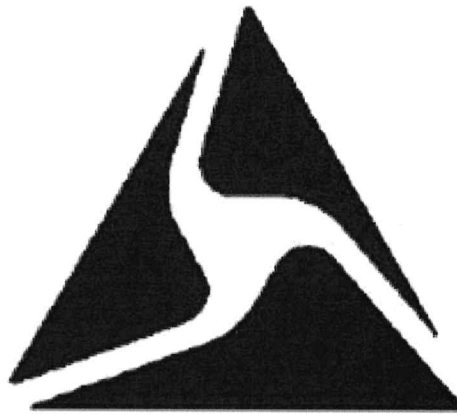
Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

Date Signed

3/30/2023





Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-472338-45015.851RG

Issued: 03/30/2023

Quote Expiration: 08/31/2023

Estimated Contract Start Date: 09/01/2023

Account Number: 115277

Payment Terms: N30

Delivery Method:

SHIP TO	BILL TO
Business;Delivery;Invoice-100 Huey St 100 Huey St Wildwood, FL 34785-4516 USA	Wildwood Police Dept.-FL 100 Huey St Wildwood, FL 34785-4516 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Rachel Gershenson (Leinson) Phone: Email: rleinson@axon.com Fax:	Eric Church Phone: 352-492-5082 Email: echurch@wildwood-fl.gov Fax: (352) 330-1358

Quote Summary

Program Length	60 Months
TOTAL COST	\$532,653.00
ESTIMATED TOTAL W/ TAX	\$557,343.44

Discount Summary

Average Savings Per Year	\$7,920.00
TOTAL SAVINGS	\$39,600.00

Payment Summary

Date	Subtotal	Tax	Total
Aug 2023	\$98,342.18	\$4,558.52	\$102,900.70
Aug 2024	\$102,275.88	\$4,740.87	\$107,016.75
Aug 2025	\$106,366.90	\$4,930.49	\$111,297.39
Aug 2026	\$110,621.58	\$5,127.73	\$115,749.31
Aug 2027	\$115,046.46	\$5,332.83	\$120,379.29
Total	\$532,653.00	\$24,690.44	\$557,343.44

Quote Unbundled Price: \$572,253.00

Quote List Price: \$532,653.00

Quote Subtotal: \$532,653.00

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
Fleet3B	Fleet 3 Basic	55	60	\$173.41	\$161.41	\$161.41	\$532,653.00	\$24,690.44	\$557,343.44
Total							\$532,653.00	\$24,690.44	\$557,343.44

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
Fleet 3 Basic	11634	CRADLEPOINT IBR900-1200M-B-NPS+5YR NETCLOUD	55	08/01/2023
Fleet 3 Basic	70112	AXON SIGNAL UNIT	55	08/01/2023
Fleet 3 Basic	71200	FLEET ANT, AIRGAIN, 5-IN-1, 2LTE, 2WIFI, 1GNSS, BL	55	08/01/2023
Fleet 3 Basic	72036	FLEET 3 STANDARD 2 CAMERA KIT	55	08/01/2023
Fleet 3 Basic	72036	FLEET 3 STANDARD 2 CAMERA KIT	1	08/01/2023
Fleet 3 Basic	72048	FLEET SIM INSERTION, ATT	55	08/01/2023

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Basic	80400	FLEET, VEHICLE LICENSE	55	09/01/2023	08/31/2028
Fleet 3 Basic	80410	FLEET, UNLIMITED STORAGE, 1 CAMERA	110	09/01/2023	08/31/2028

Services

Bundle	Item	Description	QTY
Fleet 3 Basic	73391	FLEET 3 DEPLOYMENT (PER VEHICLE)	55

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Basic	80379	EXT WARRANTY, AXON SIGNAL UNIT	55	09/01/2023	08/31/2028
Fleet 3 Basic	80495	EXT WARRANTY, FLEET 3, 2 CAMERA KIT	55	08/01/2024	08/31/2028
Fleet 3 Basic	80495	EXT WARRANTY, FLEET 3, 2 CAMERA KIT	1	08/01/2024	08/31/2028

Payment Details

Aug 2023

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	Fleet3B	Fleet 3 Basic	55	\$98,342.18	\$4,558.52	\$102,900.70
Total				\$98,342.18	\$4,558.52	\$102,900.70

Aug 2024

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	Fleet3B	Fleet 3 Basic	55	\$102,275.88	\$4,740.87	\$107,016.75
Total				\$102,275.88	\$4,740.87	\$107,016.75

Aug 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	Fleet3B	Fleet 3 Basic	55	\$106,366.90	\$4,930.49	\$111,297.39
Total				\$106,366.90	\$4,930.49	\$111,297.39

Aug 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	Fleet3B	Fleet 3 Basic	55	\$110,621.58	\$5,127.73	\$115,749.31
Total				\$110,621.58	\$5,127.73	\$115,749.31

Aug 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	Fleet3B	Fleet 3 Basic	55	\$115,046.46	\$5,332.83	\$120,379.29
Total				\$115,046.46	\$5,332.83	\$120,379.29

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at www.axon.com/legal/sales-terms-and-conditions), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

Date Signed

3/30/2023



Eric Church

From: Kevin Mallonee <kevin.mallonee@motorolasolutions.com>
Sent: Monday, April 3, 2023 3:36 PM
To: Eric Church
Cc: Justin Dulgar
Subject: Motorola Mobile Video - Budgetary quote
Attachments: Wildwood PD - 55 M500 Bundles - VaaS.pdf

*****CAUTION:** This email originated from outside of the city. Do not click on any links or open any attachments unless you recognize the sender and are certain the content is safe.***

Officer Church - I've attached a budgetary quote we discussed earlier today.

55 M500 in-car & 55 V300 body-worn video systems utilizing our Video-as-a- Service solution.

Highlights of our VaaS Cameras solutions:

- Third-year body-worn camera technology (Hardware) Refresh
- Cloud-based evidence management system
- Unlimited storage
- Fully warrantied in-car and body-worn camera system.
- 24/7 support with No-Fault hardware warranty
- 5-year agreement (billed Annually)

Your Motorola team is excited to compete for your business. Please keep us updated on the next steps in your review.

I have cc'd your Motorola Regional Sales Manager, Justin Dulgar, on this email. Justin lives in the territory and can visit anytime. The Motorola team would appreciate the opportunity to demo our solution to your agency.

Please feel free to ping me if you have any questions.

I appreciate you taking the time to consider Motorola WatchGuard as a video solution for your agency.

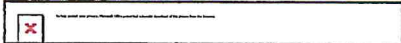
Kevin

--

Kevin Mallonee

Inside Sales, Motorola WatchGuard

kevin.mallonee@motorolasolutions.com



(214) 449-6011



For more information on how and why we collect your personal information, please visit our [Privacy Policy](#).

Billing Address:
WILDWOOD POLICE DEPT
100 E HUEY ST
WILDWOOD, FL 34785
US

Quote Date:04/03/2023
Expiration Date:07/02/2023
Quote Created By:
Kevin Mallonee
Kevin.Mallonee@
motorolasolutions.com
214-449-6011

End Customer:
WILDWOOD POLICE DEPT
Eric Chuch
echurch@wildwood-fl.gov
+13523301355

Payment Terms:30 NET

Summary:

Any sales transaction resulting from Motorola's quote is based on and subject to the applicable Motorola Standard Terms and Conditions, notwithstanding terms and conditions on purchase orders or other Customer ordering documents. Motorola Standard Terms and Conditions are found at www.motorolasolutions.com/product-terms.

Line #	Item Number	Description	Qty	Term	Sale Price	Ext. Sale Price	Refresh Duration
Video as a Service							
1	AAS-M5-BWC-5YR	M500 IN-CAR SYSTEM WITH V300 BODY WORN CAMERA AND VIDEO MANAGER EL CLOUD - 5 YEARS VIDEO-AS-A-SERVICE*	55	5 YEAR	\$13,500.00	\$742,500.00	
2	WGW00121	IN-CAR SYSTEM INSTALLATION (PER UNIT CHARGE)	55		\$650.00	\$35,750.00	
3	WGW00119	VIDEO SYSTEM REMOVAL (PER UNIT CHARGE)	55		\$100.00	\$5,500.00	
4	WGB-0703A	M500 ICV SYSTEM, V300 WIFI DOCK, SPS*	55		Included	Included	
5	AAS-BWC-XFS-DOC	TRANSFER STATION (8 BAY) - 5 YEARS VIDEO-AS-A-SERVICE (\$30 PER MON)	4	5 YEAR	\$1,800.00	\$7,200.00	



Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Line #	Item Number	Description	Qty	Term	Sale Price	Ext. Sale Price	Refresh Duration
6	PSV00S01454A	LMS ONBOARDING	1		\$0.00	\$0.00	
7	SSV00S01450B	LEARNER LXP SUBSCRIPTION	55	5 YEAR	\$0.00	\$0.00	
8	WGB-0101A	V300 BODY WORN CAMERA, MAG CHEST MOUNT	55		Included	Included	3 YEAR
9	WGW00300-003	V300 NO FAULT WARRANTY	55	5 YEAR	Included	Included	
10	WGB-0138AAS	VIDEO EQUIPMENT,V300 XFER STATION, UNCONF (\$30 PER MON)	5		Included	Included	
11	WGW00502	M500 EXTENDED WARRANTY	55	5 YEAR	Included	Included	
12	WGA00428-103	CONFIGWIRLESKIT MTIK802.11AC,POE,5GHZ ANT	55		Included	Included	
13	WGP01394-001	CBL, WIFI VHCL ANT MNT, NMO, 17'L	55		Included	Included	
14	WGC02001-VAAS	VIDEOMANAGER EL CLOUD, ANNUAL UNLIMITED STORAGE PER BODY WORN CAMERA VAAS	55	5 YEAR	Included	Included	
15	WGC02002-VAAS	VIDEOMANAGER EL CLOUD, ANNUAL UNLIMITED STORAGE PER IN-CAR VIDEO SYSTEM WITH 2 CAMERAS VAAS	55	5 YEAR	Included	Included	
16	WGP02614	V300, BATT, 3.8V, 4180MAH	55		\$99.00	\$5,445.00	
17	WGP01566-350	ACCESS POINT, MIKROTIK, 802.11AC, 5GHZ	5		\$200.00	\$1,000.00	
18	WGW00122-301	MOBILE VIDEO DEPLOYMENT SERVICES	6100 0		\$1.00	\$61,000.00	

Grand Total

\$858,395.00(USD)



Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Pricing Summary

	Sale Price	
Upfront Costs for Hardware, Accessories and Implementation (if applicable), plus Subscription Fee	\$258,635.00	\$0.00
Year 2 Subscription Fee	\$149,940.00	\$0.00
Year 3 Subscription Fee	\$149,940.00	\$0.00
Year 4 Subscription Fee	\$149,940.00	\$0.00
Year 5 Subscription Fee	\$149,940.00	\$0.00
Grand Total System Price	\$858,395.00	\$0.00

Notes:

- Additional information is required for one or more items on the quote for an order.
- Unless otherwise noted, this quote excludes sales tax or other applicable taxes (such as Goods and Services Tax, sales tax, Value Added Tax and other taxes of a similar nature). Any tax the customer is subject to will be added to invoices.
- Unless otherwise noted in this quote / order, installation of equipment is not included.



Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 - #: 36-1115800

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Proclaim May 2023 as National Historic Preservation Month

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Please see the attached proclamation requested by the Timucua Chapter of the National Society of Colonial Dames XVII Century recognizing May 2023 as National Historic Preservation Month.



Proclamation

WHEREAS, the Timucua Chapter of the National Society of Colonial Dames XVII Century is locally sponsoring National Historic Preservation Month during May 2023; and,

WHEREAS, Preservation Month began as National Preservation Week in 1973, and in 2005 the National Trust extended the celebration to the entire month of May and declared it Preservation Month providing an even greater opportunity to celebrate the diverse and unique heritage of our country's cities and states; and,

WHEREAS, the first Presidential preservation proclamation stated "As the pace of change accelerates in the world around us, Americans more than ever need a lively awareness of our roots and origins in the past on which to base our sense of identity in the present and our directions for the future"; and,

WHEREAS, historic preservation is relevant for communities across the nation and for all Americans who are encouraged to support the 2023 national theme, "People Saving Places"; and,

WHEREAS, it is important to celebrate the role of history in our lives and the significant ongoing contributions of the Timucua Chapter, helping to preserve local historic sites since 2007.

NOW, THEREFORE, BE IT RESOLVED, by the City Commission of the City of Wildwood, Florida, that the month of May 2023 is hereby proclaimed as

NATIONAL HISTORIC PRESERVATION MONTH

and call upon the people of Wildwood to join their fellow citizens across the United States in recognizing and participating in this special observance.

IN WITNESS WHEREOF, we have PASSED and DULY ADOPTED this 24th day of April 2023.



CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

ATTEST: _____
Susan Patterson, City Clerk

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: CP 2206-002 Wildwood Place

REQUESTED ACTION: Special Magistrate recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	CP 2206-002 Wildwood Place
Ordinance #	O2022-97
Applicant	Ryan Thompson
Owner	HWY 301/216, LLC
Property Location	Located at the northwest intersection of US 301 and CR 216
Parcel Number(s)	D19-014 and D19-043
Date	3/23/23

The applicant, Ryan Thompson of CHW professional consultants on behalf of the owner HWY 301/216 LLC seeks approval from the City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Commercial, Low-Density Residential & Residential Mixed use (City) to General Commercial & Medium High-Density Residential (City) for the parcels listed above on 34.75 acres MOL. This request is accompanied by rezoning request RZ 2206-002.

Staff believes the proposed amendment should be granted based on the following criteria found in Land Development Regulation (LDR) §1.7(D).

(1) Justification of the proposed amendment has been adequately presented;

The applicant intends to develop a multi-family residential development on the subject property consisting of a maximum of 300 dwelling units covering approximately 25 acres. 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. Justification has been presented to the city to support the proposed development, with surrounding parcels on the FLUM depicting a similar mix of Medium-Density Residential and Commercial.

(2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan;

The proposed amendment is not inconsistent with the policies of the Comprehensive Plan. 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. Under that plan there existed the Medium High-Density Residential (MHDR) Future Land Use designation, which would allow for a maximum of 300 dwelling units on the subject property for the stated 25 acres. The 2035 Comprehensive Plan FLU Policy

1.1.12 designates a maximum density allowance of 12 dwelling units per acre for the proposed FLU designation, placing the project within acceptable development standards. Additionally, Policy 1.1.3 states that the density and intensity shall abide by the qualitative standards set forth on the FLUM, which the proposed development accomplishes by remaining within the density limits and incorporating adequate open space into their overall design.

Separately, surrounding parcels are currently zoned for a mix of Medium-Density Residential (MDR) and commercial, with FLU split between commercial, Medium-Density residential, and Mixed-Use residential. This mix of commercial and residential is in line with Policy 1.8.1 which requests a diversity of land uses. The policy recommends that there be 0.13 acres of commercial/industrial development per residential dwelling unit. While Policy 1.2.5 of the Transportation Element requests land-use plans that promote compact, walkable communities with a wide range of destinations located in close proximity to nearby residential sites. The proposed development is compact in its design and seeks to utilize the maximum space available while providing residents access to commercial opportunities in the surrounding area that would fulfill Policy 1.8.1.

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy inefficient land use pattern;

The amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern. The subject property is located along N US 301 and CR 216, with the major access points being along US 301, and a secondary proposed access point on CR 216. US 301 is a Principal Arterial operating at LOS C with an existing mix of Medium-Density Residential (MDR), Residential Mixed-Use (RMU), and Commercial (COM) designations within the immediate vicinity of the proposed development. The proposed development in its conceptual plans showcases a mix of residential, commercial, and open green space, which directly combats urban sprawl by focusing on maximizing existing space for compact development and blending a mix of land uses within.

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;

The proposed amendment will not have an adverse effect on environmentally sensitive systems. Environmental and ecological assessments were conducted by Ecological Consulting Solutions, Inc in March of 2022. No wetlands and/or surface waters were present within the project boundary. In addition, no listed species were found on the subject property, nor did a USFWS database search reveal any documented evidence of such species within the vicinity. No gopher tortoise burrows were observed according to the inspecting team. However, it was stated that thirty (30) days prior to construction and clearing, the USFWS must be notified regarding a protection/education plan concerning eastern indigo snakes.

(5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools or other public facilities without providing remedies to correct the system or facility.

Transportation: 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). The proposed Future Land Use change to HDR and proposed development is estimated to 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.

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.

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

Special Magistrate recommends approval and a favorable recommendation of Ordinance Number O2022-97 be forwarded to the City Commission for further action.

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

Shaun Raja,
Planner I, Development Services

ORDINANCE NO. O2022-97

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; 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 local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment 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 COM, LDR, & RMU to HDR & COM and contains 34.75 acres, more or less;

AND WHEREAS, the City is proposing to amend the Future Land Use Map to include the future land use of property that shall pertain and be applicable to said amendment.

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

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan 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

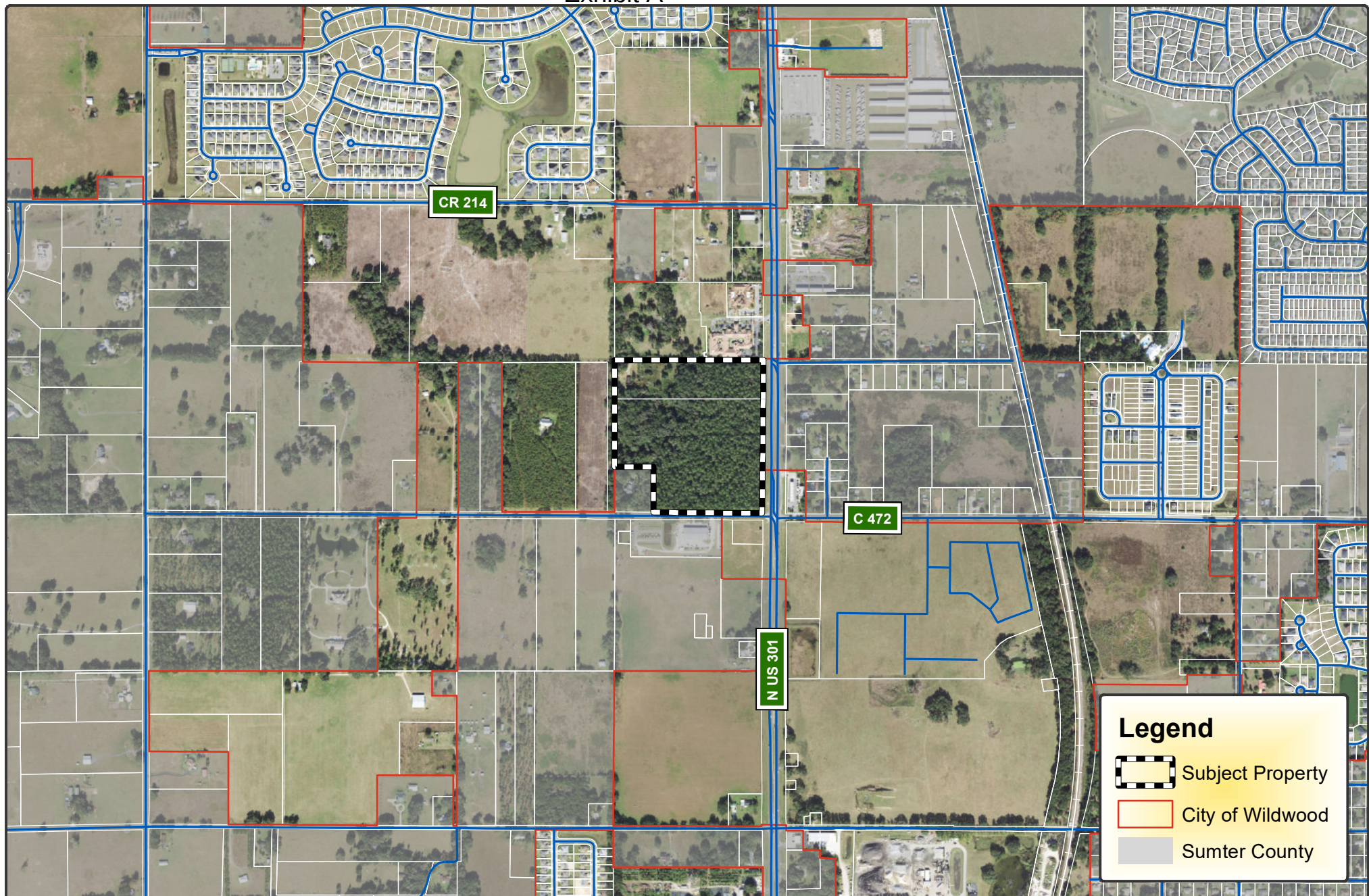
ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

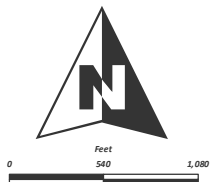
Approved as to form:

City Attorney



**CITY OF
WILDWOOD**

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



CP 2206-002 / RZ 2206-002

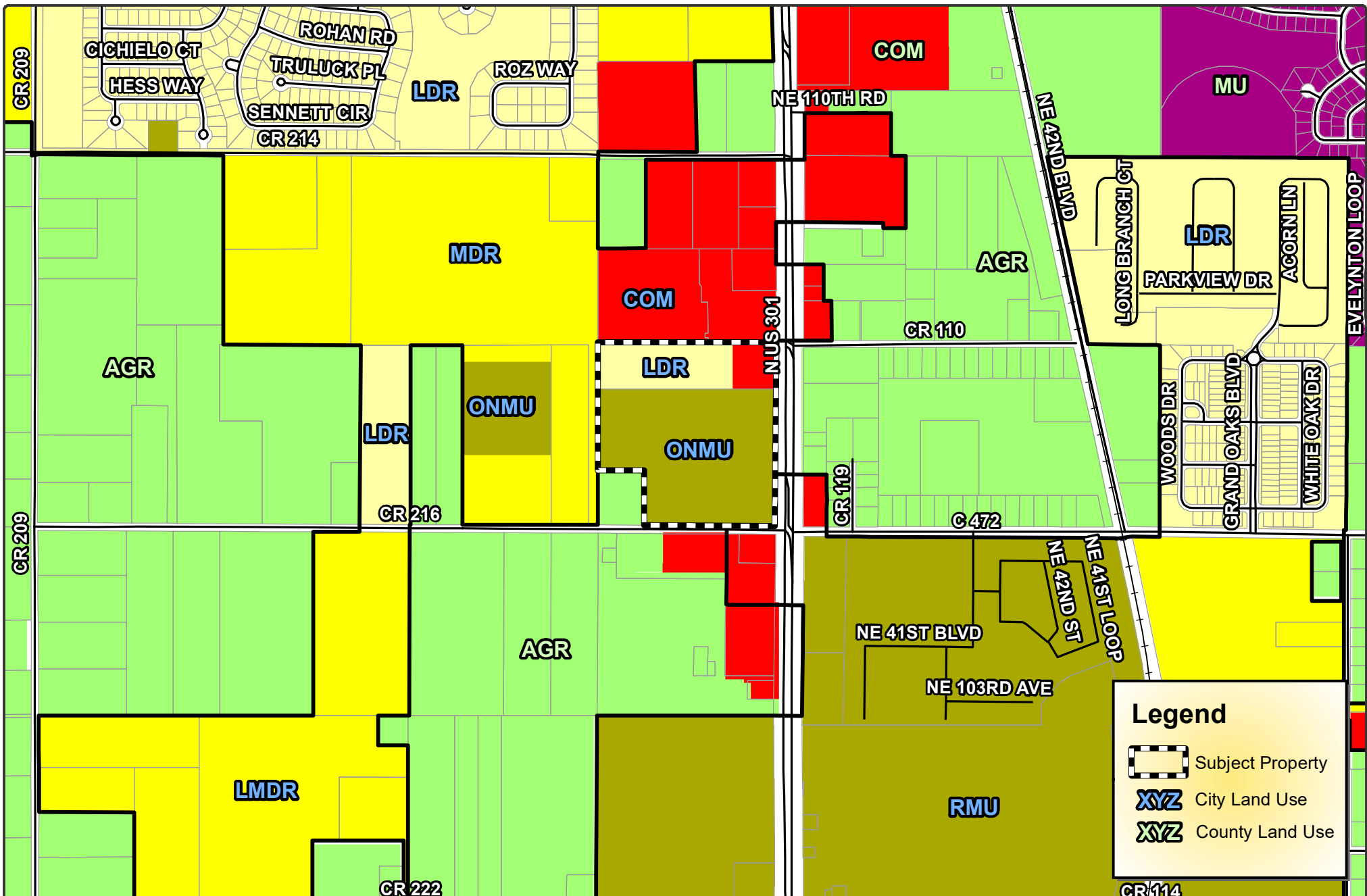
WILDWOOD PLACE

PARCELS D19-014 & D19-043

MAP 1B

**LOCATION
MAP**

**JUNE
2022**

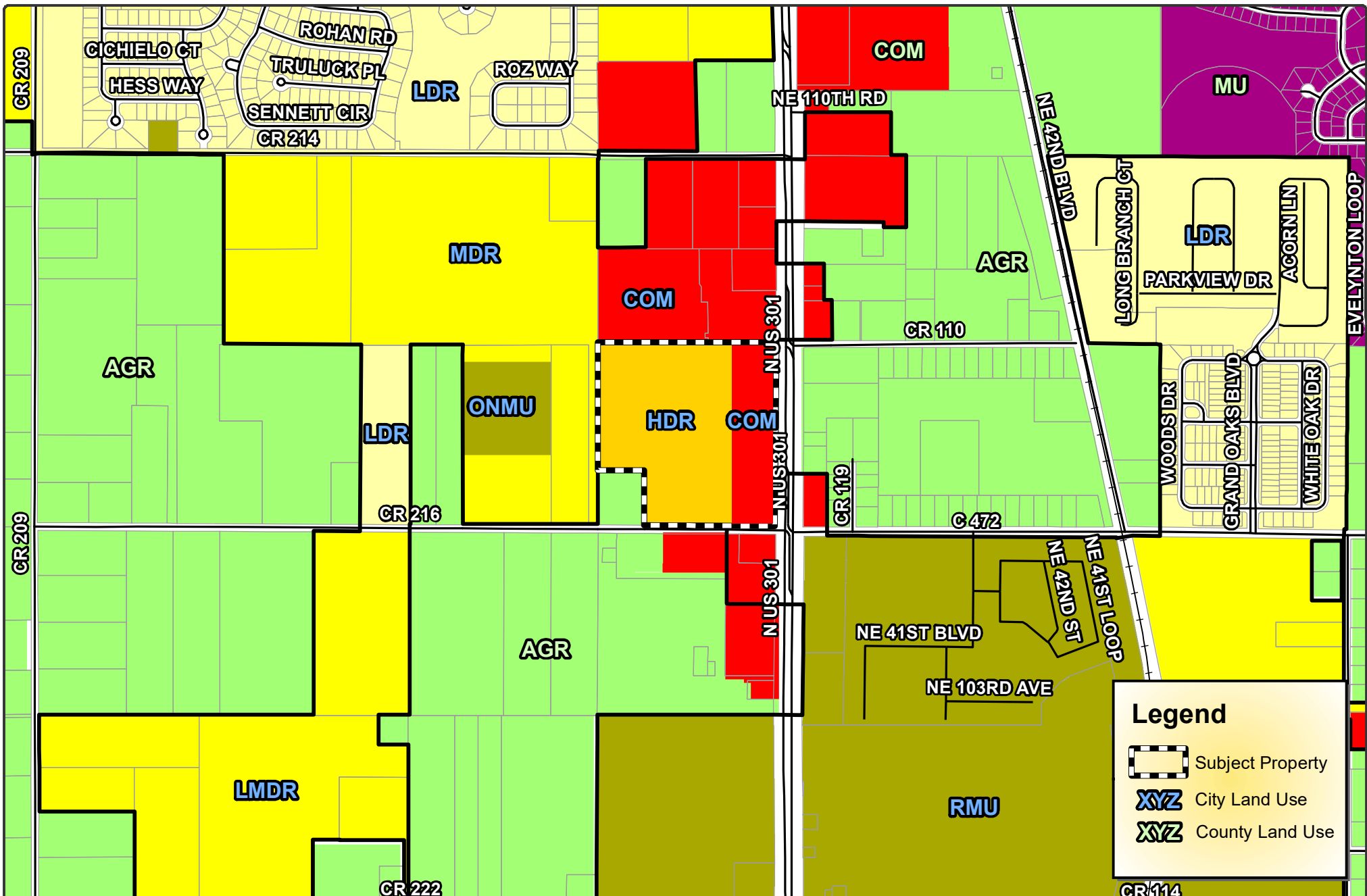


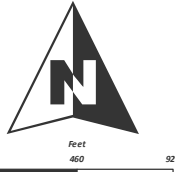
**CITY OF
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CP 2206-002
WILDWOOD PLACE
PARCELS D19-014 & D19-043

MAP 2A
**EXISTING LAND
USE**
**JUNE
2022**



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 Feet 0 400 800	CP 2206-002 WILDWOOD PLACE PARCELS D19-014 & D19-043	MAP 2B PROPOSED LAND USE PENDING COMMISSION APPROVAL JUNE 2022

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate
as Local Planning Agency

The case below was heard on Tuesday, April 4, 2023, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Commercial, Low-Density Residential & Residential Mixed-Use (City) to Commercial & High-Density Residential (City) on 34.75 acres MOL.

Case No: CP 2206-002 Wildwood Place

Applicant: Ryan Thompson

Owner: HWY 301/216 LLC

Parcel Number(s): D19-014 and D19-043

Under Land Development Regulation (LDR) § 1.7(C), the Planning and Zoning Board/Special Magistrate as Local Planning Agency has a duty to make a recommendation to the City Commission on all proposed Comprehensive Plan amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate recommends approval of the Comprehensive Plan amendment and gives a favorable recommendation of Ordinance O2022-97 to the City Commission for final determination.

Dated: April 4, 2023



Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: RZ 2206-002 Wildwood Place

REQUESTED ACTION: Special Magistrate recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

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

The applicant, Ryan Thompson of CHW professional consultants on behalf of the owner HWY 301/216 LLC seeks approval from the City Commission 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.

Special Magistrate 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 black 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

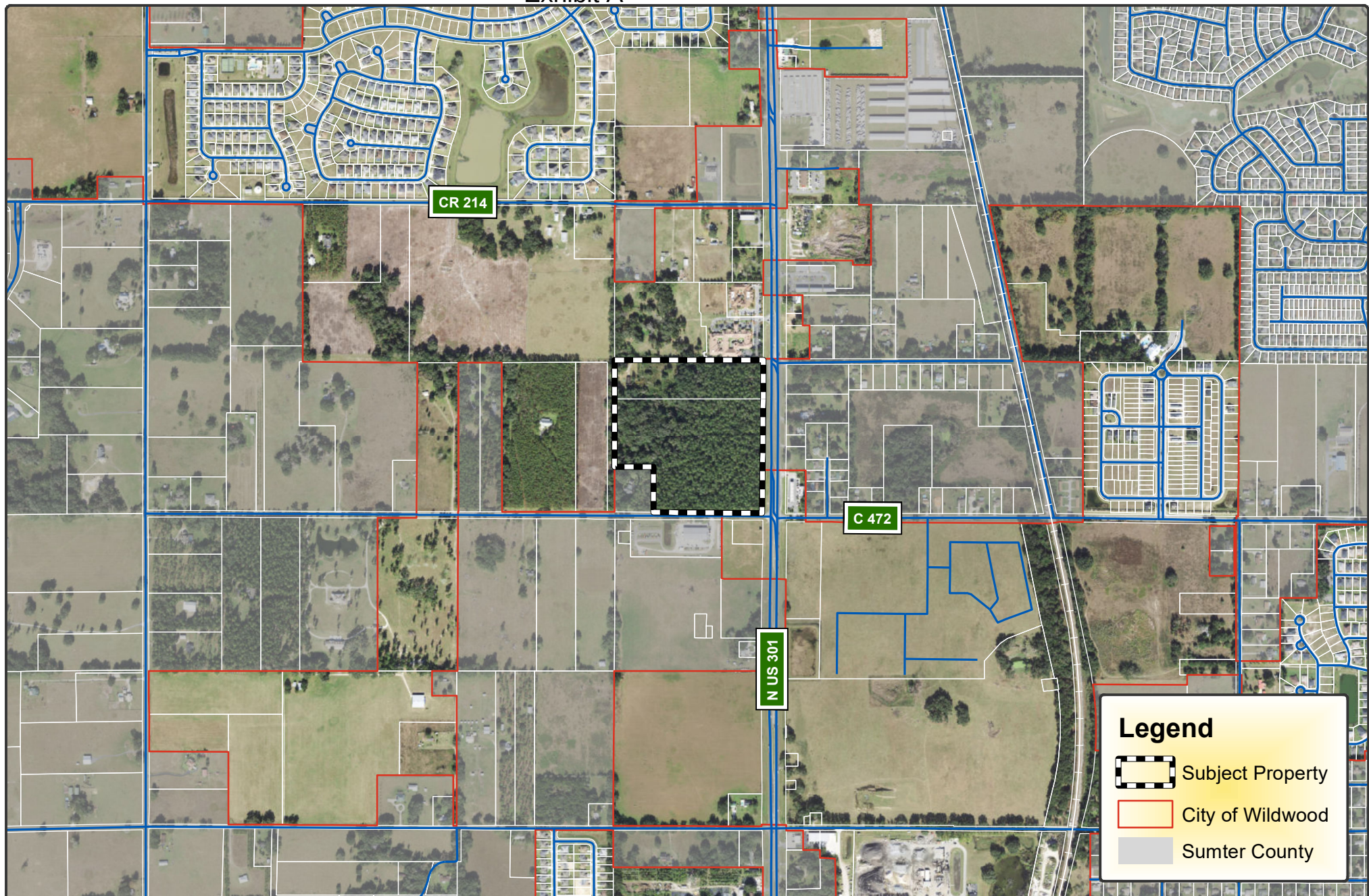
ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

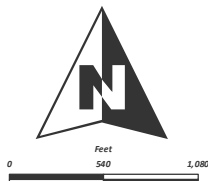
Approved as to form:

City Attorney



**CITY OF
WILDWOOD**

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



CP 2206-002 / RZ 2206-002

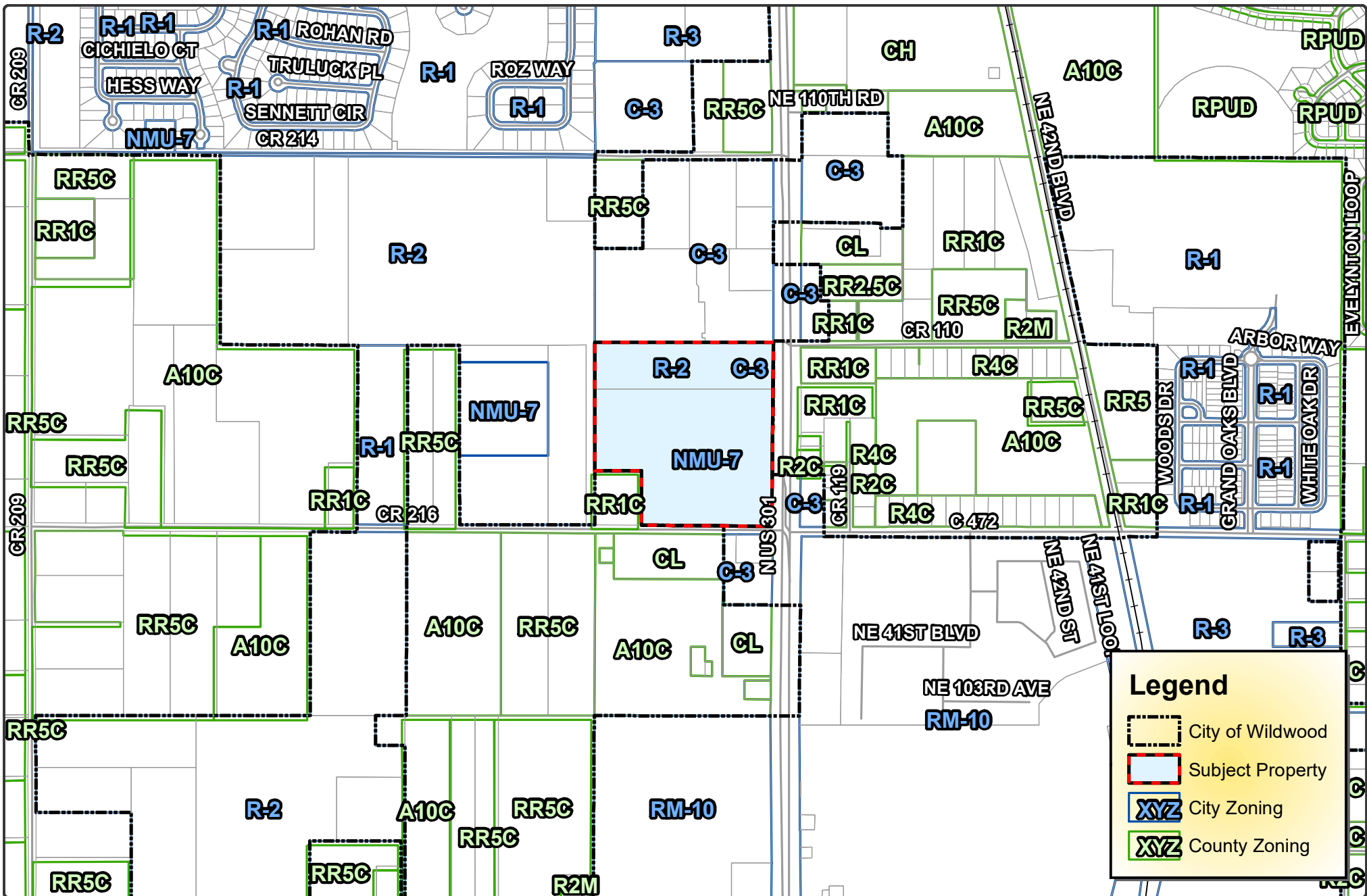
WILDWOOD PLACE

PARCELS D19-014 & D19-043

MAP 1B

**LOCATION
MAP**

**JUNE
2022**



City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, April 4, 2023, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood 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-5 (City) on 34.75 acres MOL.

Case # RZ 2206-002 Wildwood Place

Applicant Ryan Thompson

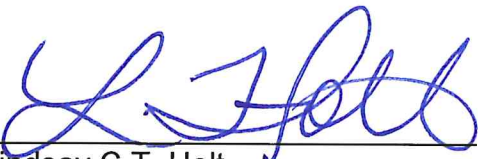
Owner HWY 301/216 LLC

Parcel Number(s) D19-014 and D19-043

Under Land Development Regulation (LDR) § 1.7(C), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate recommends approval of the Zoning Map amendment and gives a favorable recommendation of Ordinance O2022-98 to the City Commission for final determination.

Dated: April 4, 2023



Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PD 2206-001 Wildwood Place

REQUESTED ACTION: Special Magistrate recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

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

The applicant, Ryan Thompson of CHW professional consultants on behalf of the owner HWY 301/216 LLC, seeks approval from the City Commission 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.

Special Magistrate 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%
Site	34.75	100%

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

K. Public Facilities.

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

L. Access, Parking, and Transportation.

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

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

4. 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 required to support the Wildwood Place development:

- a) Provide revised signal timings to Sumter County to coordinate with The Florida Department of Transportation (FDOT) and the ongoing C 472 improvements currently in design, which was approved by the Sumter County Board of County Commissioners on July 26, 2022.
- b) 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. Developer is responsible for constructing this improvement during Phase 1 of the Development.

Based on the analysis, multiple deficiencies at the US HWY 301/CR 466 intersection occur during the existing and background scenarios. The following signal improvement, at the US HWY 301/CR 466 intersection, will be provided to Sumter County and FDOT, attached hereto as Exhibit D:

- c) Provide signal timings to Sumter County to coordinate with their ongoing CR 466 Corridor coordination Signal Timings project approved by the Sumter County Board of County Commissioners on November 22, 2023. The proposed timings provided reduce the queue lengths for the eastbound left and northbound left movements and reduces v/c ratio of the eastbound left movement to below 1.0.

At Sumter County's request, the following roadway improvements were provided for the consideration of inclusion in any future roadway projects performed by FDOT or Sumter County. See Exhibit E for capacity improvements approved by the County along US 301. These alternate considerations are not a mitigation requirement of the applicant. The following roadway improvements may benefit future FDOT and County projects:

- d) Extend the eastbound left-turn lane so that it ties into the two-way/left lane further to the west.
- e) Extend the northbound left-turn lane so that it abuts the southbound left-turn lane to the south.

5. Internal vehicular circulation. Internal vehicular circulation will be provided by single- or double-loaded parking drive aisles, not roadways.
6. 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.

7. 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)

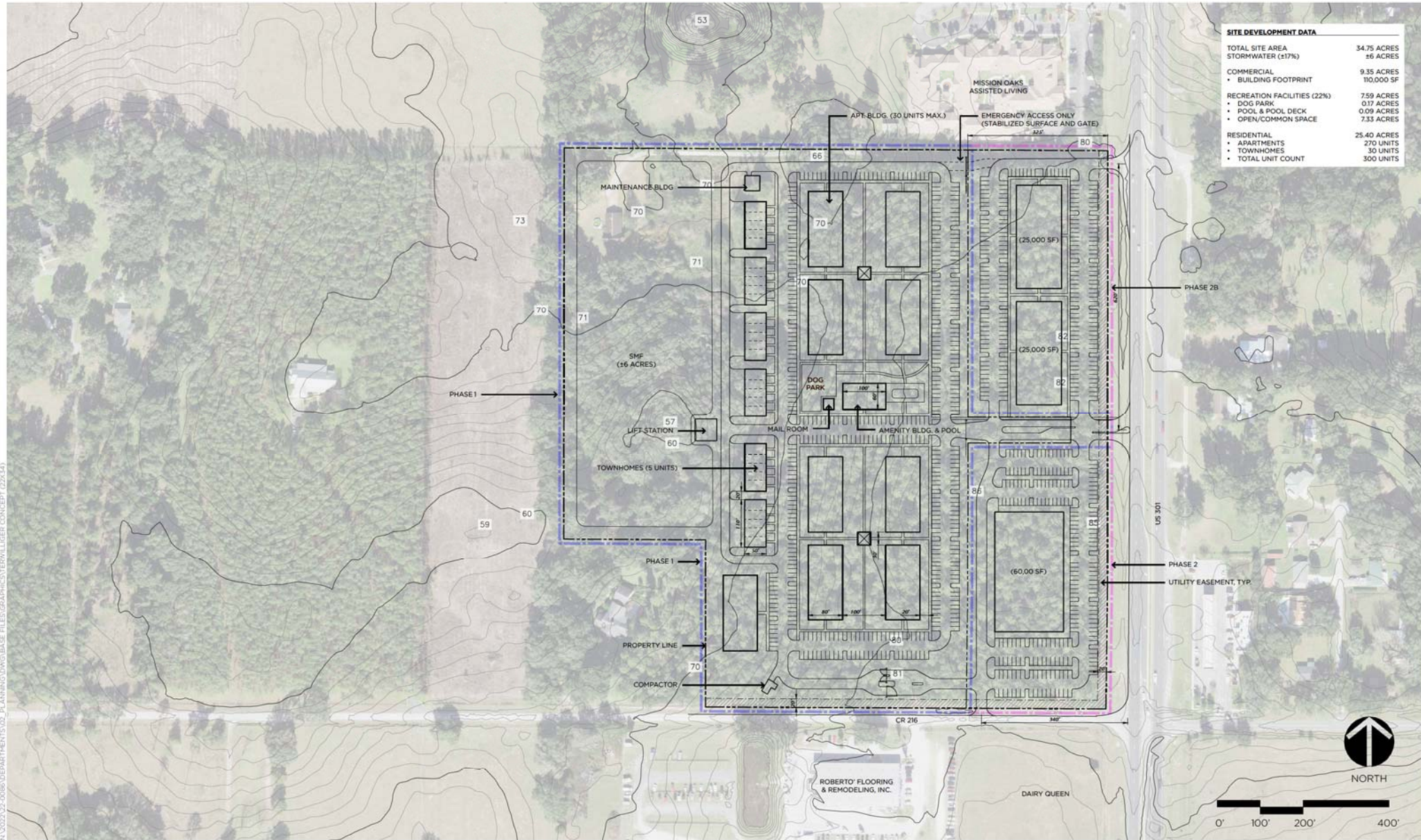
THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

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



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

est. 1968 **FLORIDA**
CA-5075

- IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

- AUGUST 10, 2011
- NOVEMBER 1, 2011
- JANUARY 30, 2012

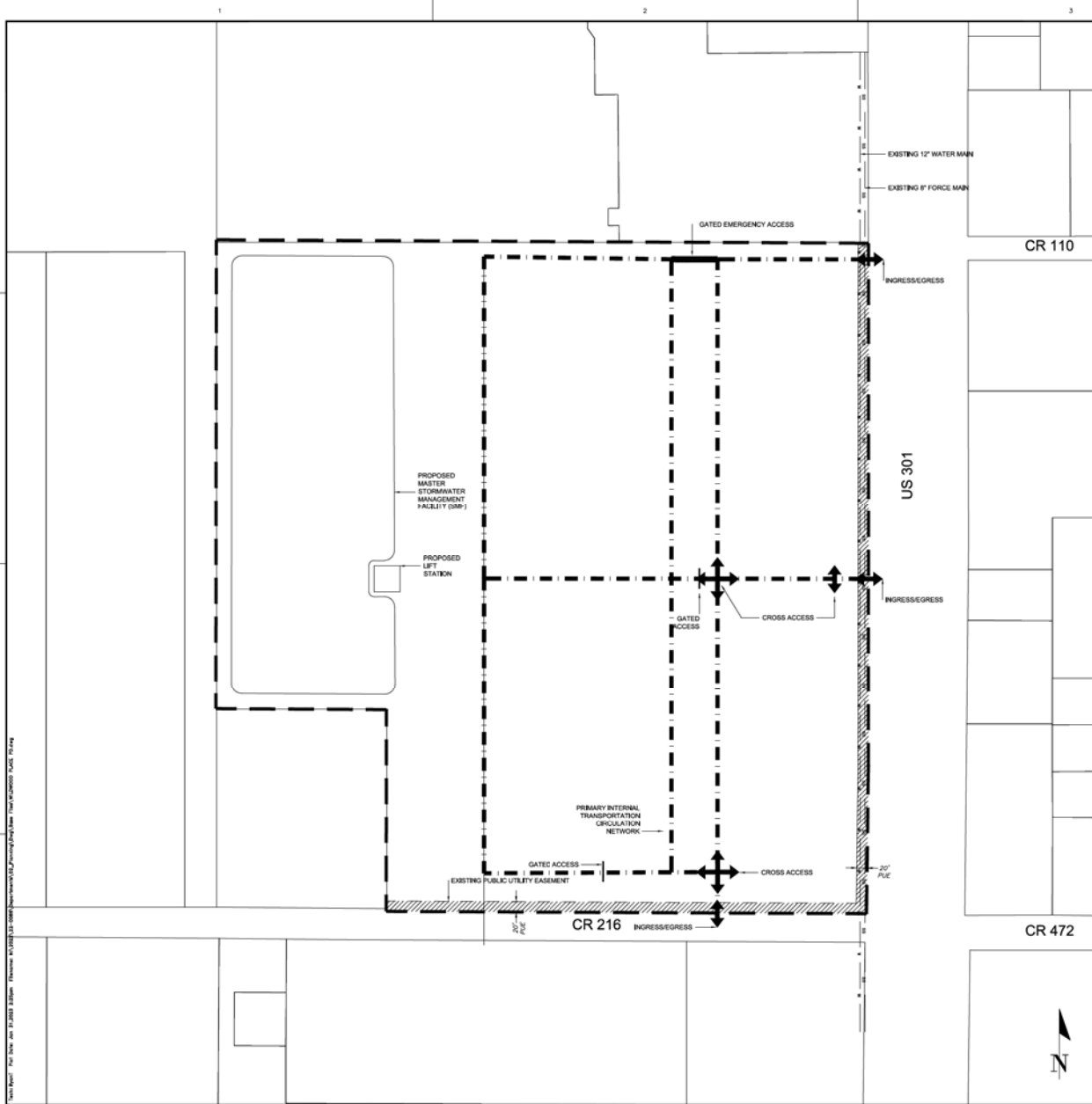
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WILWOOD PL
WILWOOD, FLOR

DATE	07/08/03
SHEET	
TITLE	

DESIGN	RT	QUAL	PRICE
		CB	22

2 of 3



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 33555
www.wildwood.com
tel: 281-388-5075
FLORIDA
CD-0075

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
SUBMITTAL - 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.

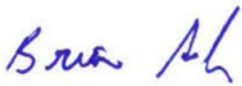
Response: Acknowledged.

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 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

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Professional Consultants

CHW | PLANNING.DESIGN.SURVEYING.ENGINEERING.CONSTRUCTION

JACKSONVILLE | GAINESVILLE | OCALA

CONTENTS

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

List of Figures

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

List of Tables

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

List of Appendices

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

1. EXECUTIVE SUMMARY

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

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

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

The following site access locations are being proposed:

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

The purpose of this TIA is to:

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

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

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

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

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

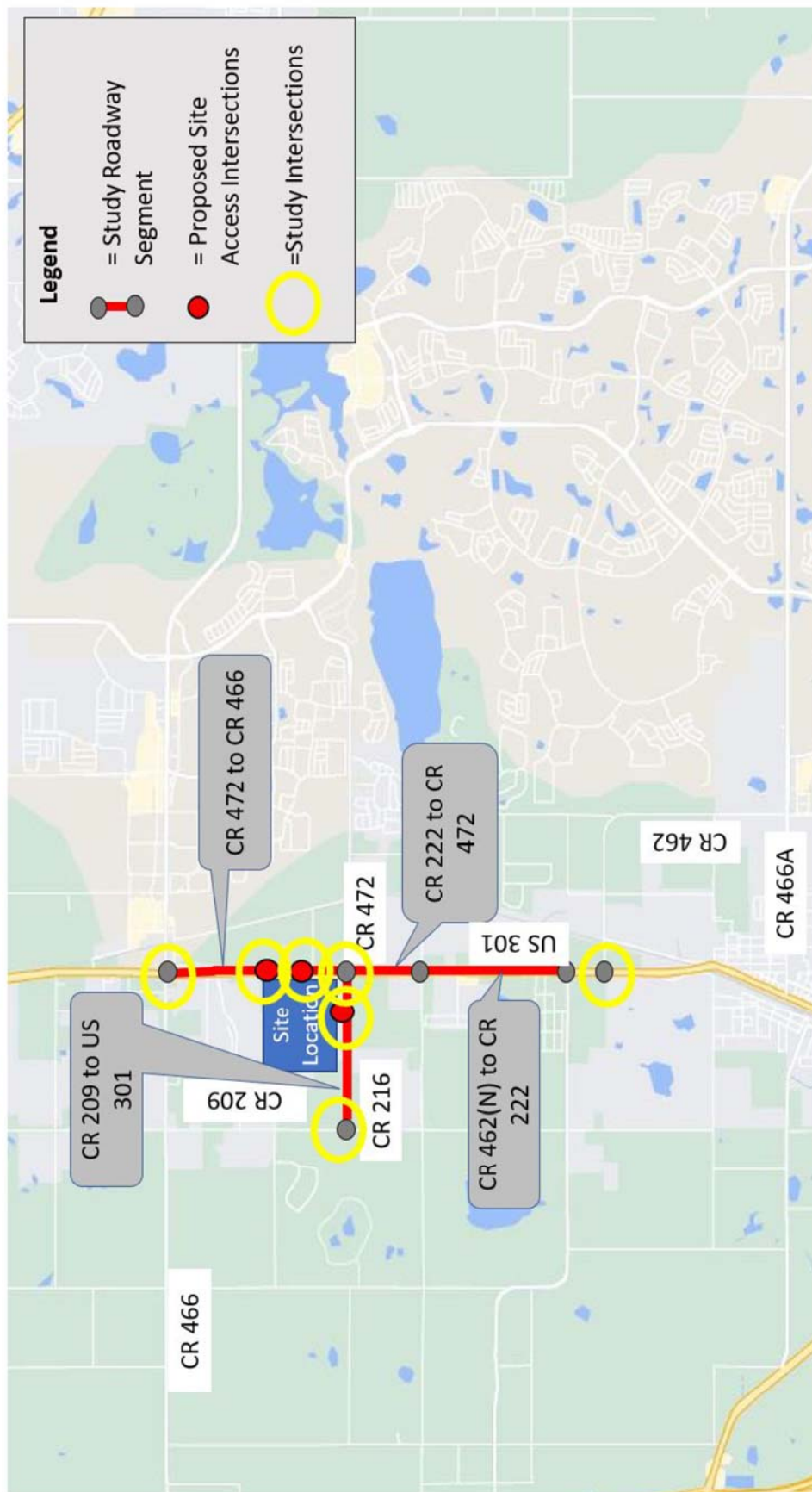
2. STUDY INTERSECTIONS AND SEGMENTS

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

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

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

Figure 1 | Study Area Roadway Segments and Intersections



3. TRIP GENERATION

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

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

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

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

4. DATA COLLECTION

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

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

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

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

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

Figure 2 | Existing (Peak Season) Conditions

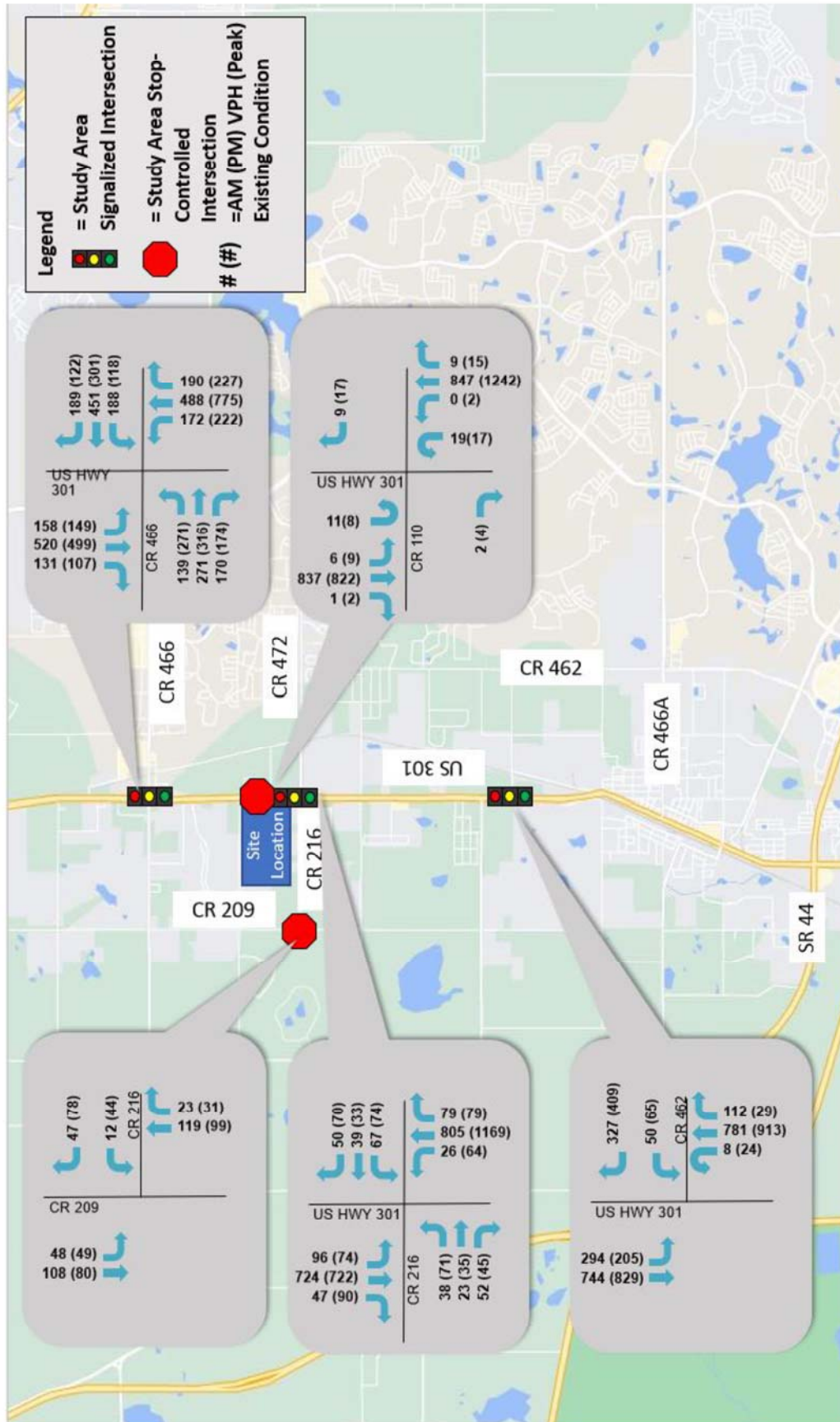
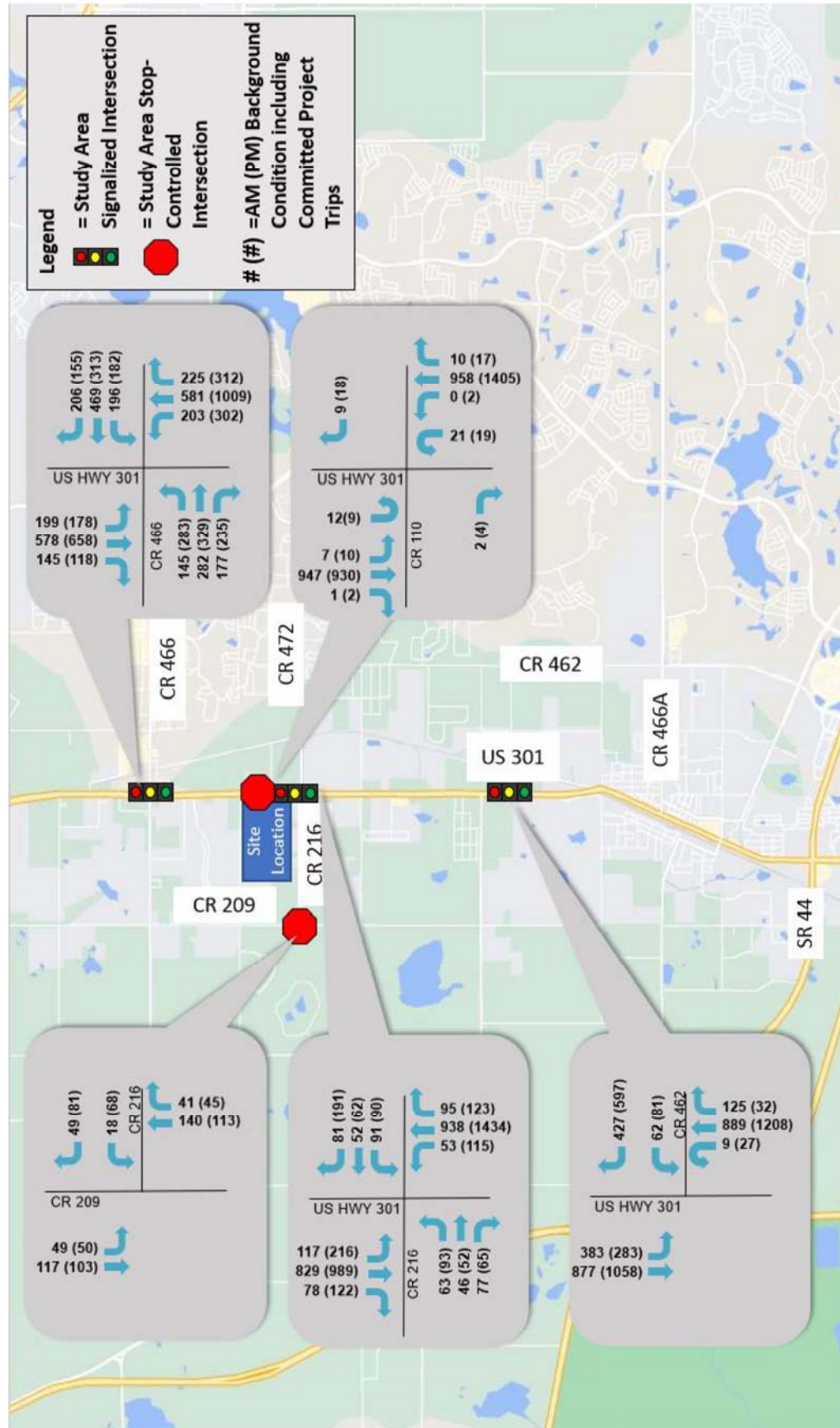


Figure 3 | Background Conditions



5. TRIP DISTRIBUTION

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

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

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

[illegible]

Figure 5 | Off-site Build-Out Condition

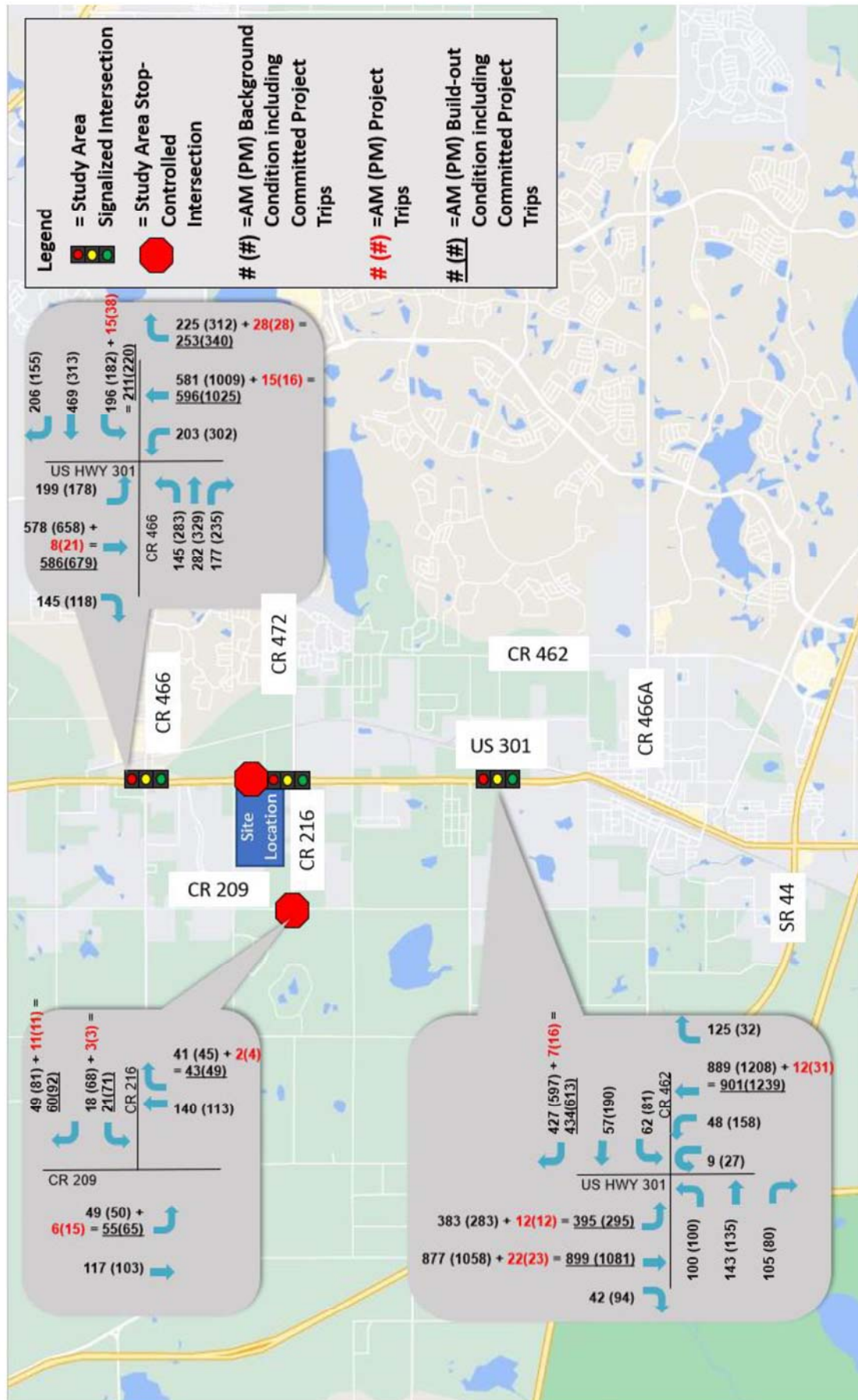
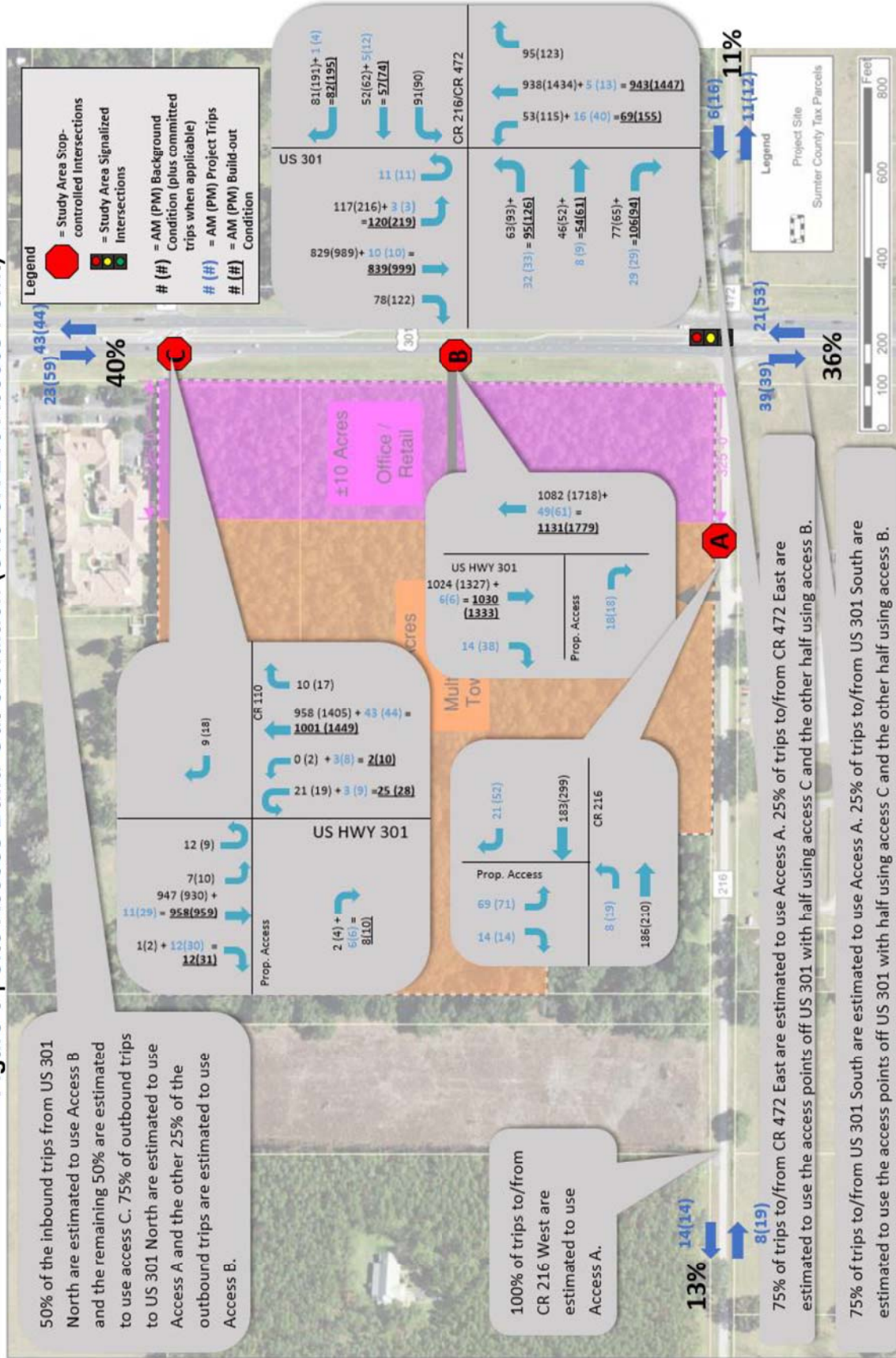


Figure 6 | Site Access Build-Out Condition (One CR 216 Access Point)



6. ANALYSIS

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

6.1 Access Management

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

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

Table 3 | FDOT Access Management Standards

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

Notes:

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

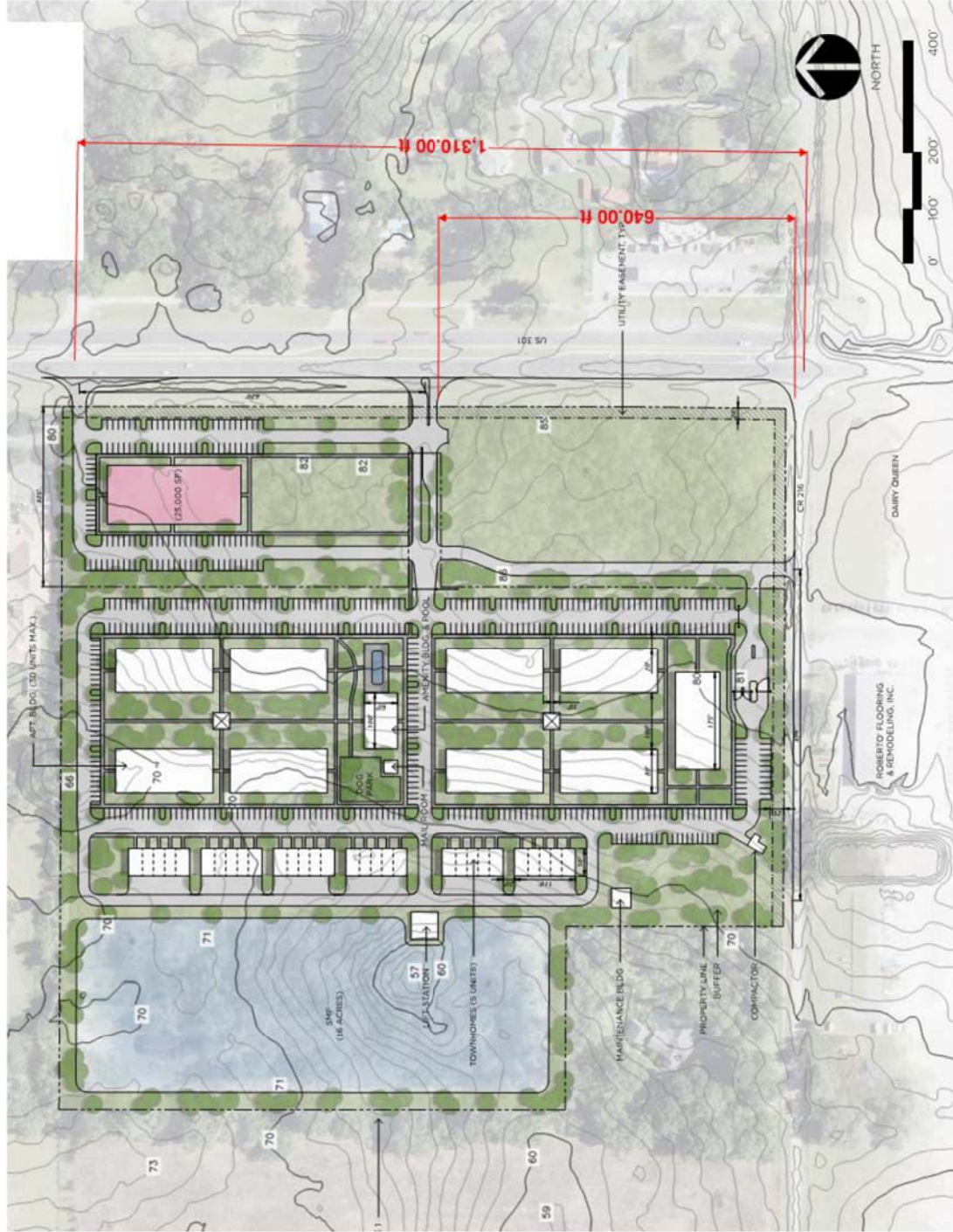
Connection Spacing Near Interchange Ramps:

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

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

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

Figure 9 | Access Management Map



6.2 Intersection Analysis

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

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

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

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

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

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

US HWY 301 at CR 472

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

US HWY 301 at CR 462

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

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

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				Background				Build-out				Build-out with Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
CR 216/CR 209	WBL/R	N/A	A	9.8	0.08	25	B	10.3	0.10	25	B	10.5	0.12	25	No Improvements Proposed			
	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						
	EBL/T	N/A										2.7	0.01	0				
CR 216/Proposed West Access	SBL/R	N/A										11.9	0.15	25	No Improvements Proposed			
	Int. Total											2.2						
	EBR	N/A									B	13.1	0.04	25	No Improvements Proposed			
	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				
	SBL	415	B	13.2	0.04	25	B	14.7	0.05	25	A	15.4	0.05	25	No Improvements Proposed			
Int. Total			0.4				0.4				0.5							
US 301 at CR 462	EBL	N/A					D	45.8	0.36	75	D	45.8	0.36	75				
	EBT	N/A					D	38.3	0.28	100	D	38.2	0.28	100				
	EBR	N/A					A	3.7	0.29	25	A	3.7	0.29	25				
	WBL	N/A	C	29.7	0.23	75	C	34.0	0.33	75	C	33.9	0.33	75				
	WBT	N/A					D	46.4	0.34	100	D	46.4	0.34	100				
	WBR	250	B	16.3	0.74	125	A	9.6	0.68	50	A	9.6	0.69	50				
	NBL/L	190	A	5.0	0.02	25	D	51.7	0.35	50	D	51.7	0.35	50				
	NBL/T	N/A	C	20.3	0.74	275	C	29.4	0.78	450	C	29.9	0.79	450				
	NBT/R	N/A	B	18.7	0.70	200	E	69.8	0.92	250	E	74.9	0.95	275				
	SBL	320	B	7.7	0.26	50	B	17.3	0.52	300	B	17.6	0.53	325				
	SBT	N/A	A	7.6	0.37	200	B	17.3	0.52	300	B	17.6	0.53	325				
	SBR	N/A					A	0.1	0.05	0	A	0.1	0.05	0				
	Int. Total			15.6			C	28.7			C	29.6						
	EBL	200	C	29.2	0.23	50	D	35.0	0.36	100	D	39.2	0.49	125				
	EBT/R	N/A	B	14.8	0.29	50	C	23.6	0.44	100	C	25.8	0.52	150				
	WBL	N/A	C	31.4	0.37	75	D	38.3	0.49	125	D	38.1	0.47	125				
WBT/R	N/A	B	19.8	0.33	75	C	24.7	0.46	125	C	25.5	0.45	125					
US 301 at CR 472	NBL	380	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	B	19.1	0.61	325				
	Int. Total			15.6			C	20.4			C	21.9						
	EBL	220/475*	F	81.9	0.69	275	F	92.9	0.75	300	F	93.6	0.76	325				
	EBT	N/A	D	41.4	0.44	375	D	46.0	0.46	425	D	47.3	0.47	425				
	EBR	220	B	10.3	0.28	100	B	12.4	0.29	125	B	12.7	0.29	125				
	WBL	390	E	72.9	0.59	175	E	80.0	0.64	175	F	80.2	0.66	200				
	WBT	N/A	E	57.4	0.80	675	E	62.7	0.82	825	E	63.4	0.83	825				
	WBR	260	B	19.2	0.35	175	C	21.8	0.37	200	C	22.0	0.37	200				
	NBL	300/475*	D	42.7	0.68	200	E	60.7	0.82	275	E	61.0	0.82	275				
	NBT	N/A	D	51.5	0.59	325	E	56.7	0.67	400	E	56.8	0.68	425				
	NBR	400	A	7.4	0.37	75	A	7.0	0.41	75	A	6.9	0.44	75				
	SBL	310	C	34.5	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							

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				Background				Build-out				Build-out with Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
CR 216/CR 209	WBL/R	N/A	B	10.4	0.17	25	B	11.3	0.22	25	B	11.6	0.25	25				
	SBL/T	N/A	A	7.7	0.04	25	A	7.7	0.04	25	A	7.8	0.05	25				
	Int. Total			4.5				4.6				5.0						
	EBL/T	N/A									A	8.1	0.02	25				
CR 216/Proposed West Access	SBL/R	N/A									B	14.6	0.20	25				
	Int. Total											2.1						
	EBR	N/A									C	15.7	0.05	25				
	Int. Total											0.1						
US 301/Proposed South Access	EBR	N/A	B	11.3	0.01	0	B	11.8	0.01	0								
	WBR	N/A	B	14.1	0.04	25	C	15.4	0.05	25	C	15.8	0.05	25				
	NBL	415	B	13.8	0.05	25	C	15.6	0.06	25	C	16.2	0.11	25				
	SBL	415	C	18.0	0.06	25	C	21.9	0.08	25	C	23.1	0.09	25				
US 301/CR 110 (Proposed North Access)	Int. Total			0.4				0.4				0.6						
	EBL	N/A					E	72.2	0.50	100	E	73.2	0.51	100				
	EBT	N/A					D	54.6	0.29	125	D	55.0	0.28	125				
	EBR	N/A					A	5.4	0.26	25	A	5.3	0.26	25				
US 301 at CR 462	WBL	N/A	C	30.0	0.23	75	D	41.9	0.30	125	D	42.1	0.30	125				
	WBT	N/A					E	66.6	0.69	275	E	66.7	0.68	275				
	WBR	250	D	36.0	0.9	275	D	35.1	0.87	225	D	38.5	0.89	250				
	NBL/U/L	190	A	5.8	0.07	25	E	66.8	0.59	150	E	67.9	0.60	150				
US 301 at CR 472	NBL	N/A	C	24.0	0.8	300	D	45.4	0.93	725	D	47.8	0.94	750				
	NBL/T	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	1.35	900				
	NBT	N/A	A	1.7	0.10	25	A	4.5	0.17	50	A	5.2	0.18	50				
US 301 at CR 476	NBR	400	A	3.2	0.29	50	D	38.5	0.76	225	D	47.7	0.82	300				
	SBL	380	A	14.8	0.53	250	C	23.8	0.73	500	C	30.6	0.79	625				
	SBL/T	N/A	B	17.5			D	36.0			D	48.3						
	Int. Total																	
US 301 at CR 466	EBL	N/A	C	21.4			D	42.6			D	44.3						
	EBT	N/A	D	21.8	0.44	100	F	138.6	1.02	175	F	116.7	0.99	200				
	EBR	200	C	20.6	0.32	75	C	23.5	0.37	100	C	22.6	0.40	125				
	WBL	N/A	D	41	0.45	100	D	42.3	0.47	125	D	38.2	0.40	125				
US 301 at CR 462	WBL/T	N/A	B	17.5	0.39	75	C	29.5	0.72	175	C	29.9	0.68	225				
	NBL	380	A	6.5	0.17	50	B	14.8	0.44	75	C	29.5	0.63	150				
	NBL/T	N/A	B	18.6	0.70	375	D	45.2	0.97	800	E	69.9	1.35	900				
	NBT	N/A	A	1.7	0.10	25	A	4.5	0.17	50	A	5.2	0.18	50				
US 301 at CR 466	NBR	400	A	3.2	0.29	50	D	38.5	0.76	225	D	47.7	0.82	300				
	SBL	380	A	14.8	0.53	250	C	23.8	0.73	500	C	30.6	0.79	625				
	SBL/T	N/A	B	17.5			D	36.0			D	48.3						
	Int. Total																	
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				
	WBL	260	B	13.1	0.29	75	B	15.5	0.36	125	B	15.5	0.36	125				
	NBL	300/475*	C	33.4	0.68	225	E	61.4	0.89	500	E	64.1	0.89	525				
	NBT	N/A	D	49.9	0.78	525	E	59.2	0.87	825	E	59.4	0.88	825				
US 301 at CR 466	NBR	400	A	5.1	0.38	75	B	11.0	0.46	175	B	11.5	0.49	175				
	SBL	310	C	31.8	0.58	150	E	57.3	0.71	275	E	59.3	0.71	275				
	SBL/T	N/A	D	47.7	0.68	400	D	54.6	0.75	575	E	56.0	0.77	600				
	Int. Total			50.3			E	67.8			E	68.9						

* 475 FT is the recommended storage length.

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

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

US HWY 301/CR 216(CR 472) Intersection

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

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

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

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

US HWY 301/CR 466 Intersection

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

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

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

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

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

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

6.3 Substandard Road Evaluation

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

6.4 Roadway Segment Level of Service Analysis

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

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

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

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

Table 8 | Roadway Segment Level of Service Analysis

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

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

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

7. CONCLUSIONS AND RECOMMENDATIONS

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

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

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

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

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

Appendix A

Site Concept

Appendix B

Methodology Letter and Approval

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

Sherry

Last Name*

Stinson

Email Address*

sherrys@chw-inc.com

Address

11801 Research Drive

City

Alachua

State

FL

Zip Code

32615

Phone

13865185114

Alt Phone

3523311976

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports Summary Table

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

Exemption

[Choose File](#) No file chosen

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

Please submit your Methodology Statement

LETTER 221011.pdf

Please submit your TIA

[Choose File](#) No file chosen

Date of Methodology Acceptance by County

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link

[Lake-Sumter MPO](#)

Link

[FDOT Traffic Information](#)

Sumter County Traffic Impact Analysis (TIA) Methodology Acceptance.

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

October 11, 2022

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

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

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

Dear Steven, Chad,

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

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

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

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

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

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

Study Area

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

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

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

Land Use and Trip Generation

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

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

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

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

Data Collection

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

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

Background Traffic Volumes

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

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

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

Trip Distribution

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

Analysis

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

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

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

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

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

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

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

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

Report

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

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

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

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

Thank you for your review and consideration.

Sincerely,

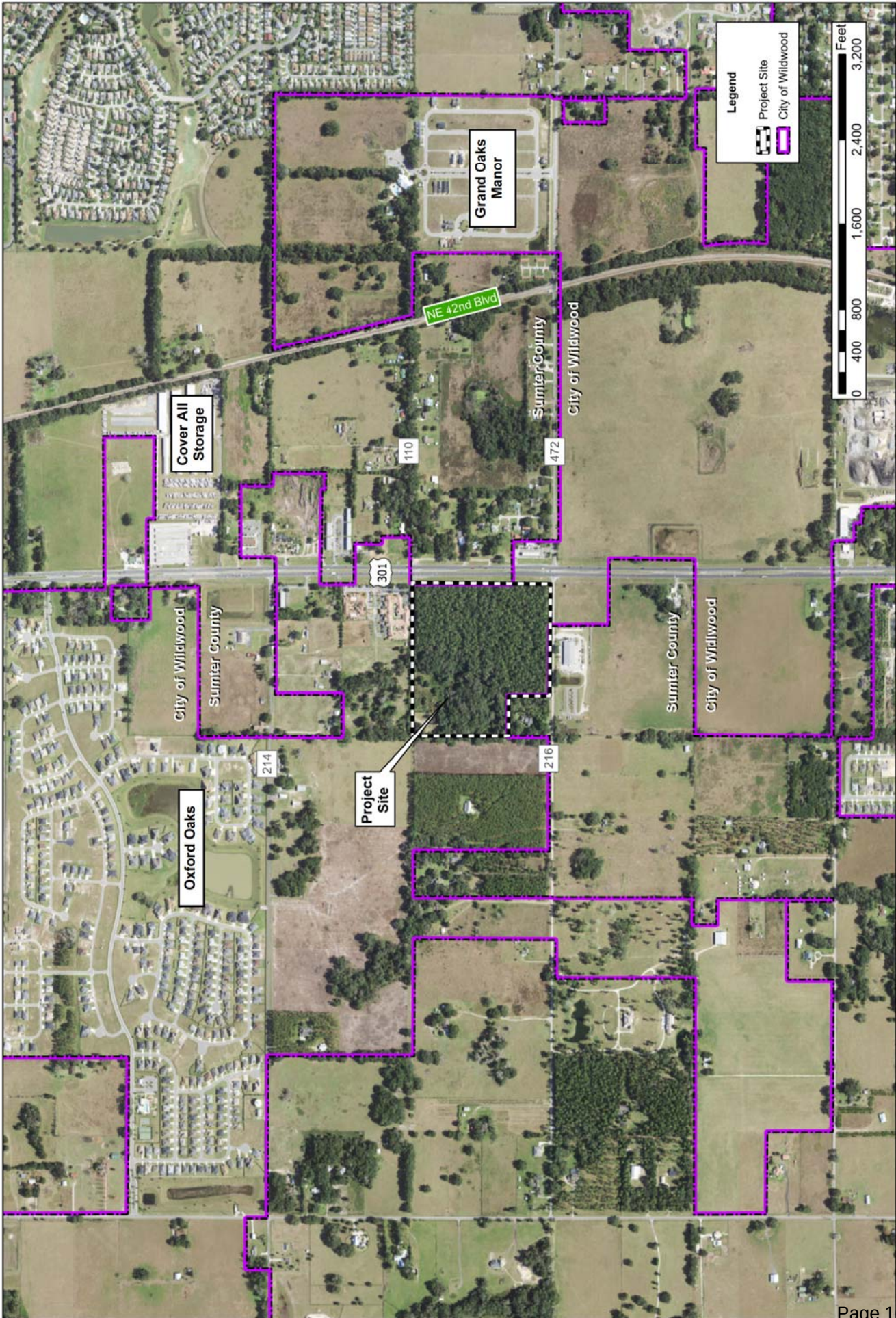
CHW



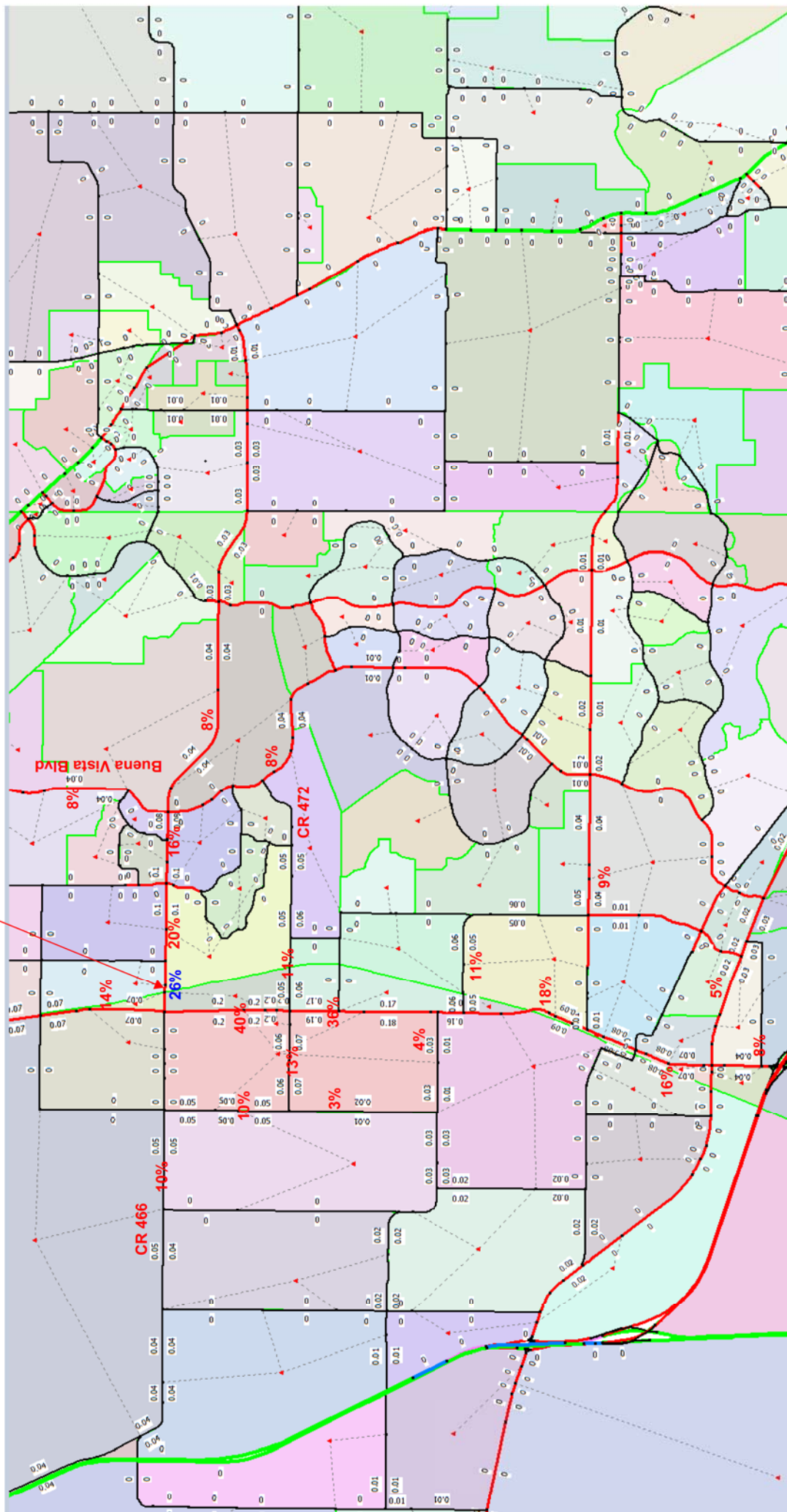
Brian Snyder, P.E.
Project Manager

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

Attachment A: Site Location Map



Attachment B Trip Distribution and Study Area Calculations



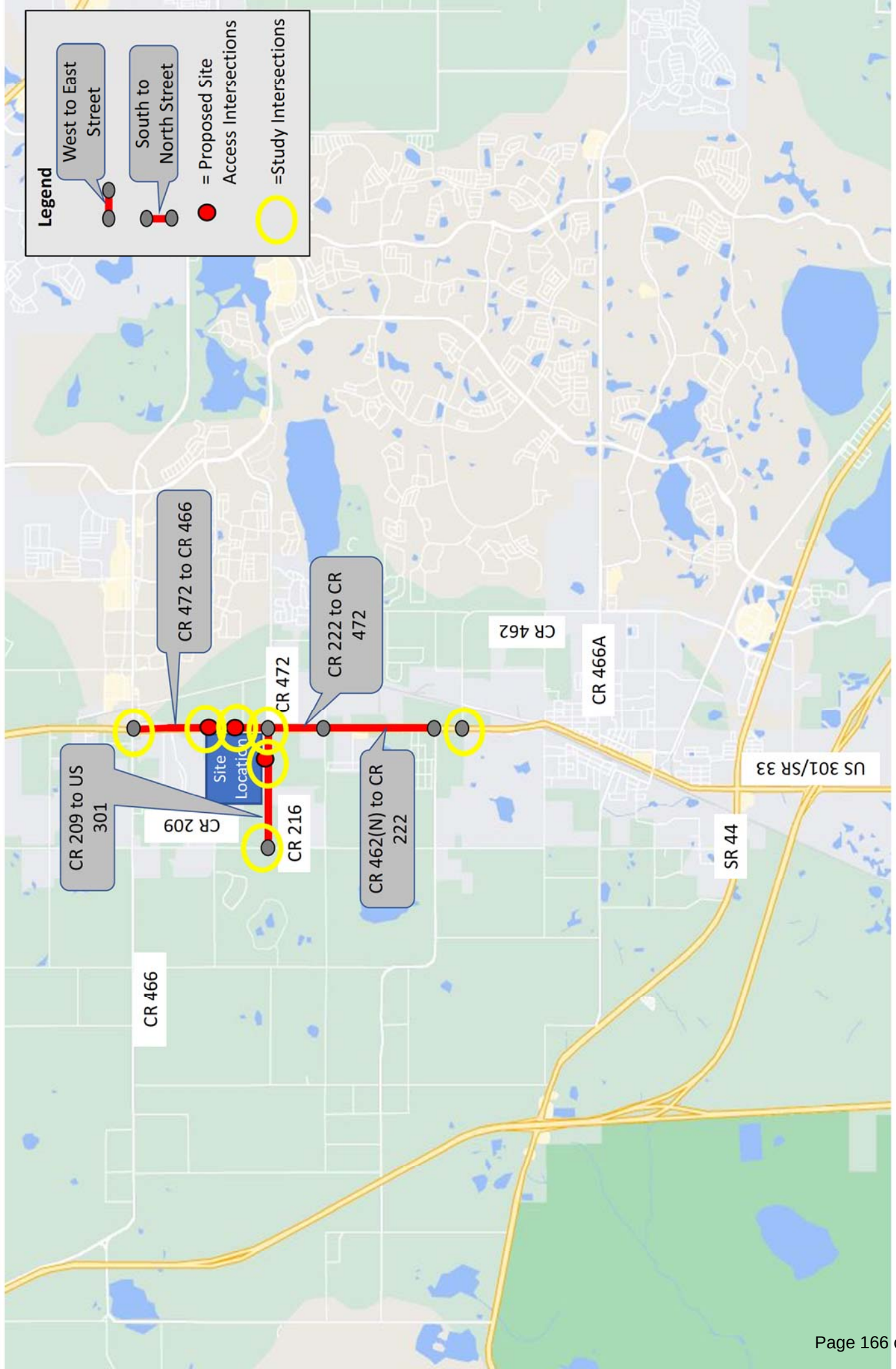
Net New PM Peak Hour Trips		Total ³															
		256															
ROAD NAME	FROM	TO	Generalized Peak Hour Directional Service Volume ⁵	Two-way MSV	Divided/Undivided	# of Lanes (Two-Way)	State Rd (Y/N)	Speed Limit	LOS Capacity	PM Peak Hour Total - From 2015 Sumter County TMS Segment Report	Trip Dist % ²	Net New Total Project Trips - Two-way	% (Net New Total Project Trips/Generalized Peak Hour Service Volume ³)	>70 Peak Hour Two-Way Trips	Segment Abuses 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	1482	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 -462	CR 209	CR 465	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	40	D	2034	36%	92	2.57%	N	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	
US 301/58 35	C -472	C -466	2000	3540	Divided	4	Y	40	D	2085	40%	102	2.85%	Y	Y	Y	

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

(2) From 2015 Sumter County TMS Segment Report

(3) From Transportation Demand Mode trip distribution

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



Attachment C: Trip Generation Documentation

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

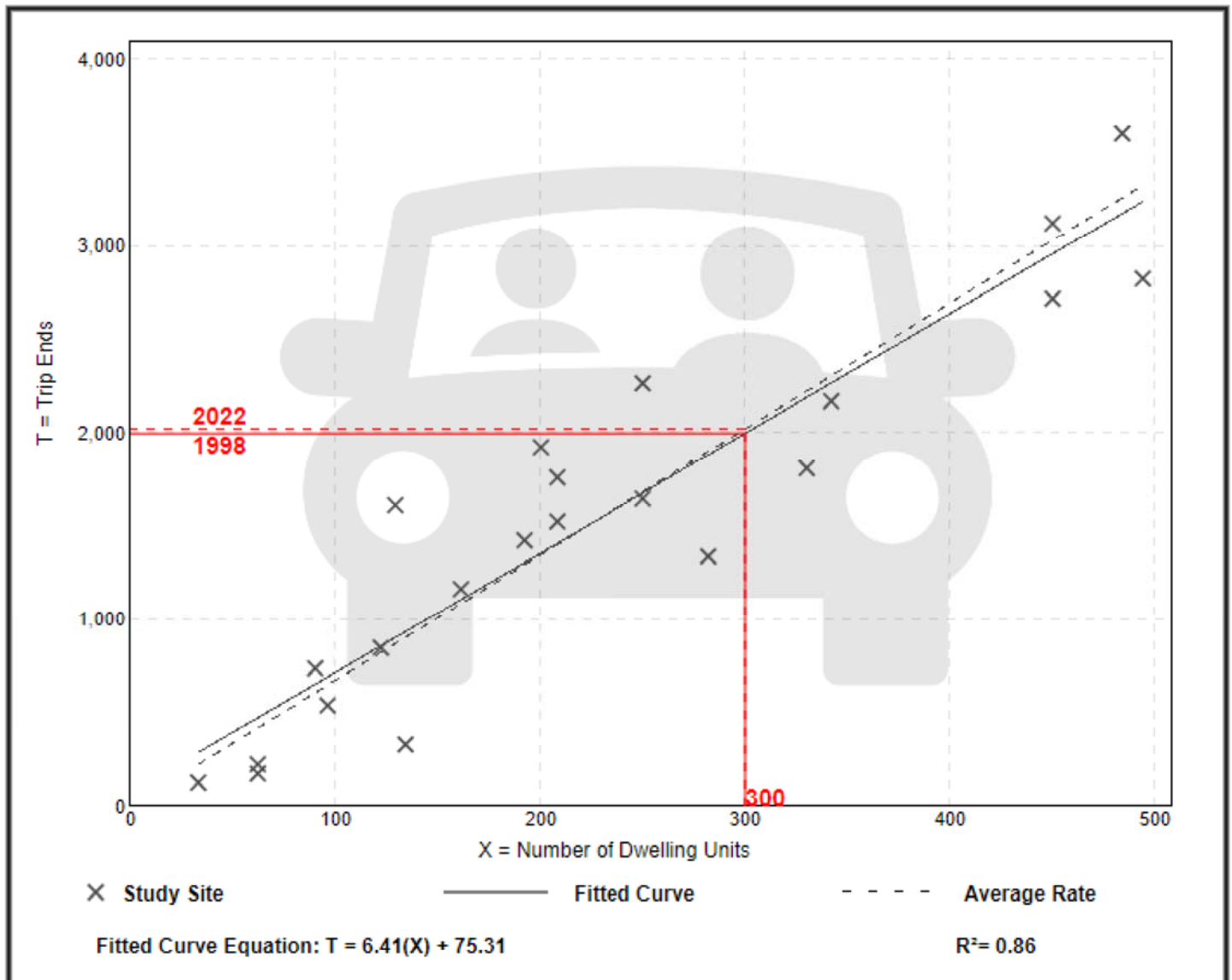
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Multifamily Housing (Low-Rise)

Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

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

Setting/Location: General Urban/Suburban

Number of Studies: 49

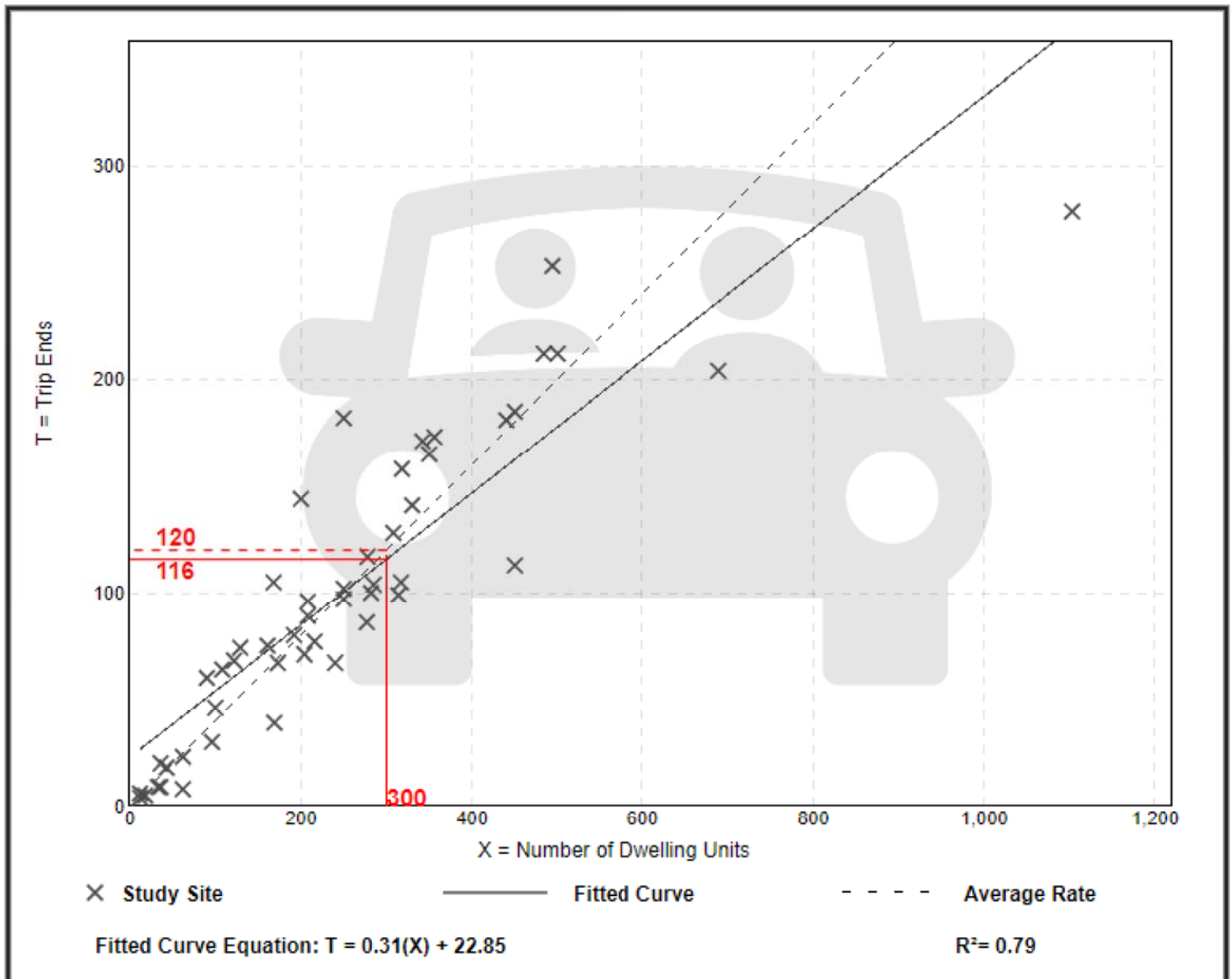
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

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

Setting/Location: General Urban/Suburban

Number of Studies: 59

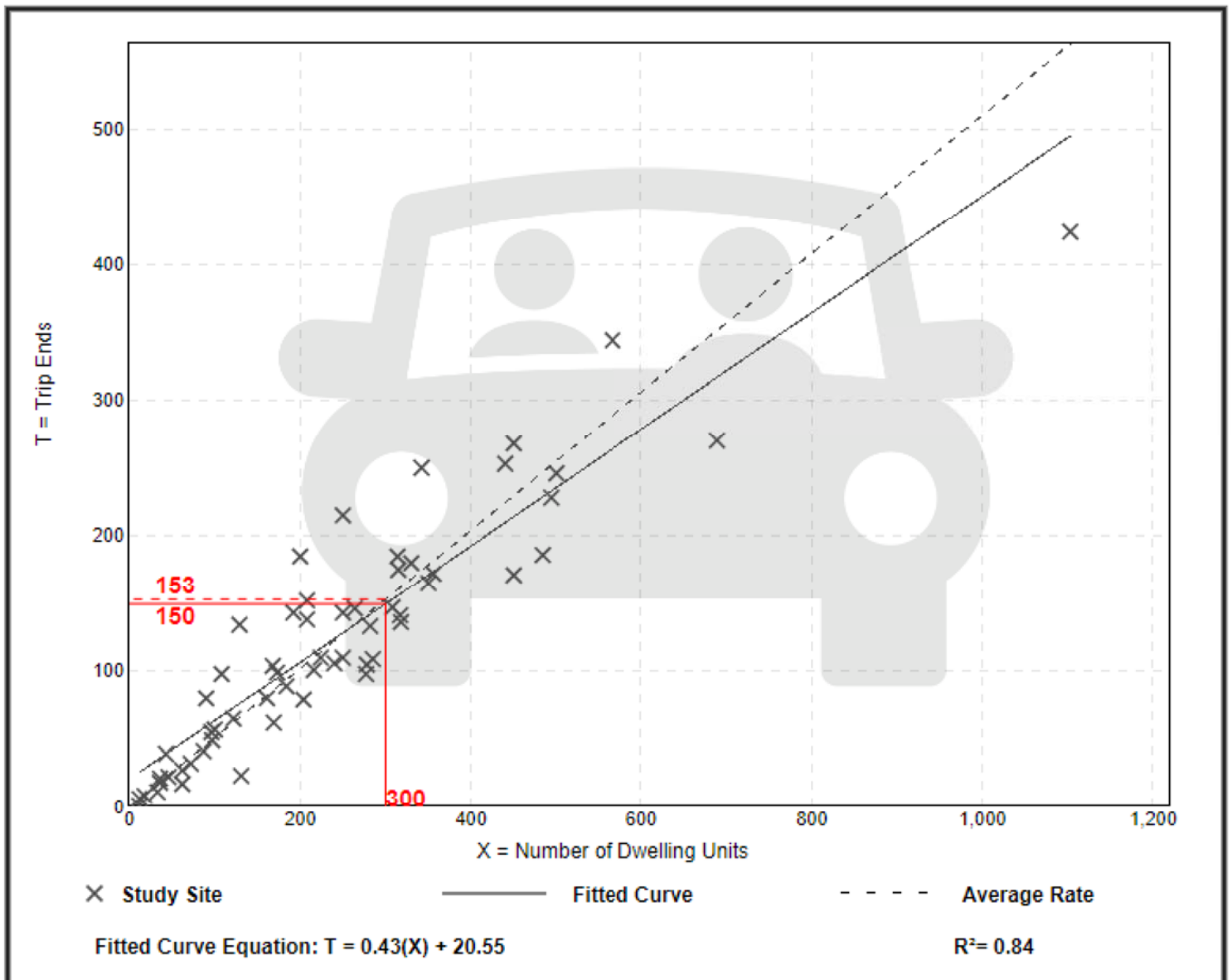
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

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

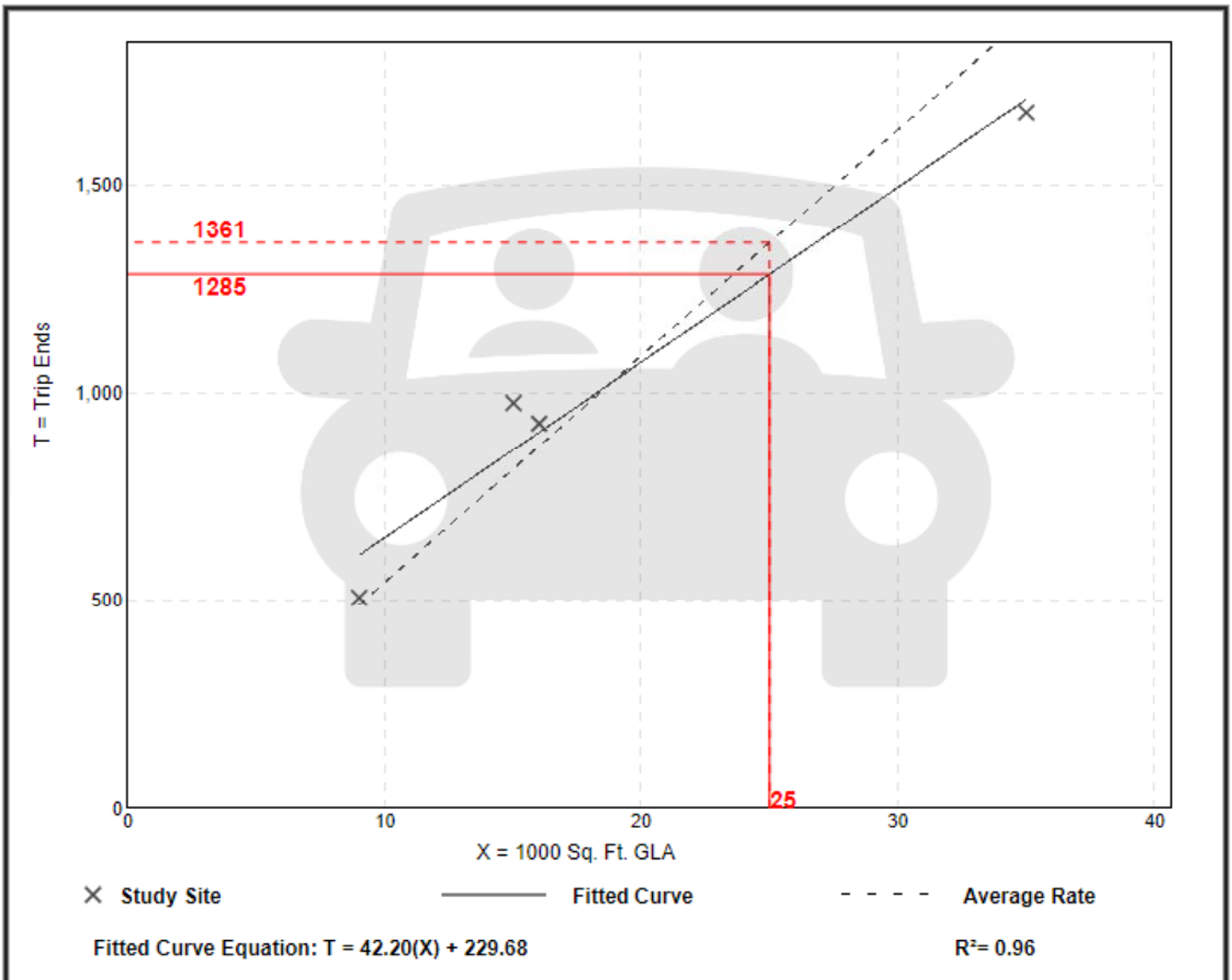
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

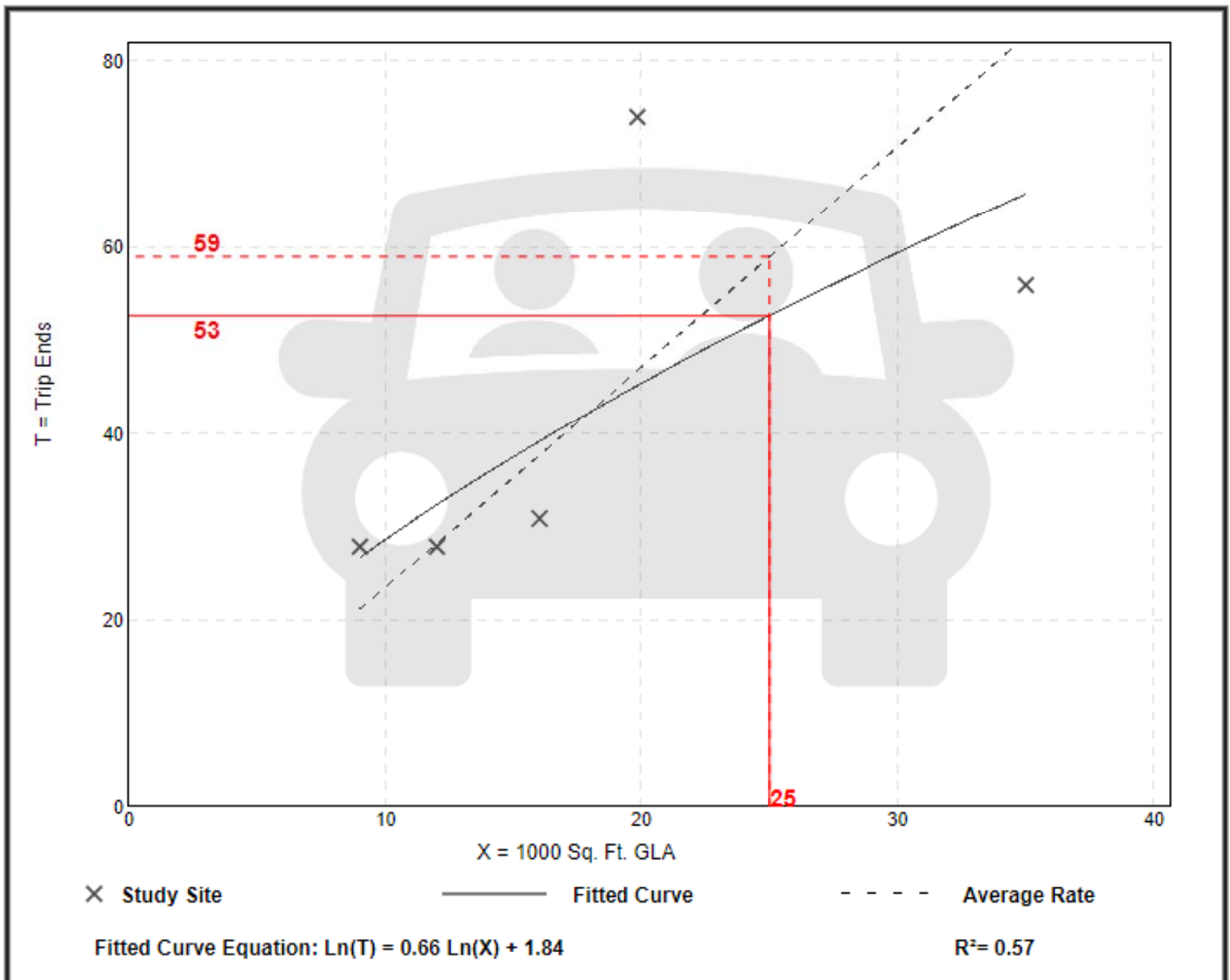
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

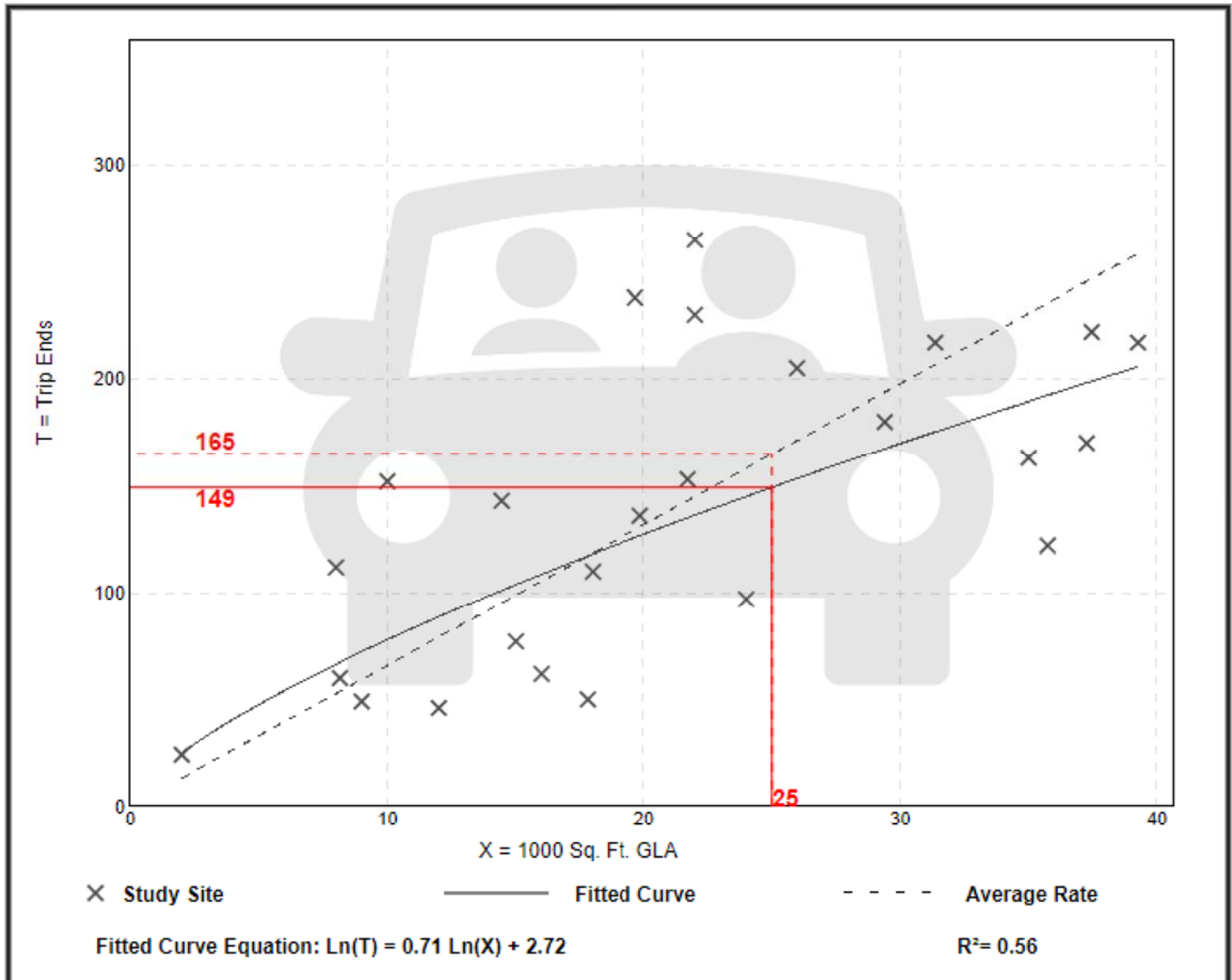
(822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

²Person-Trips

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

²Person-Trips

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

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

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

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

Sherry,

Please see below comments:

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

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

Sincerely,

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

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

Sumter County Traffic Impact Analysis (TIA)

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

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

Developed by the same or a related development or landowner;

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

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

Methodology Statement

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

Sumter County 2022
County Annual Traffic
Reports Summary Table

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

Exemption

Field not completed.

Please submit your
Methodology Statement

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

Please submit your TIA

Field not completed.

Date of Methodology
Acceptance by County

Field not completed.

Applicable Jurisdiction

Field not completed.

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link [Lake-Sumter MPO](#)

Link [FDOT Traffic Information](#)

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Appendix C Study Area Roadway Segments

Net New PM Peak Hour Trips																
Total ¹																
ROAD NAME	FROM	TO	Generalized Peak Hour Directional Maximum Service Volume ²	Two-way MSV	Divided/ Undivided	# of Lanes (Two-Way)	State Rd (Y/N)	Speed Limit	LOS Capacity	PM Peak Hour Total - From 2015 Sumter County Segment Report	Trip Dist. % ³	Net New Total Project Trips - Two-way	% (Net New Total Project Trips/Generalized Peak Hour 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	264	10%	26	2.32%	N	Y	Y
C - 462	US 301/58 35	CR 131	720	1440	Undivided	2	N	40	F	766	11%	28	1.94%	N	N	N
C - 466	CR 209	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	CR 105	2000	3222	Divided	4	N	45	D	2006	26%	67	2.08%	N	N	N
C - 472	US 301/58 35	CR 117	675	1120	Undivided	2	N	45	D	390	11%	28	2.18%	N	N	N
CR 209	CR 117	C - 466	675	1120	Undivided	2	N	45	D	371	10%	26	2.32%	N	N	N
US 301/58 35	CR 222	CR 322	2000	3580	Divided	4	Y	40	D	2287	36%	92	2.57%	Y	N	Y
CR 222	US 301/58 35	C - 472	2000	3580	Divided	4	Y	40	D	2034	36%	92	2.57%	Y	N	Y
US 301/58 35	C - 466	C - 472	2000	3580	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 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

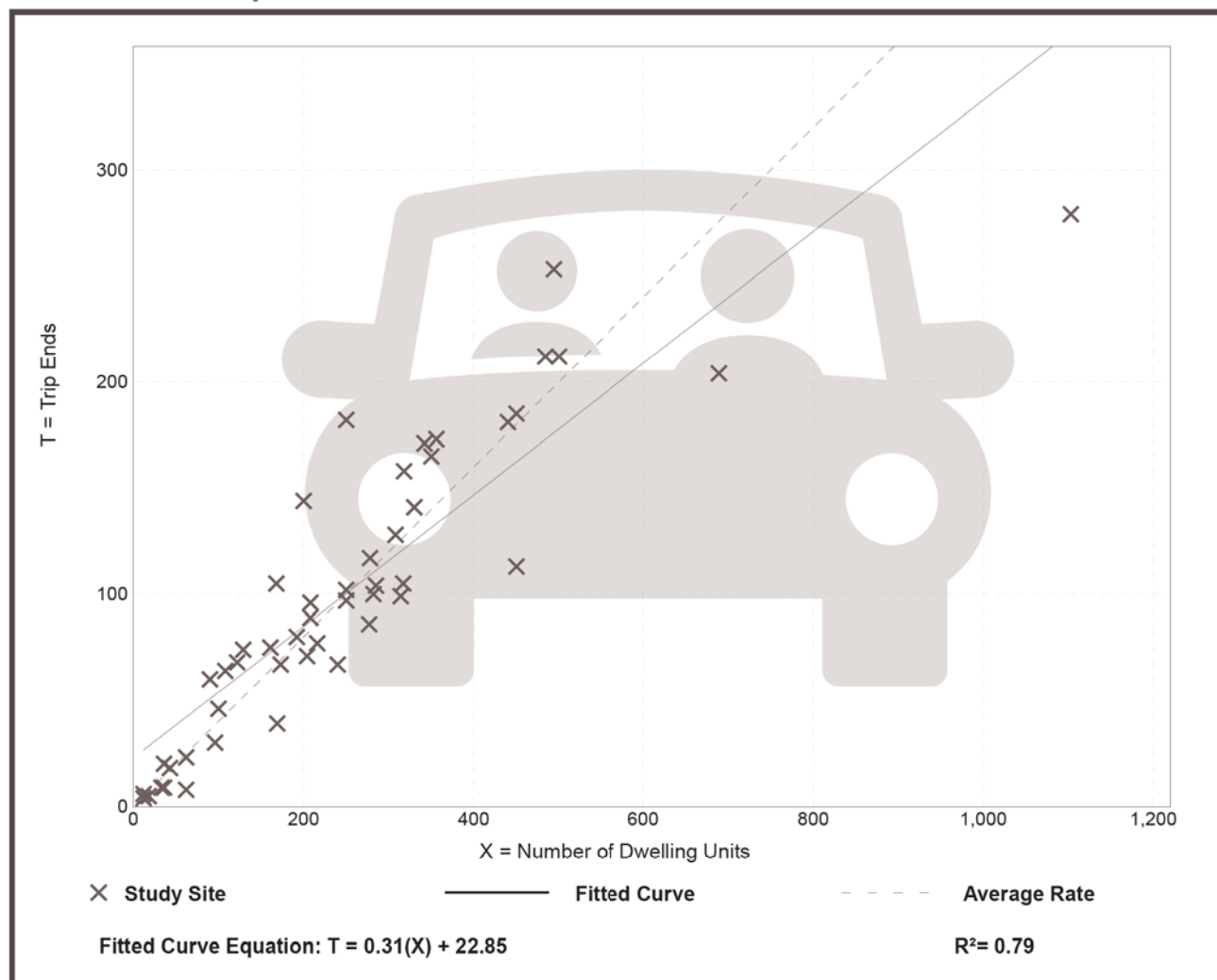
Avg. Num. of Dwelling Units: 249

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

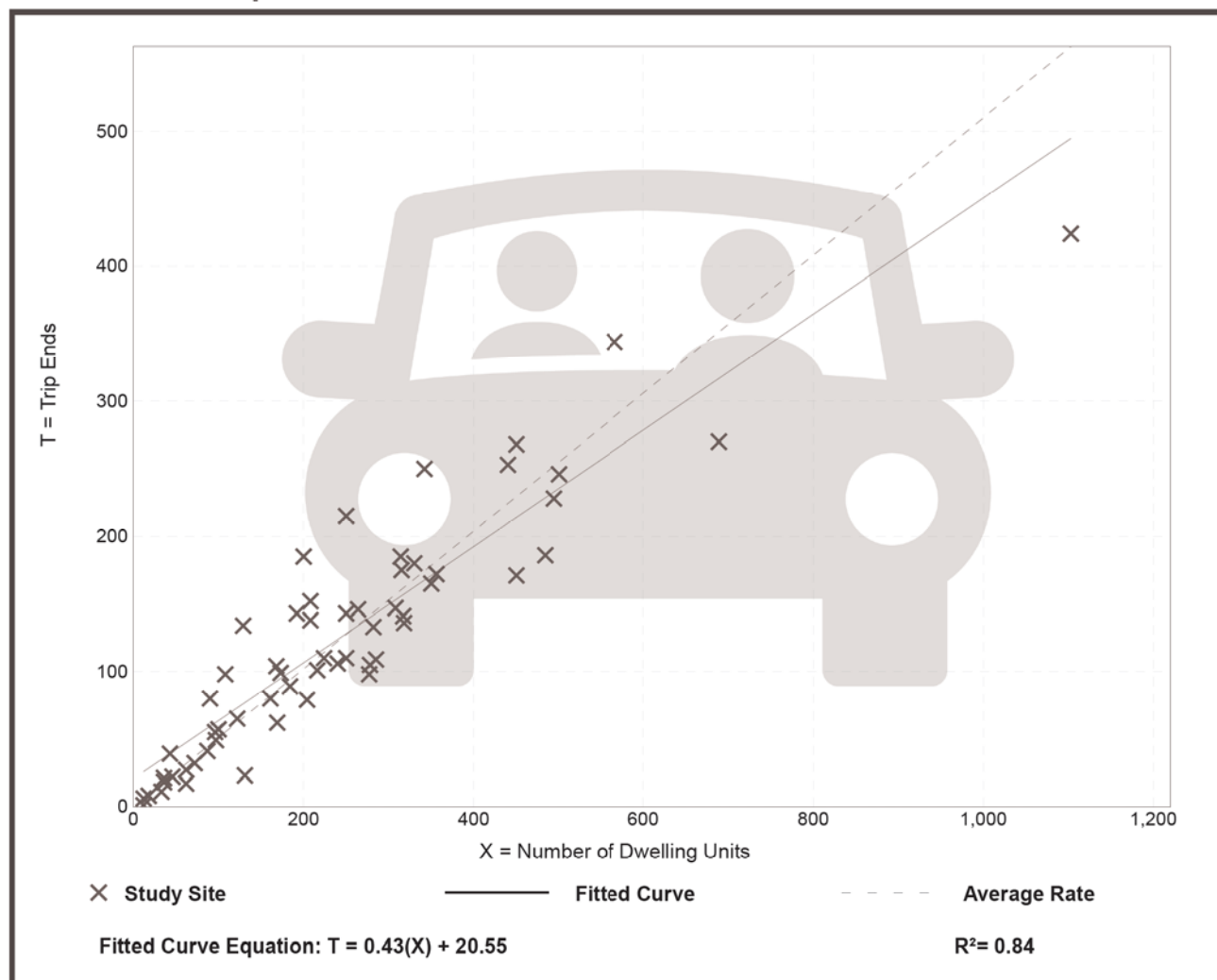
Avg. Num. of Dwelling Units: 241

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)

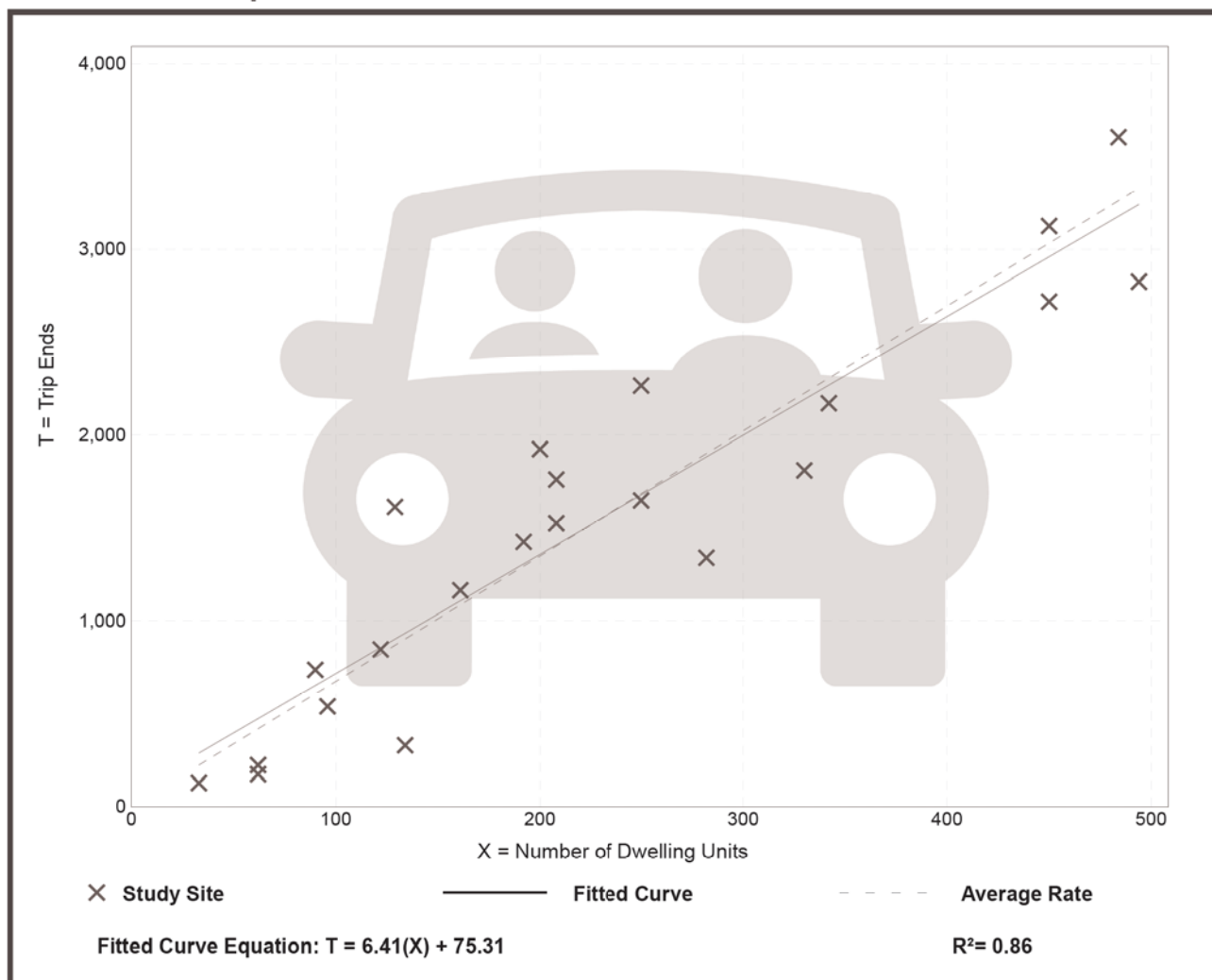
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

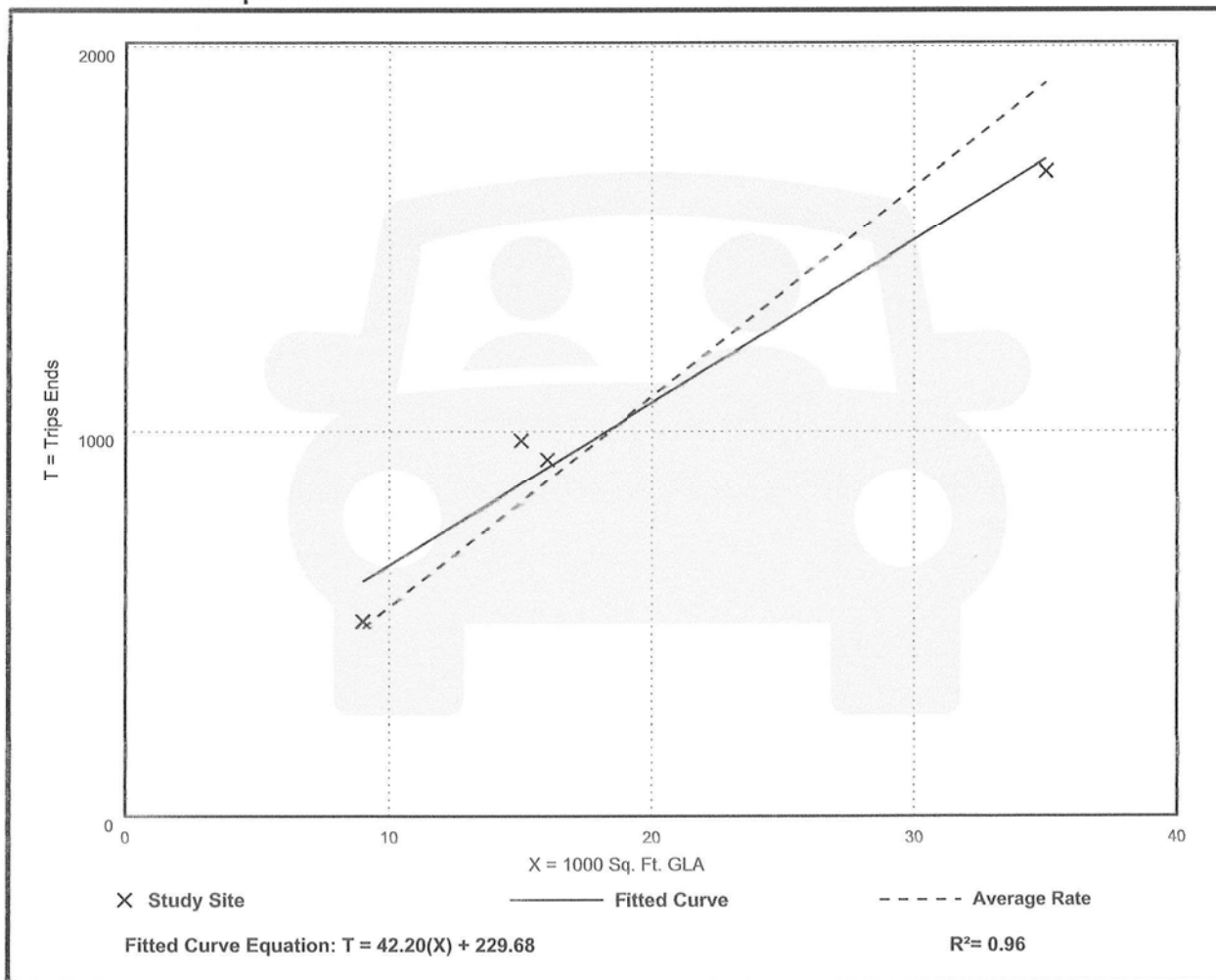
Avg. 1000 Sq. Ft. GLA: 19

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

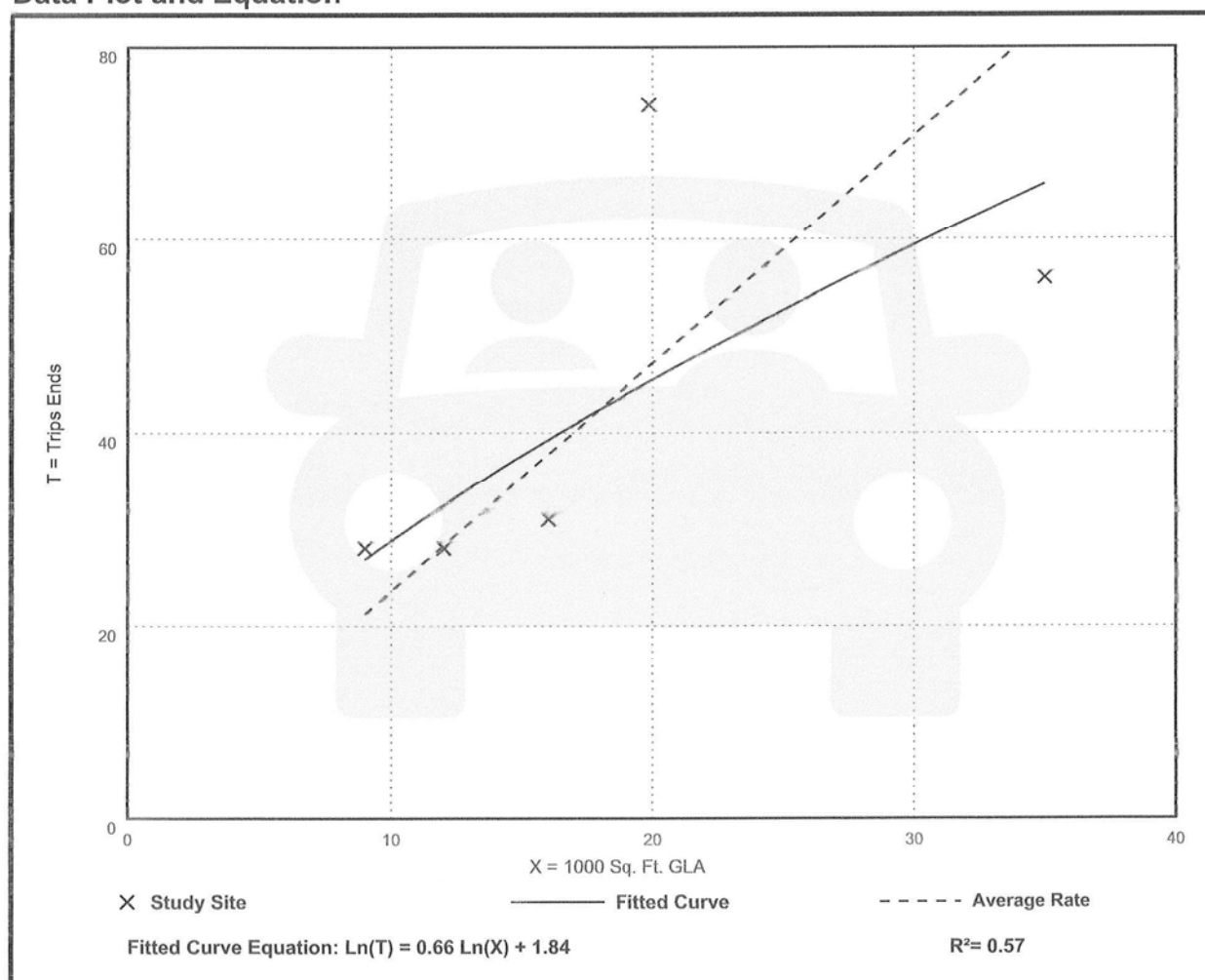
Avg. 1000 Sq. Ft. GLA: 18

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

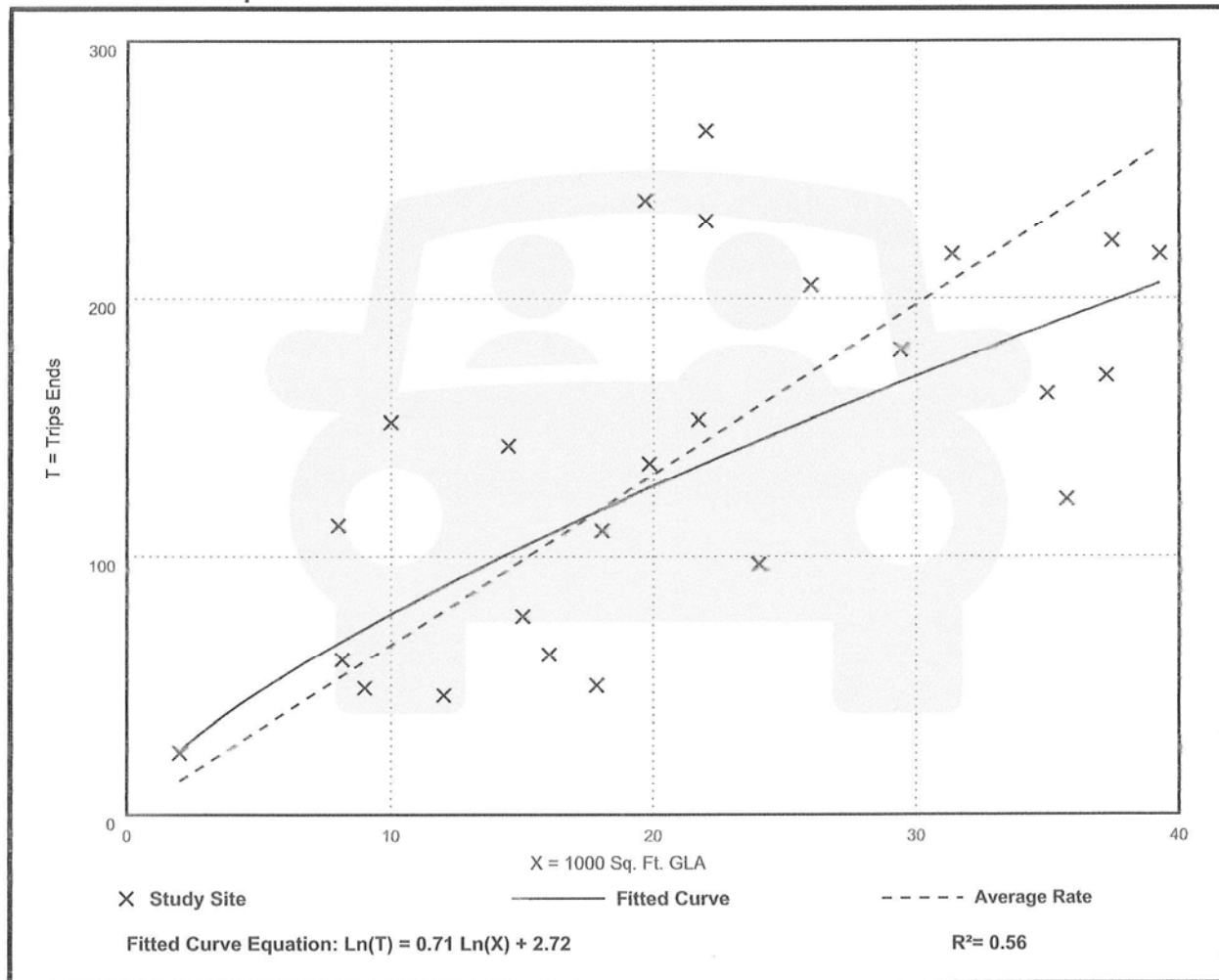
Avg. 1000 Sq. Ft. GLA: 21

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 ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office						
Retail				53	32	21
Restaurant				0		
Cinema/Entertainment				0		
Residential				116	28	88
Hotel				0		
All Other Land Uses ²				0		
				169	60	109

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

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

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

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

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

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

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

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

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

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

⁶Person-Trips

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

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

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

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

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

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

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

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

²Person-Trips

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

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

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

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

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

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

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

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

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

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

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

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

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

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

⁶Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

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

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

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

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

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

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

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

²Person-Trips

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

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

Appendix E

Turning Movement

Counts

DE TRAFFIC

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(386) 341-4186

US 301 at CR 462 E

Sumter County, FL

File Name : 02 US 301 at CR 462 E

Site Code : 00000003

Start Date : 6/29/2022

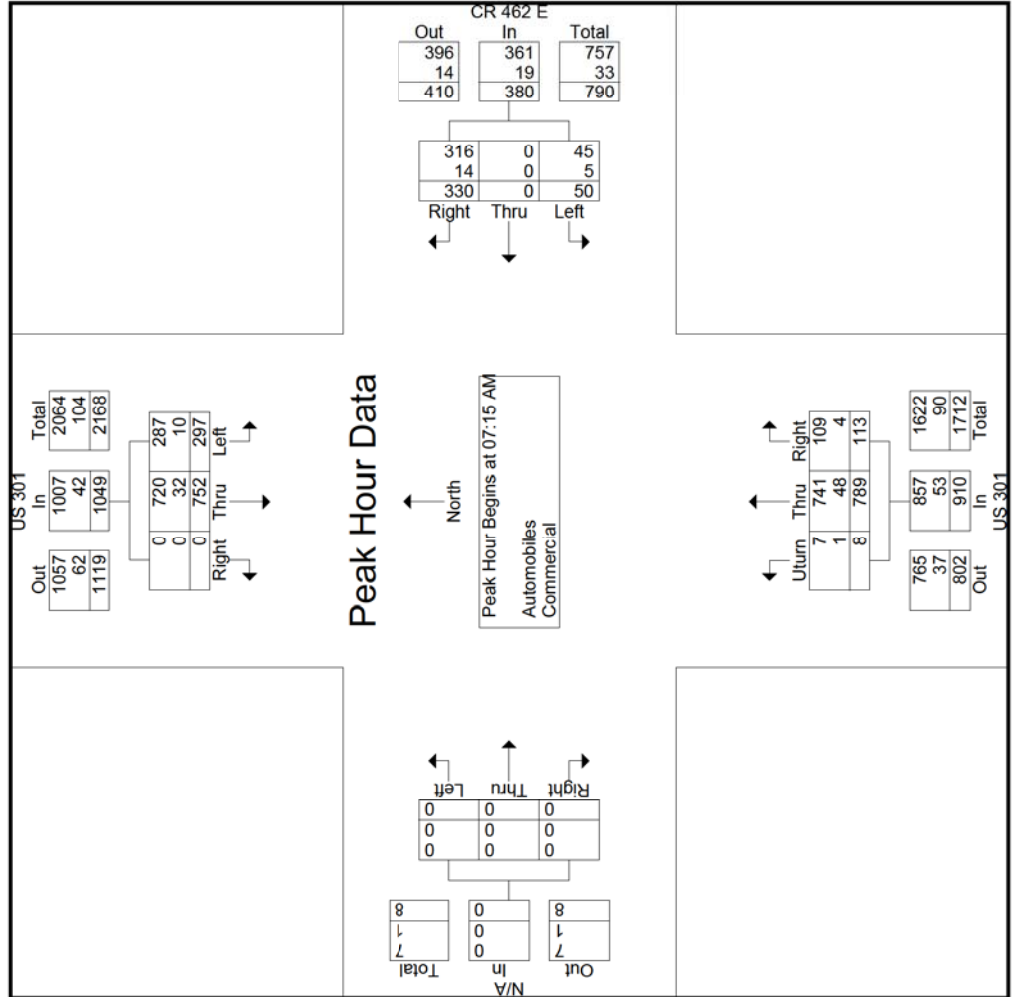
Page No : 1

Groups Printed- Automobiles - Commercial

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

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

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



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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	

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US 301 at CR 462 E

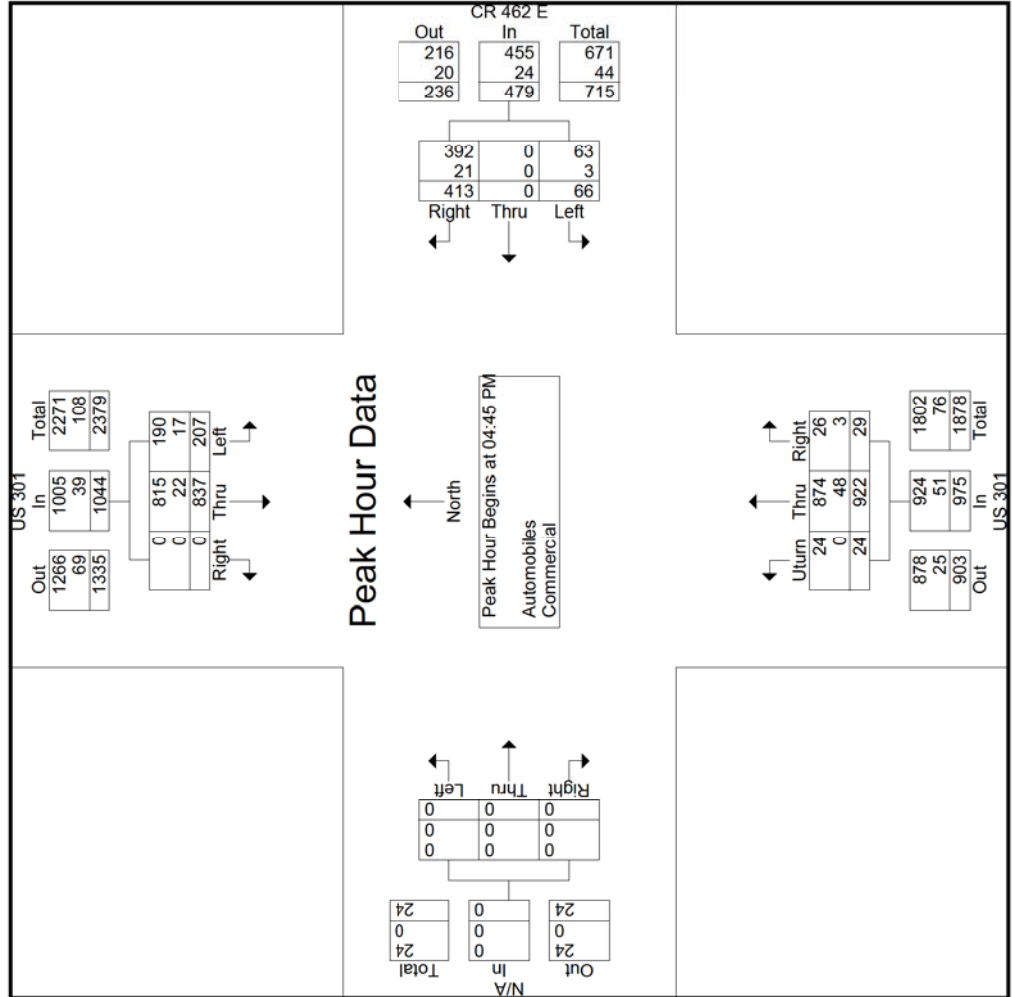
Sumter County, FL

File Name : 02 US 301 at CR 462 E

Site Code : 00000003

Start Date : 6/29/2022

Page No : 6



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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 : 6

Start Time	Groups Printed- Peds											
	US 301 Southbound				CR 462 E Westbound				US 301 Northbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total
Grand Total	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
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

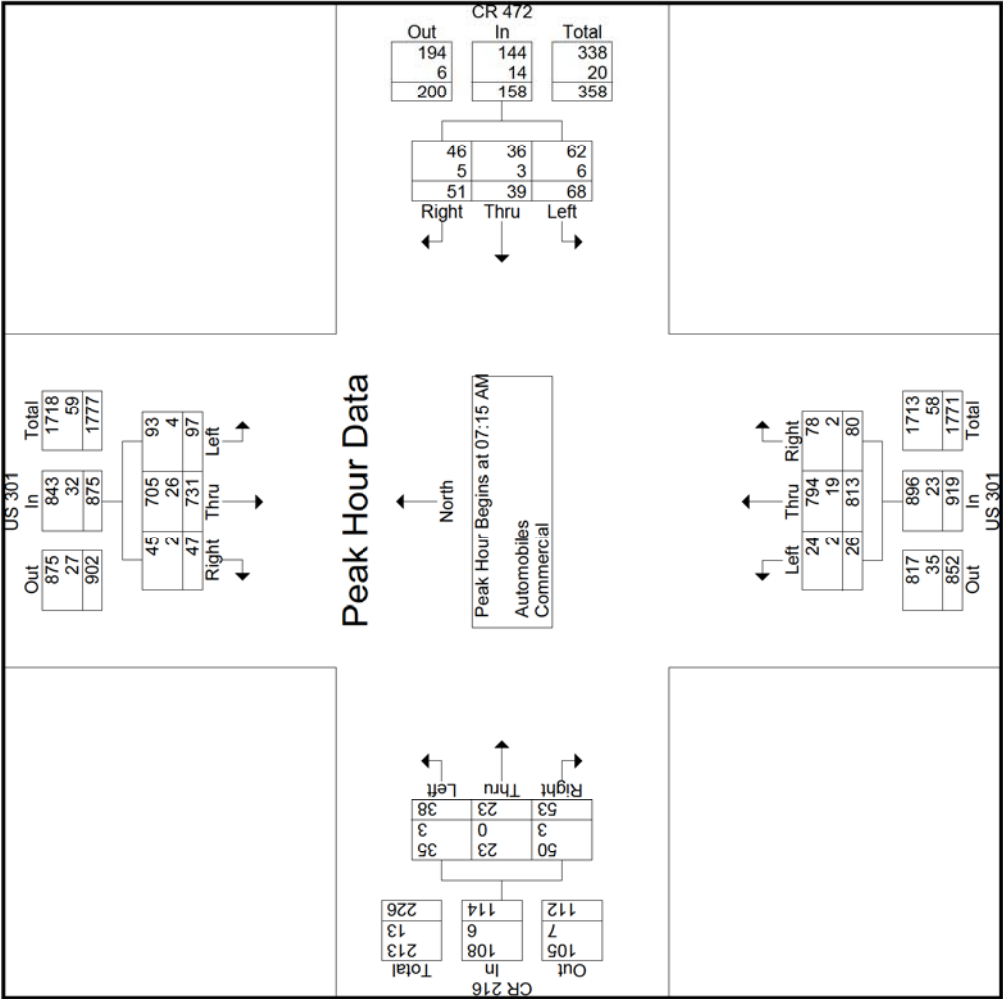
Groups Printed- Automobiles - Commercial																							
US 301					CR 472					US 301					CR 216								
Southbound					Westbound					Northbound					Eastbound								
Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total					
19	130	6	155		10	6	9	25		4	167	12	183		7	6	7	20					
19	130	6	155		10	6	9	25		4	167	12	183		7	6	7	20					
Total																							
24	171	5	200		10	5	14	29		8	188	19	215		6	4	4	14					
34	192	7	233		13	8	8	29		6	207	24	237		8	8	5	21					
26	182	11	219		17	10	12	39		8	223	18	249		11	4	13	28					
19	185	15	219		18	13	14	45		4	203	17	224		10	5	17	32					
103	730	38	871		58	36	48	142		26	821	78	925		35	21	39	95					
Total																							
18	172	14	204		20	8	17	45		8	180	21	209		9	6	18	33					
21	147	16	184		18	10	11	39		9	172	22	203		8	5	14	27					
22	138	11	171		12	14	7	33		9	188	19	216		7	9	10	26					
Total																							
61	457	41	559		50	32	35	117		26	540	62	628		24	20	42	86					
Total																							
10	168	19	197		11	5	11	27		19	272	11	302		11	7	11	29					
11	158	19	188		11	5	11	27		18	271	19	308		19	4	13	36					
18	181	20	219		17	8	15	40		18	309	18	345		19	8	14	41					
Total																							
39	507	58	604		39	18	37	94		55	852	48	955		49	19	38	106					
19	162	24	205		20	5	17	42		17	284	21	322		20	9	10	39					
19	205	27	251		21	10	20	51		17	302	23	342		14	9	12	35					
19	181	20	220		17	10	19	46		13	286	18	317		19	9	9	37					
23	155	18	196		15	10	18	43		14	280	19	313		15	8	8	31					
Total																							
80	703	89	872		73	35	74	182		61	1152	81	1294		68	35	39	142					
19	149	18	186		11	8	12	31		13	242	16	271		12	8	15	35					
Grand Total																							
321	2676	250	3247		241	135	215	591		185	3774	297	4256		195	109	180	484					
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					
307	2593	236	3136		221	119	197	537		167	3697	284	4148		180	103	162	445					
% 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					
14	83	14	111		20	16	18	54		18	77	13	108		15	6	18	39					
% 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					
					</																		

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US 301 at CR 472

File Name : 03 301 at 216
Site Code : 00000003
Start Date : 6/28/2022
Page No : 2

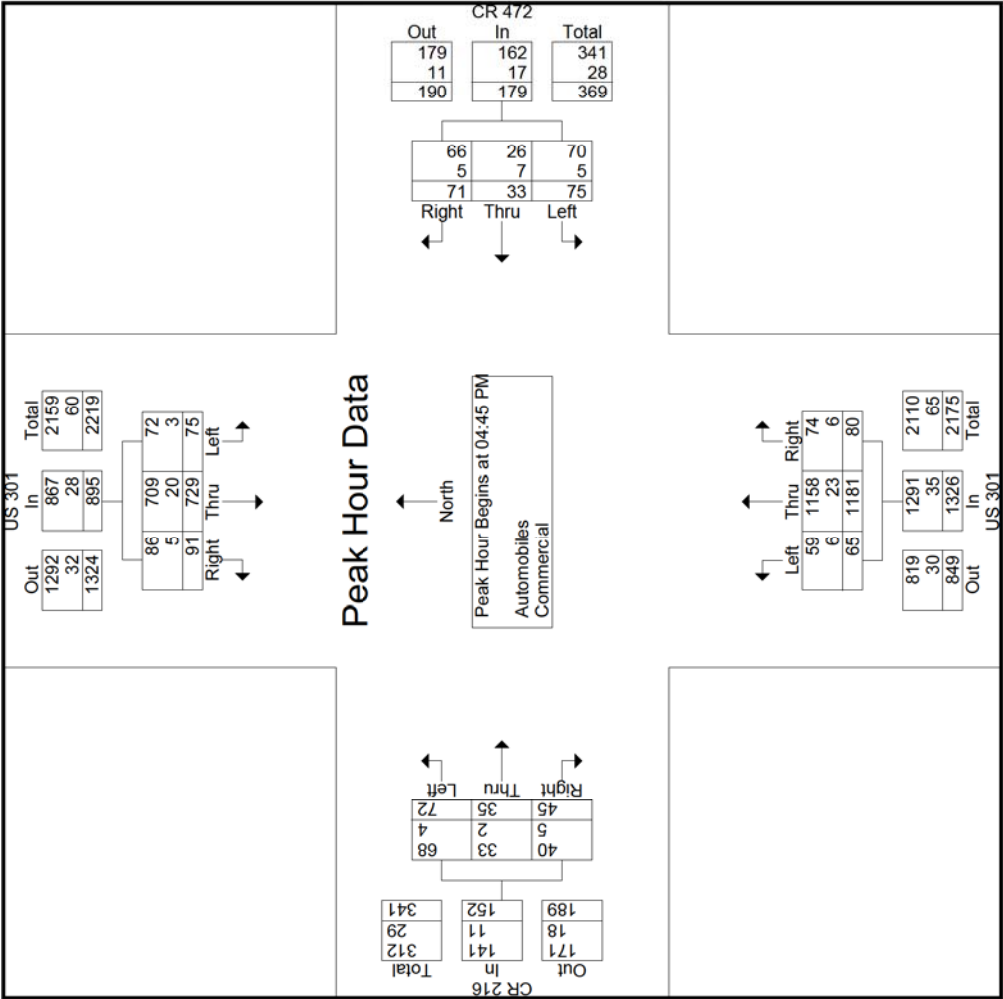
Page 203 of 678



Sumter County, FL

Page No : 4

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



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

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

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

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

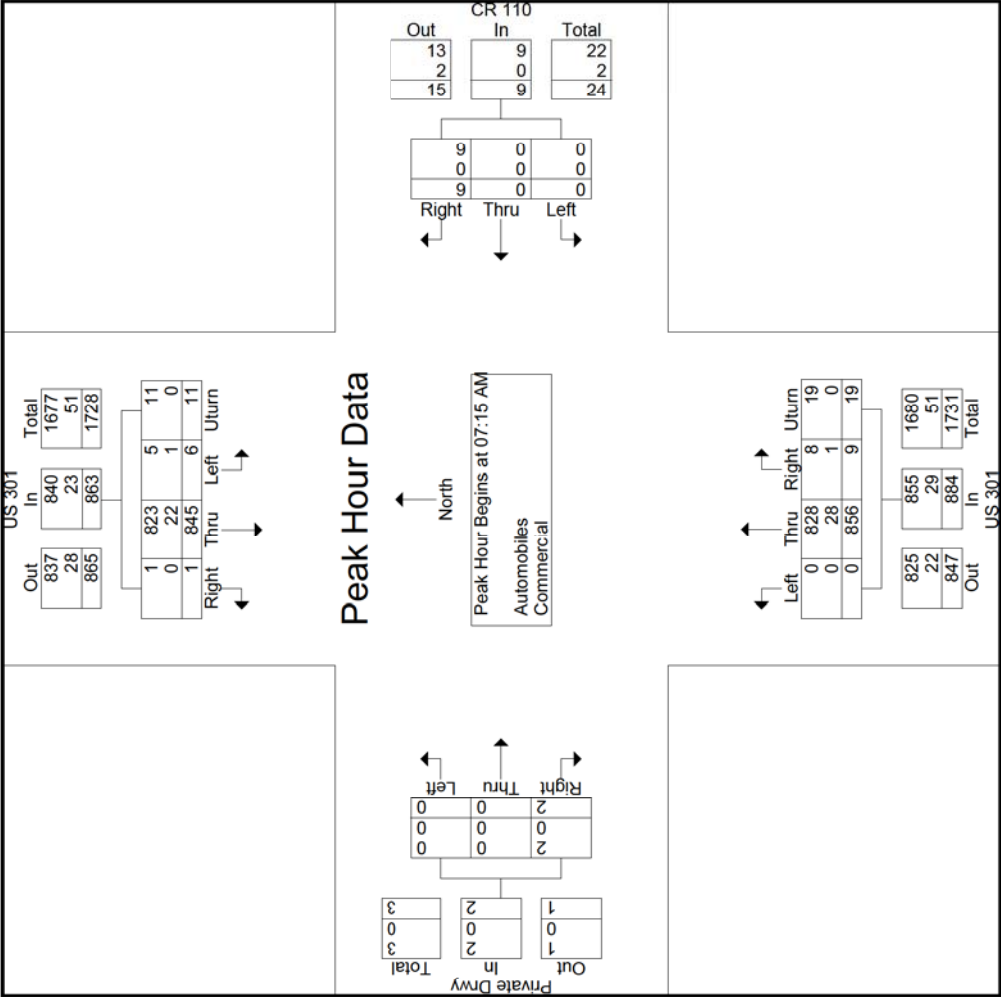
Groups Printed- Automobiles - Commercial																	
US 301 Southbound						CR 110 Westbound						US 301 Northbound					
Start Time	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru
06:45 AM	0	147	0	0	147	0	0	0	0	0	0	168	3	3	174	0	0
Total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

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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 : 2

	US 301 Southbound					CR 110 Westbound				US 301 Northbound					Private Drwy Eastbound				
Start Time	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:15 AM																			
07:15 AM	1	224	0	2	227	0	0	3	3	0	208	2	6	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	.750	.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

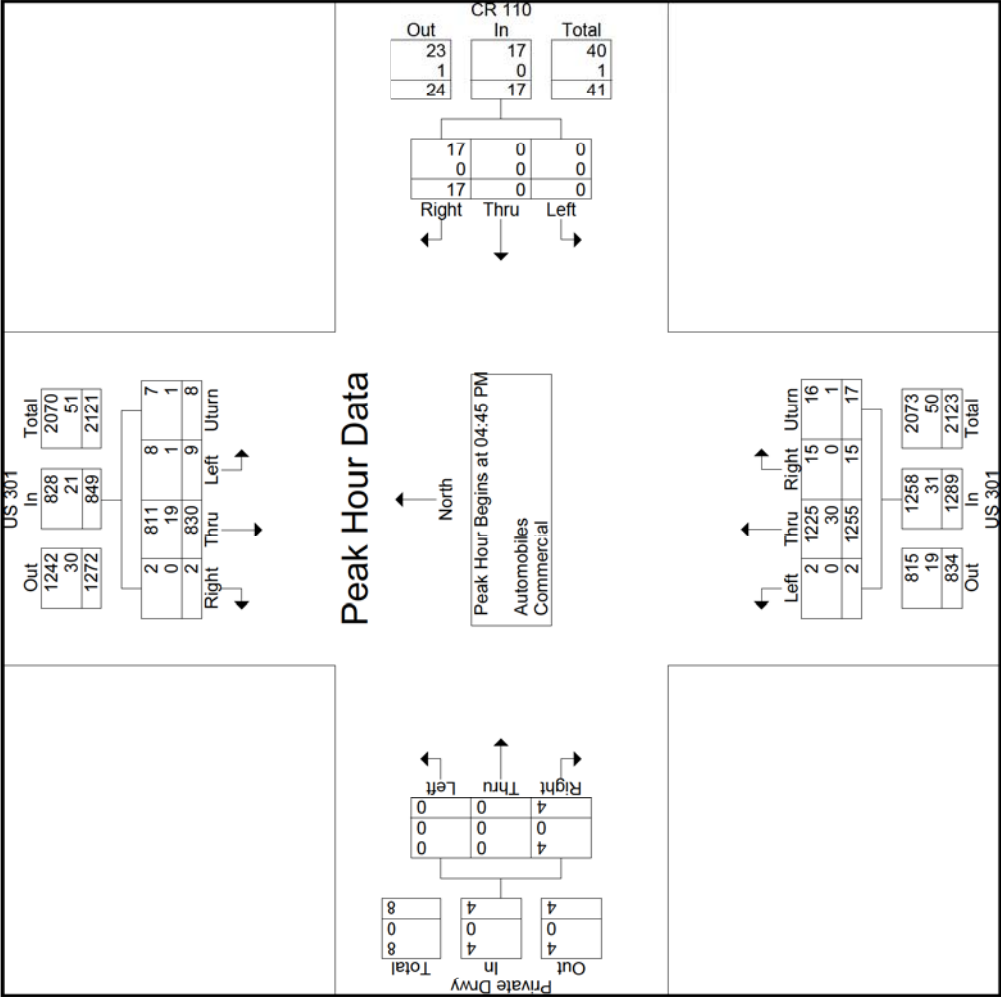


DE TRAFFIC

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

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

Start Time	US 301 Southbound					CR 110 Westbound					US 301 Northbound					Private Drwy Eastbound				
	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	



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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 : 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		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	0	0	0	0	0	0	
Approch %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	
Total %																									

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US 301 at CR 466
Sumter County, FL

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

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

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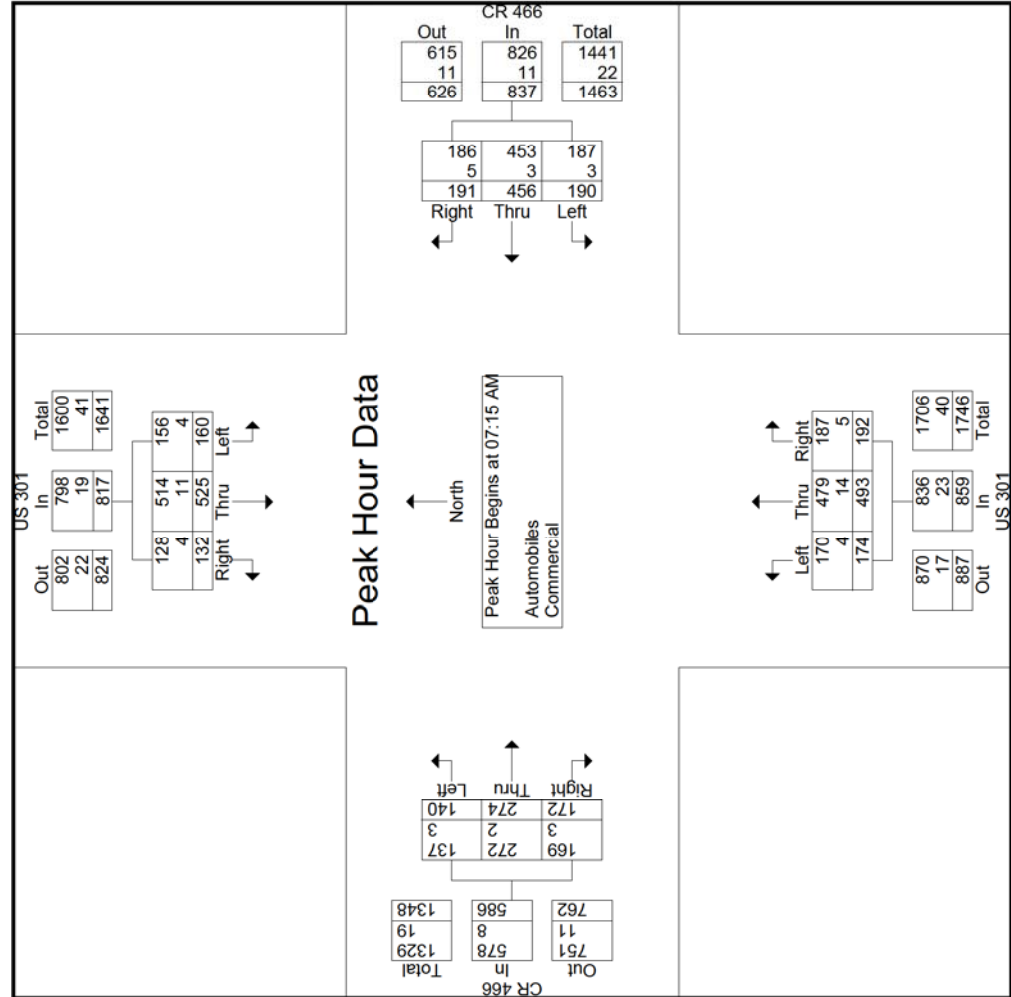
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(386) 341-4186
US 301 at CR 466
Sumter County, FL

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

Sumter County, FL

Page 216 of 678



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	.929	.850	.884	.904	.929	.767	.886	.795	.931	.806	.927	.815	.933	.981
Automobiles	143	491	105	739	114	298	121	533	221	763	225	1209	271	306	172	749	3230
% Automobiles	95.3	97.4	97.2	97.0	95.8	98.0	98.4	97.6	98.7	97.4	98.3	97.8	98.9	95.9	97.7	97.4	97.5
Commercial	7	13	3	23	5	6	2	13	3	20	4	27	3	13	4	20	83
% Commercial	4.7	2.6	2.8	3.0	4.2	2.0	1.6	2.4	1.3	2.6	1.7	2.2	1.1	4.1	2.3	2.6	2.5

Sumter County, FL

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US 301 at CR 466

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

Page 219 of 678

DE TRAFFIC

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(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

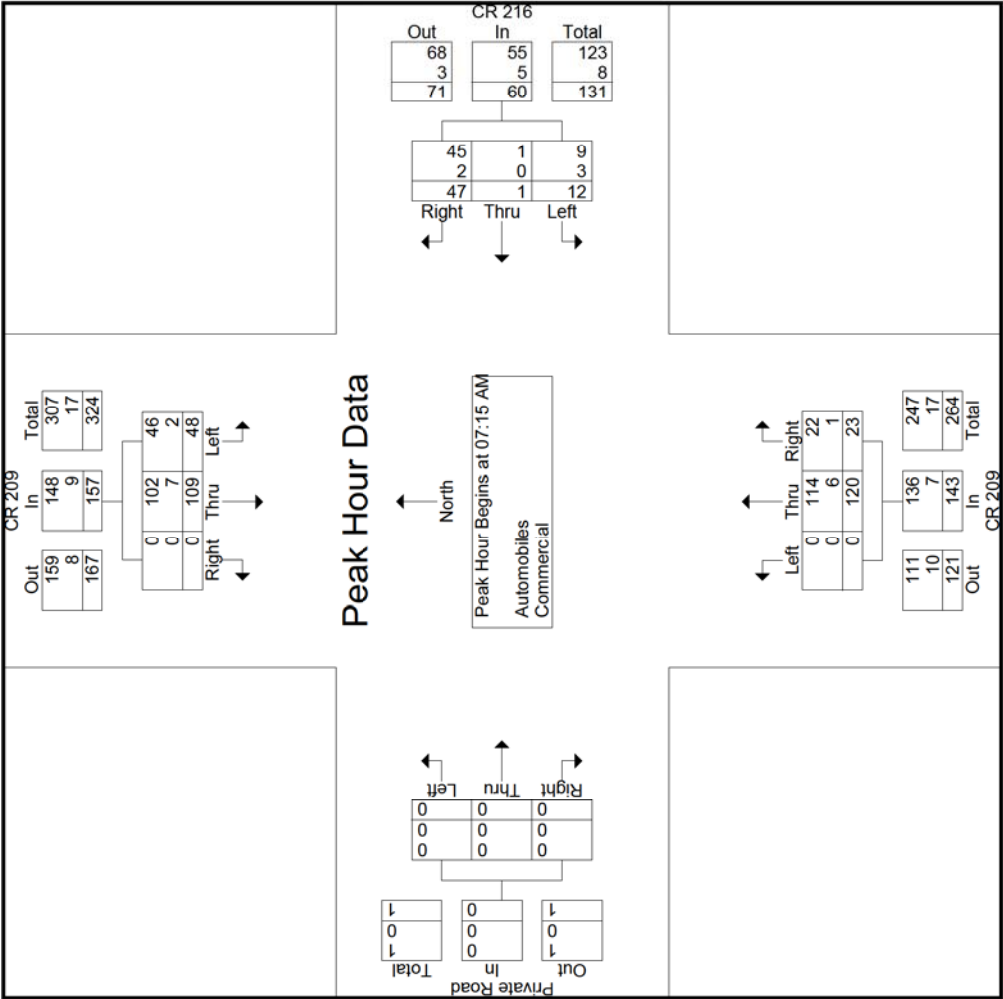
Groups Printed- Automobiles - Commercial																			
CR 209					CR 216					CR 209					Private Road				
Southbound					Westbound					Northbound					Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Start Time																			
06:45 AM	3	5	0	8	1	0	6	7	0	0	6	4	10	0	0	0			
Total	3	5	0	8	1	0	6	7	0	0	6	4	10	0	0	0			
07:00 AM	4	6	0	10	5	0	4	9	0	11	6	17	0	0	0	0			
07:15 AM	7	23	0	30	2	1	9	12	0	28	3	31	0	0	0	0			
07:30 AM	8	23	0	31	3	0	10	13	0	47	3	50	0	0	0	0			
07:45 AM	17	34	0	51	4	0	11	15	0	24	9	33	0	0	0	0			
Total	36	86	0	122	14	1	34	49	0	110	21	131	0	0	0	0			
08:00 AM	16	29	0	45	3	0	17	20	0	21	8	29	0	0	0	0			
08:15 AM	11	22	0	33	5	0	13	18	0	14	7	21	0	0	0	0			
08:30 AM	16	15	0	31	2	0	13	15	0	13	9	22	0	0	0	0			
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			
04:30 PM	9	9	0	18	9	1	9	19	0	13	4	17	0	0	0	0			
04:45 PM	7	12	0	19	4	0	16	20	0	10	6	16	0	0	0	0			
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			
05:15 PM	12	20	0	32	11	0	19	30	0	28	8	36	0	0	0	0			
05:30 PM	16	25	0	41	10	1	16	27	0	28	9	37	0	0	0	0			
05:45 PM	13	18	0	31	10	0	24	34	0	28	9	37	0	0	0	0			
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			
Grand Total	164	282	0	446	97	3	211	311	0	322	100	422	0	0	0	0			
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			
% Automobiles	97.6	93.6	0	95.1	94.8	100	97.6	96.8	0	94.4	97	95	0	0	0	0			
1126																			
Commercial	4	18	0	22	5	0	5	10	0	18	3	21	0	0	0	0			
% Commercial	2.4	6.4	0	4.9	5.2	0	2.4	3.2	0	5.6	3	5	0	0	0	0			
53																			
4.5																			

DE TRAFFIC

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CR 209 at CR 216
Sumter County, FL

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

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

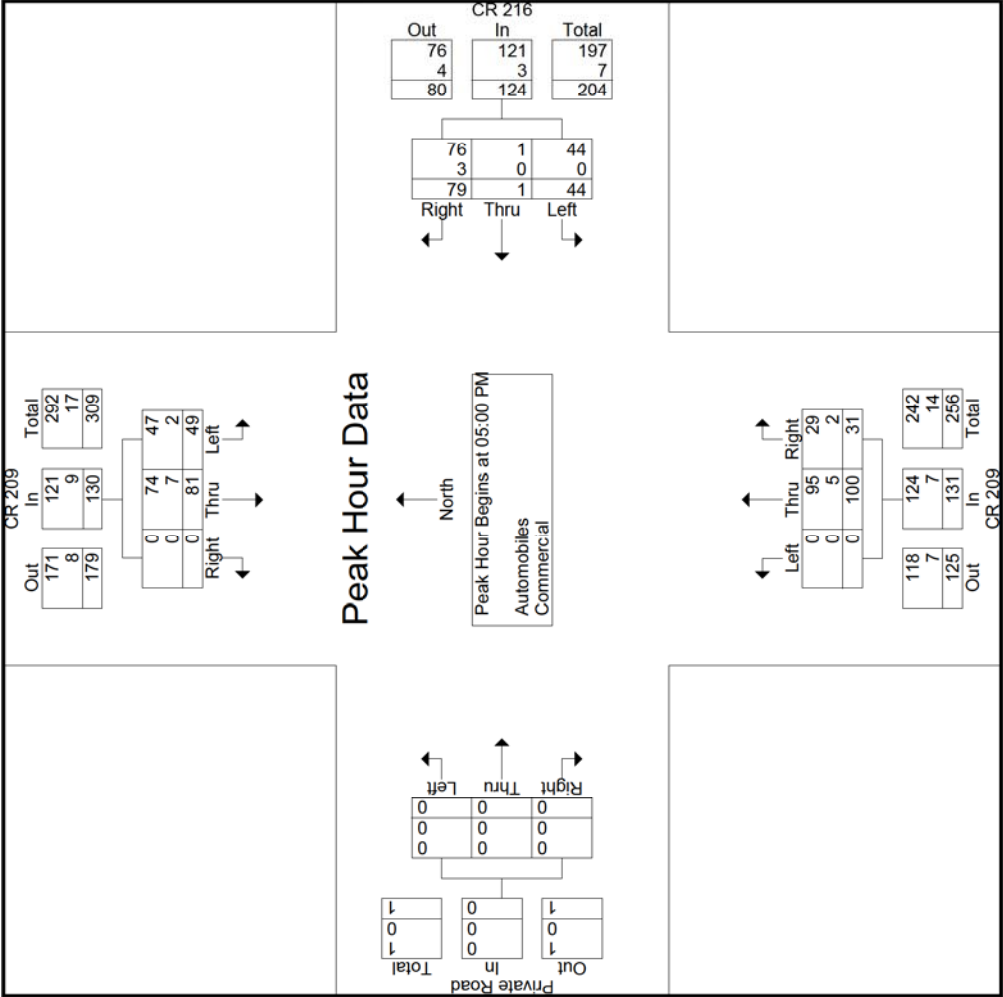


DE TRAFFIC

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 PHF	37.7	62.3	0	.793		35.5	0.8	63.7	.912		0	.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

Groups Limited Access																	
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
Grand Total	0	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	0
Total %																	



NB Approach



SB Approach



WB Approach

	US 301 at CR 462 E		Sumter County	
	www.de-traffic.com		Project Number: CHW-06	Sheet Number: 2
	299 McGregor Rd. DeLand Fl. 32720			



NB Approach



SB Approach



WB Approach

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



NB Approach



SB Approach



EB Approach



WB Approach



US 301
at CR 466

Sumter County

www.de-traffic.com

299 McGregor Rd. DeLand FL 32720

Project
Number: CHW-06

Sheet
Number: 5



NB Approach



SB Approach



EB Approach



WB Approach



CR 209
at CR 216

Sumter County

www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Project
Number: CHW-06

Sheet
Number: 8

Appendix F

Seasonal Adjustment Factor and Historical Growth Rates

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

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

* PEAK SEASON

08-MAR-2022 12:36:27

830UPD

5_1800_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

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

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

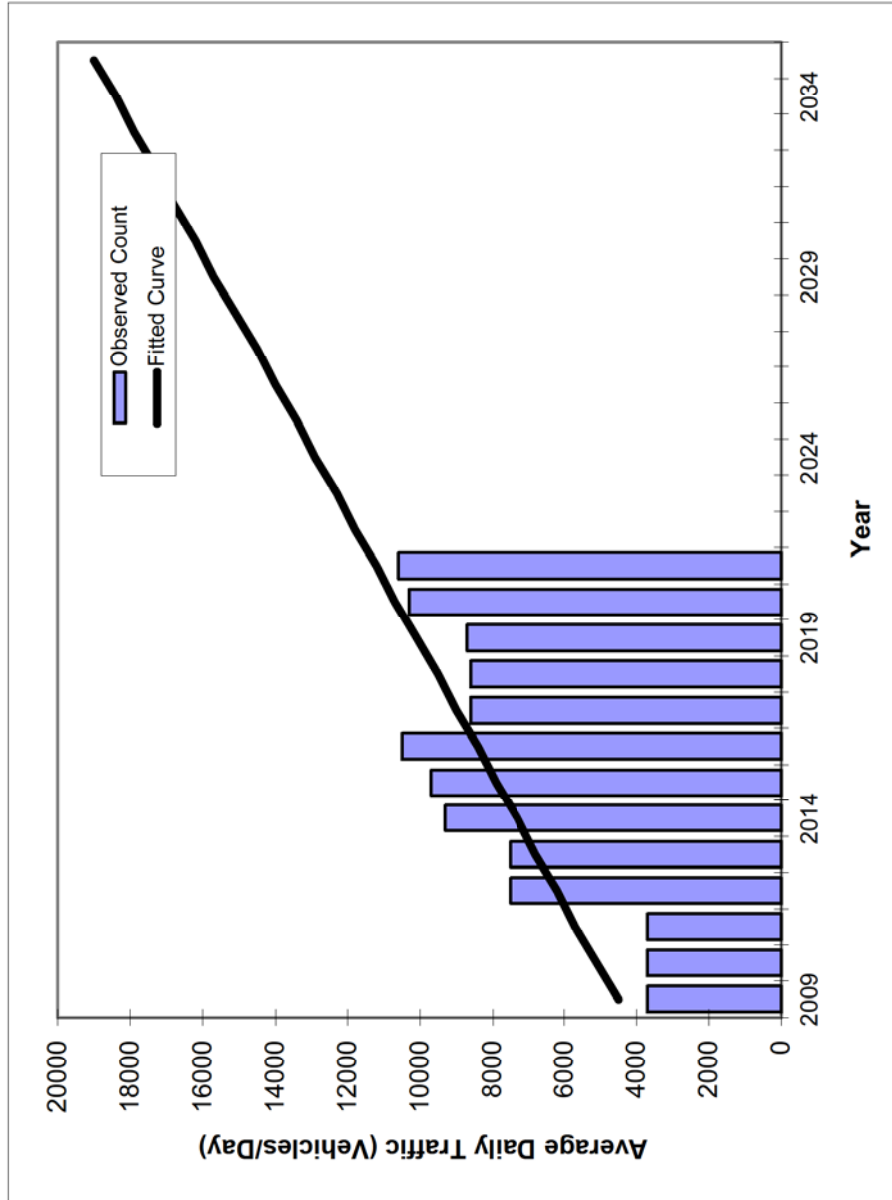
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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

FIN#	1234
Location	1



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

*Axle-Adjusted

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

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

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

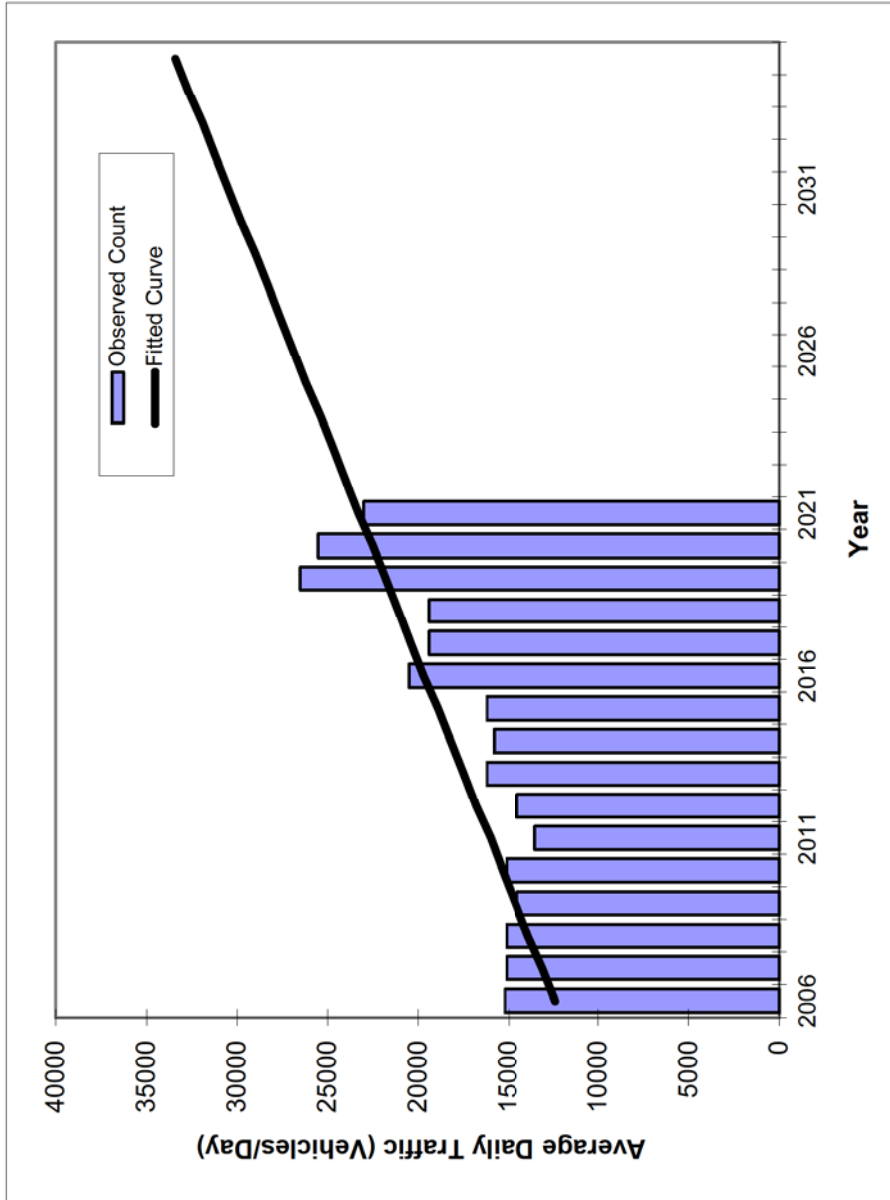
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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County:	Sumter (18)
Station #:	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

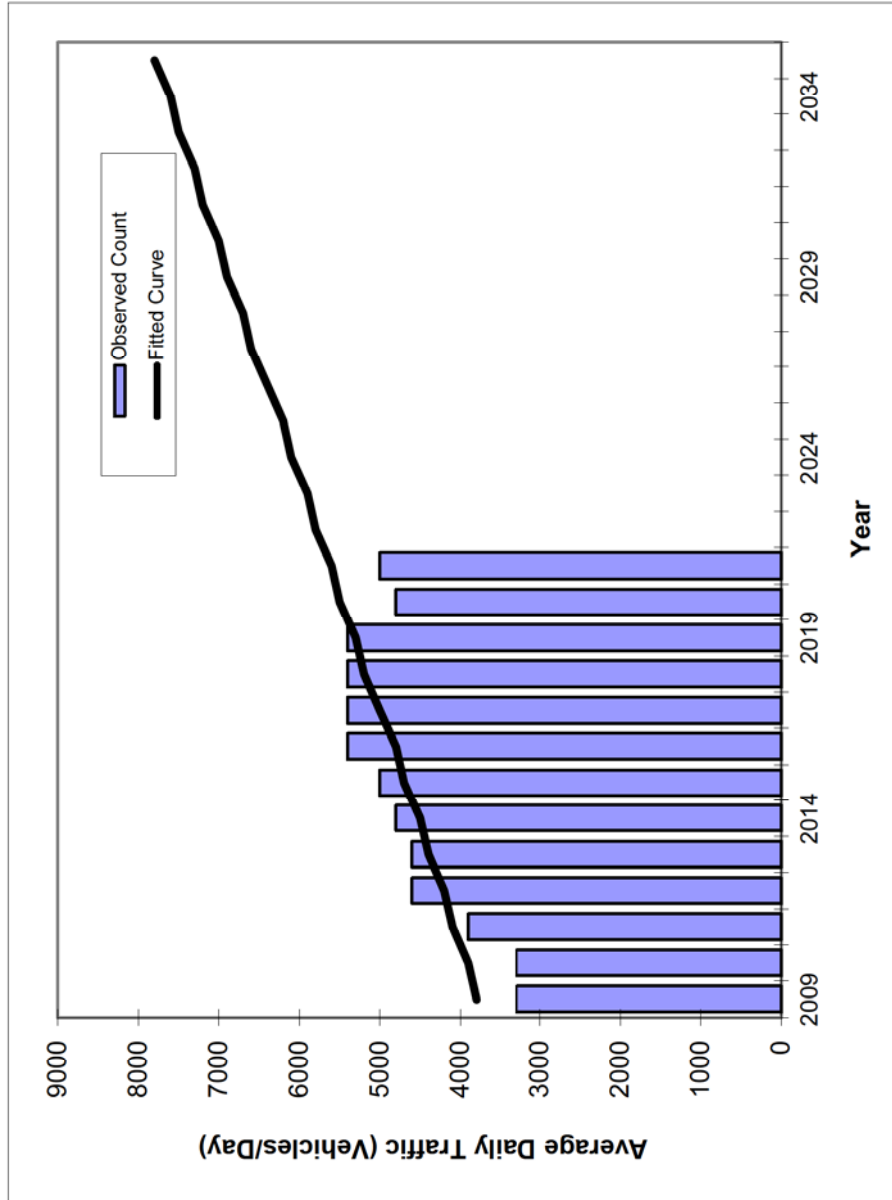
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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

FIN#	1234
Location	1



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

*Axle-Adjusted

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

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

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

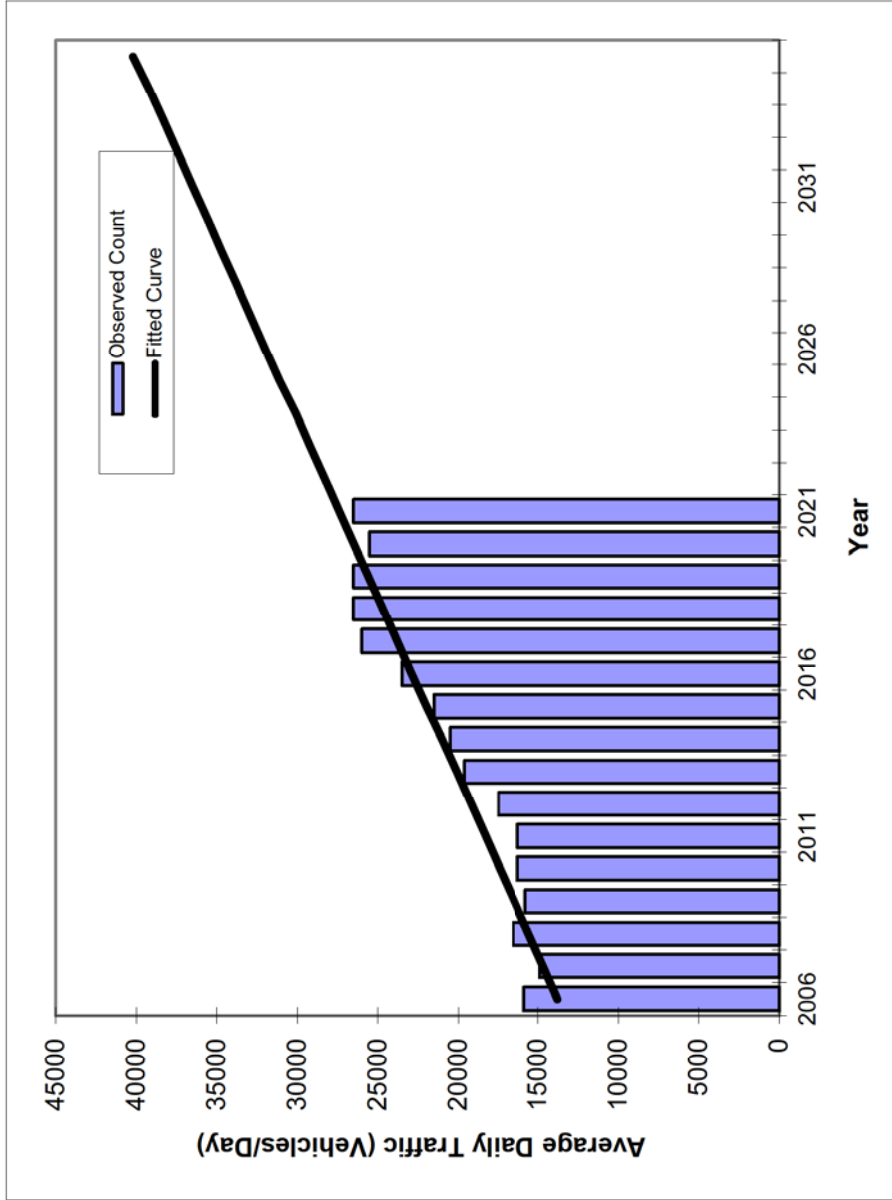
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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

FIN#	1234
Location	1



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

** 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	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

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

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

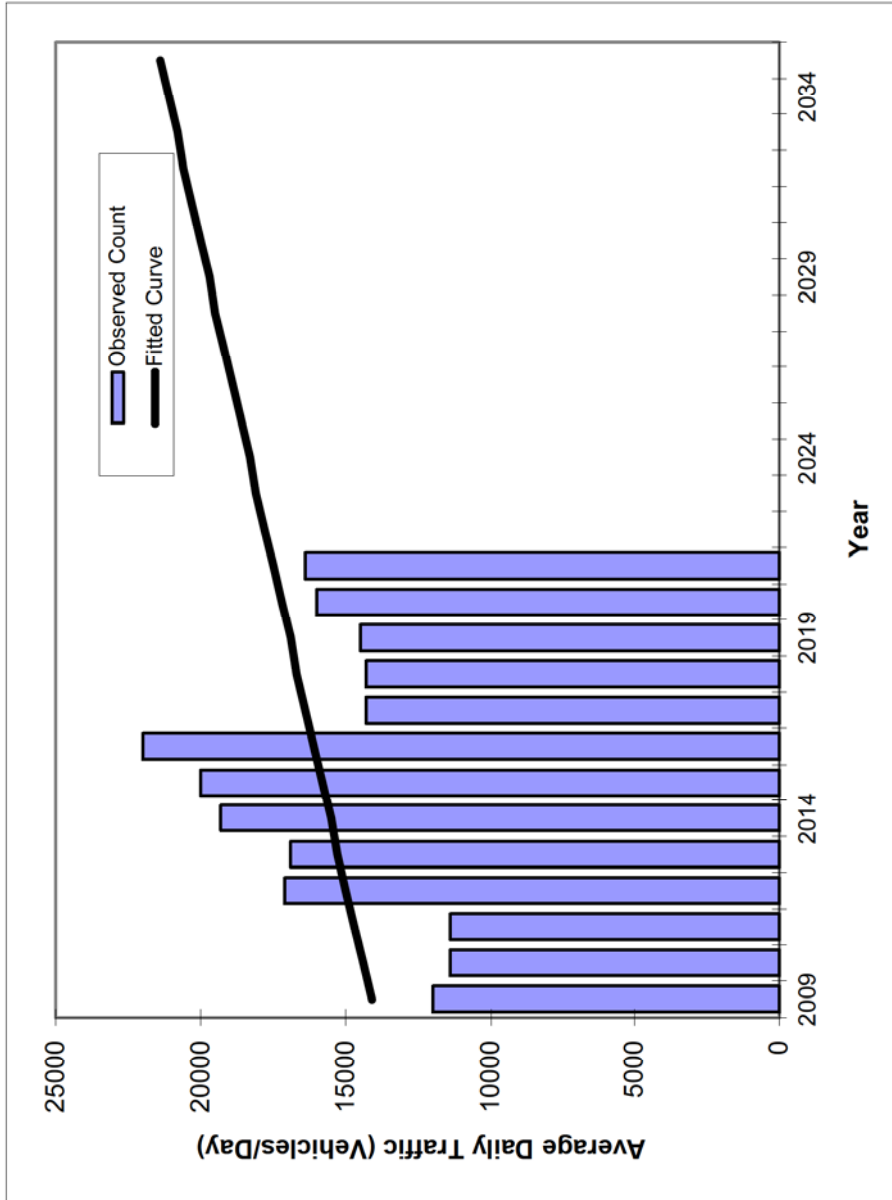
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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

FIN#	1234
Location	1

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

*Axle-Adjusted

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

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

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

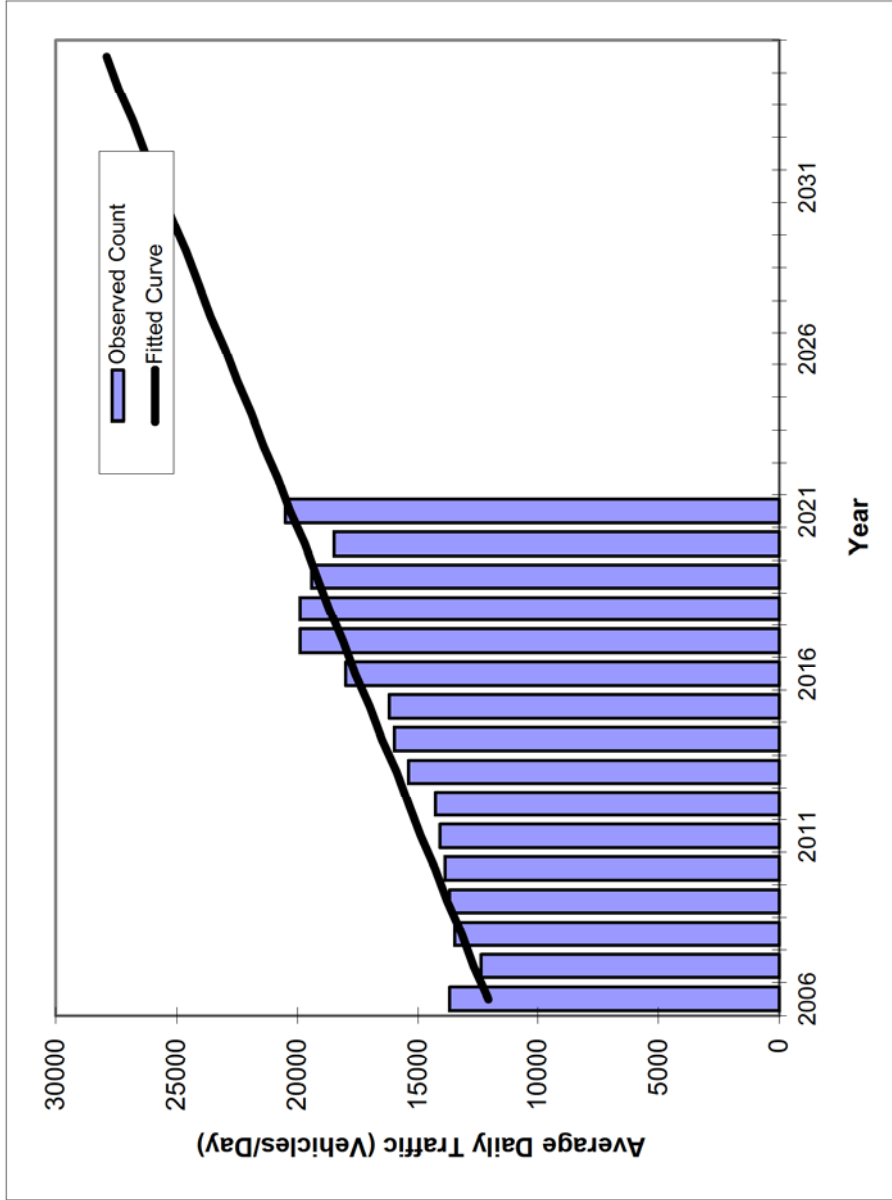
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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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

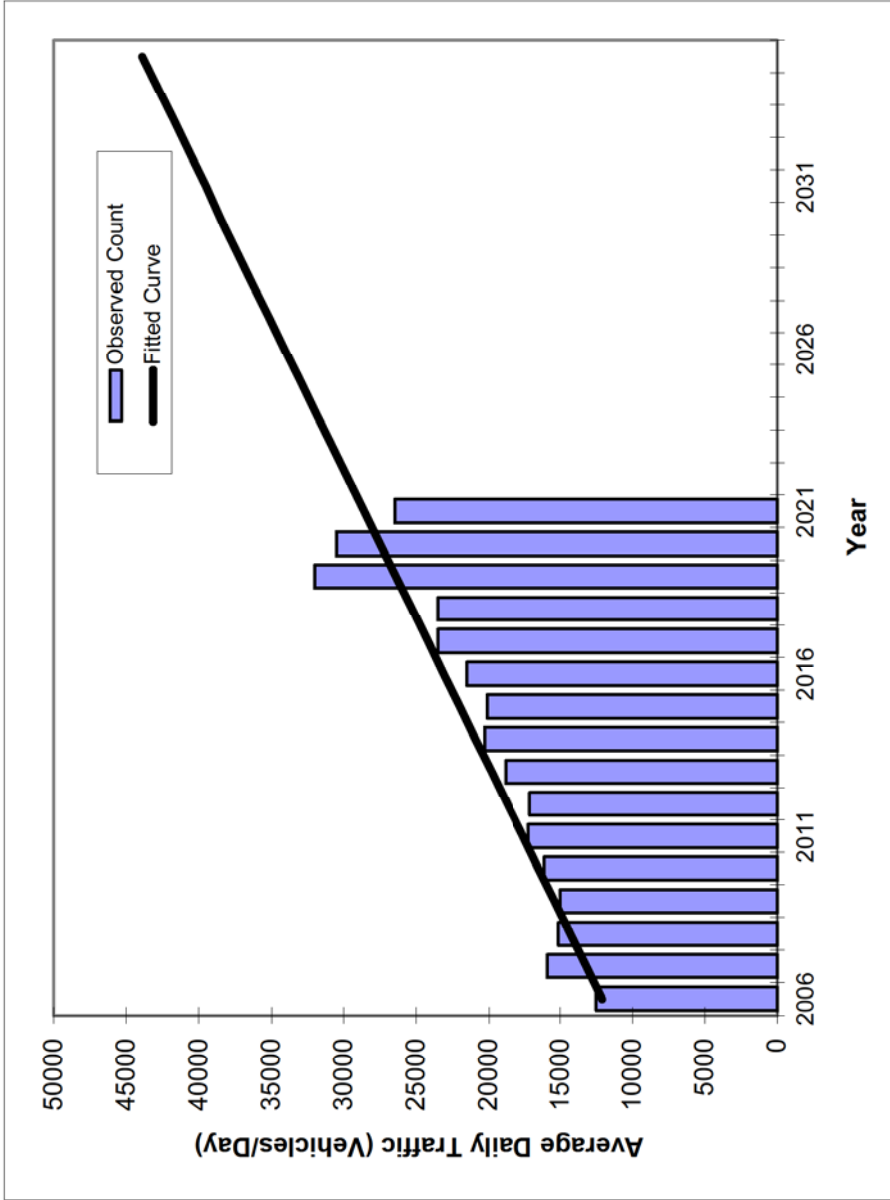
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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

FIN#	1234
Location	1



Year	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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

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

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

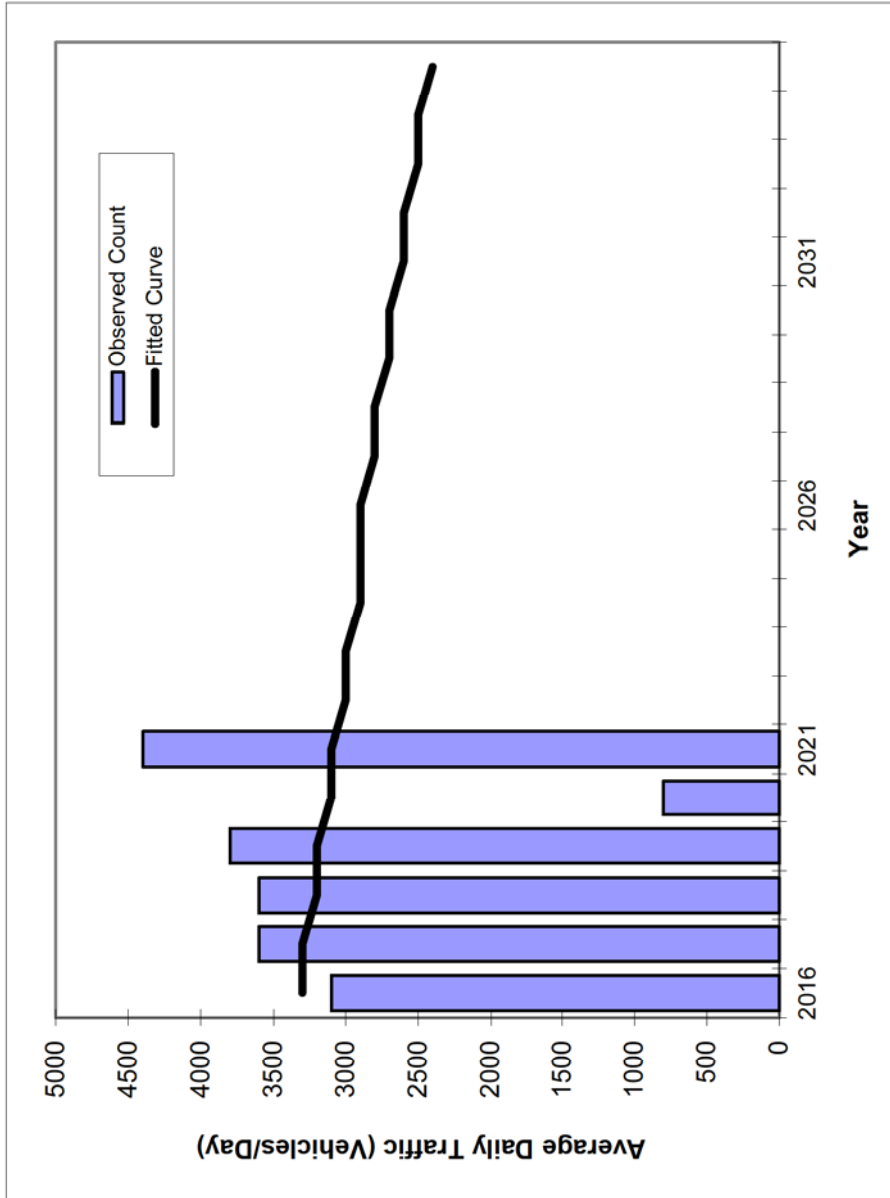
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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

FIN#	1234
Location	1



Year	Traffic (ADT/AADT)	
	Count*	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				US 301			
	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right		Left	Thru	Right		U Turn	Left	Thru	Right	Left	Thru	Right	
Observed Turning Movement Counts	-	-	-		50	-	330		8	-	789	113	297	752	-	
Existing (Peak Season) Turning Movements	-	-	-		50	-	327		8	-	781	112	294	744	-	
Background Turning Movements (2024)*	73	88	59		62	38	408		9	32	873	125	328	831	32	
Oxford Crossing (all phases) - Build-out Year 2023**	0	0	0		0	0	0		0	0	0	0	0	0	0	
Twisted Oaks - Build-out Year - 2024	27	55	46		0	19	0		0	16	0	0	0	0	10	
Total Committed Project Trips	27	55	46		0	19	0		0	16	0	0	0	0	10	
Background Turning Movements plus Committed Project Trips	100	143	105		62	57	408		9	48	873	125	328	831	42	
Peak Hour Factor (Int total = 0.95)					0.91								0.92			
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			US 301					
	Eastbound			Westbound			Northbound			Southbound					
	Left	Thru	Right	Left	Thru	Right	U Turn	Left	Thru	Right	Left	Thru	Right		
Observed Turning Movement Counts	-	-	-	66	-	413	24	-	922	29	207	837	-		
Existing (Peak Season) Turning Movements	-	-	-	65	-	409	24	-	913	29	205	829	-		
Background Turning Movements (2024) *	81	97	48	81	125	511	27	104	1020	32	229	926	62		
Oxford Crossing (all phases) - Build-out Year 2023	0	0	0	0	0	21	0	0	134	0	16	100	0		
Twisted Oaks - Build-out Year - 2024	19	38	32	0	65	0	0	54	0	0	0	0	32		
Total Committed Project Trips	19	38	32	0	65	21	0	54	134	0	16	100	32		
Background Turning Movements plus Committed Project Trips	100	135	80	81	190	532	27	158	1154	32	245	1026	94		
Peak Hour Factor (Int total = 0.92)				0.88			0.84			0.95					
Truck Percentages				5%			5%			4%					
Pedestrian Volumes				0			0			0					

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

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

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

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

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

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

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

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

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

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

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

US 301 at CR 110

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

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

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

US 301 at CR 466 (Signalized)

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

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

CR 216 at CR 209 (Stop Controlled)

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

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

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

Appendix H

Committed Trips

Oxford Crossing

Table 4 – Future Buildout PM Peak Hour Roadway Segment Analysis

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

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

INTERSECTION VOLUME DEVELOPMENT

US 301 @ C-472
PM Peak Hour

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

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

4/17/2018

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

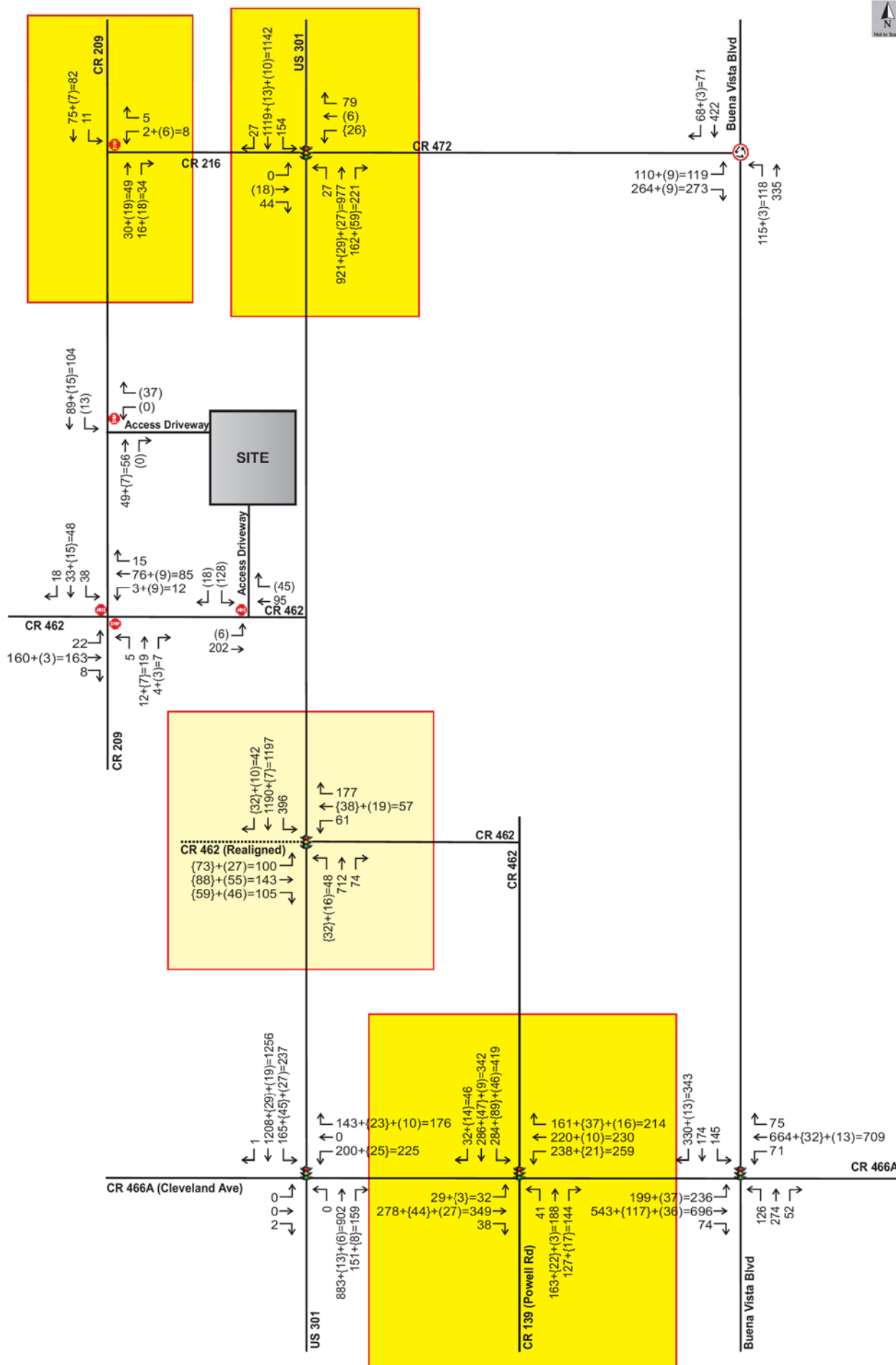
Twisted Oak

Table 6
Projected Roadway Segment Capacity Analysis- PM Peak Hour

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

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

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



Background + {Committed} + {Project} = Total



Projected AM Peak Hour Intersection Volumes

Highfield at Twisted Oaks
21184.1 v2.0

Figure

6

The Keys at Wildwood I

TABLE 2
STUDY NETWORK

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

(1) Based on 2020 FDOT Capacity Tables.

(2) Abutting roadway included in the Analysis.

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/09/22

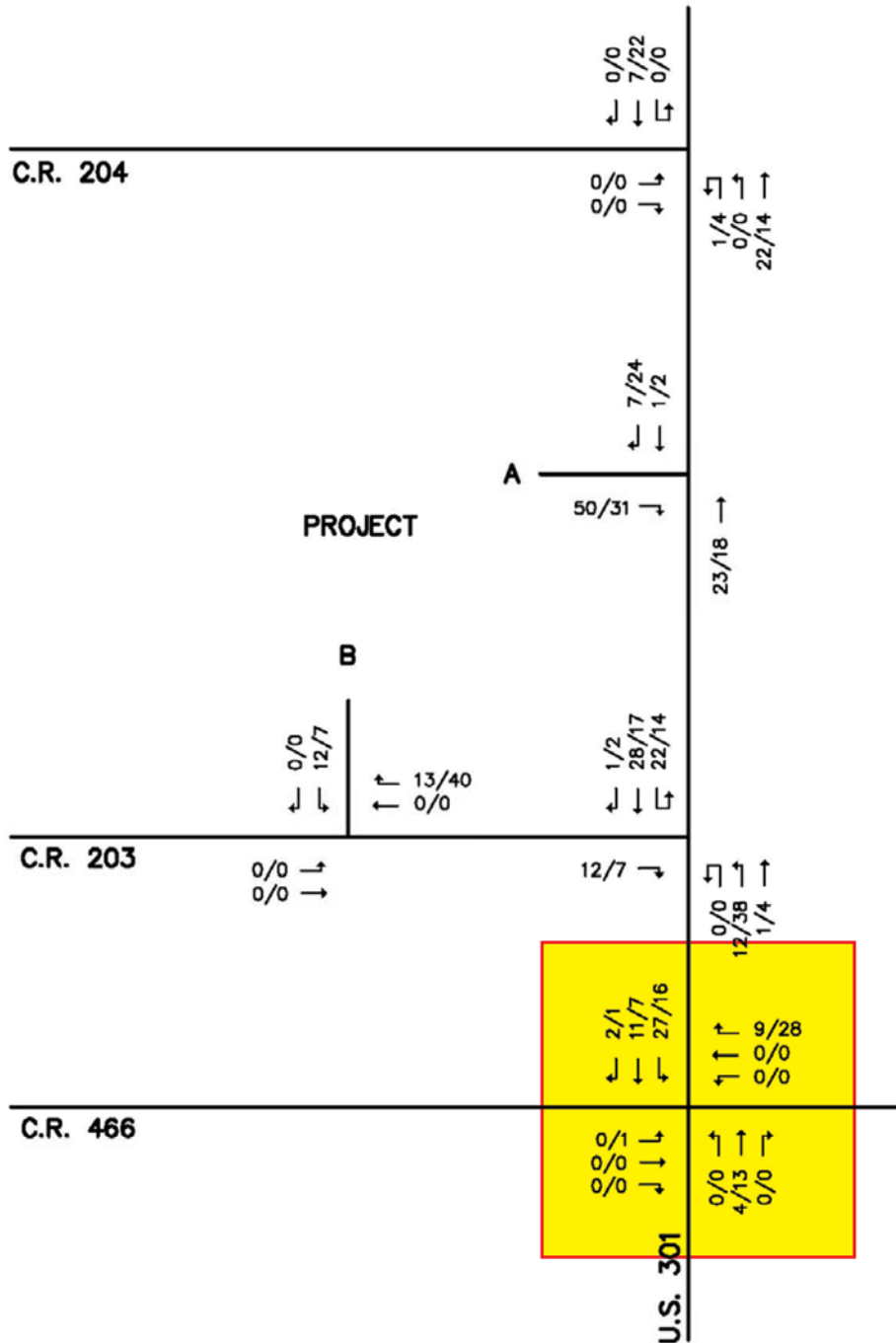


FIGURE 2
PROJECT TRAFFIC



The Keys at Wildwood II

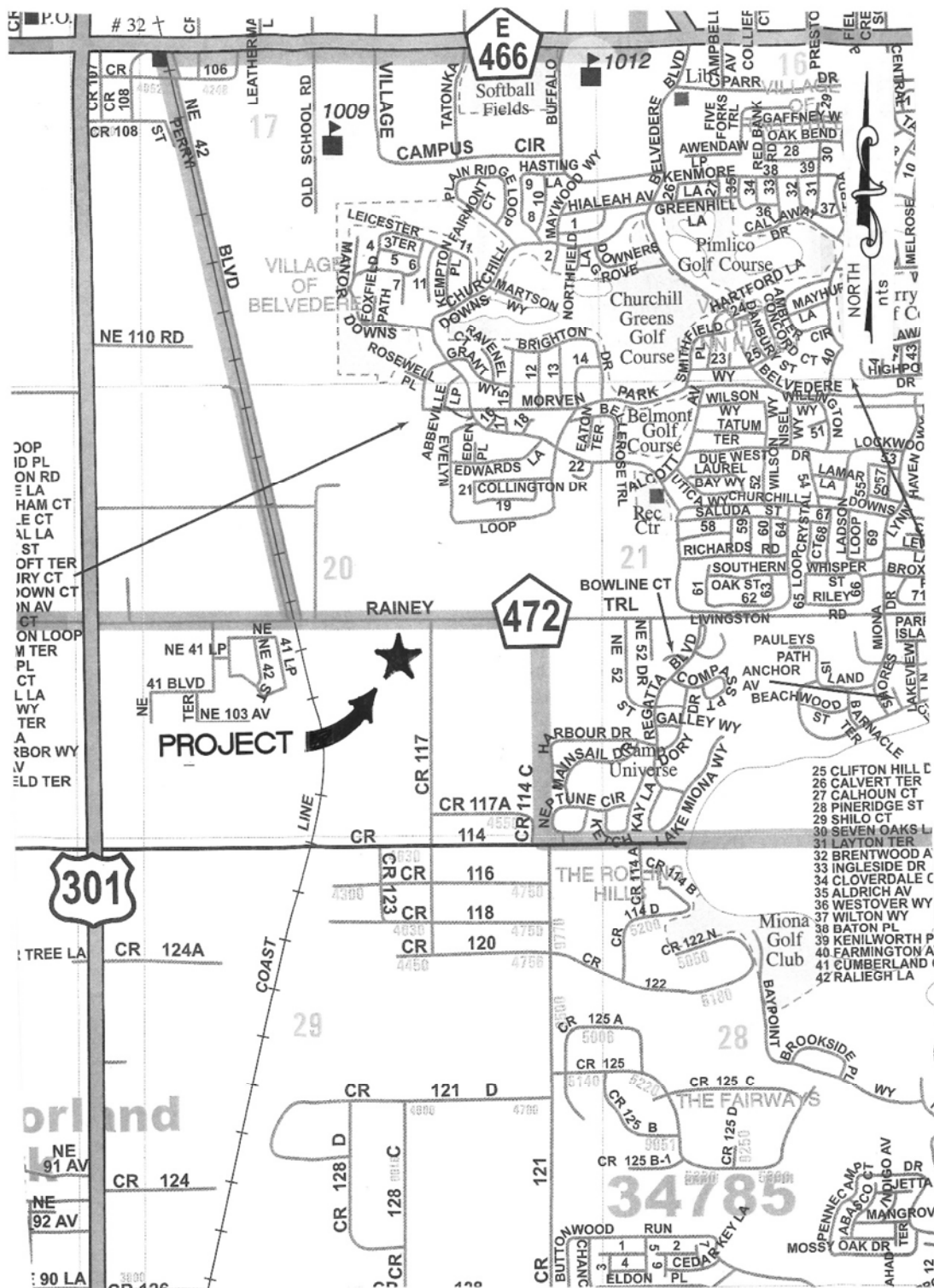


FIGURE 1
PROJECT LOCATION



TABLE 2
STUDY NETWORK

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

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

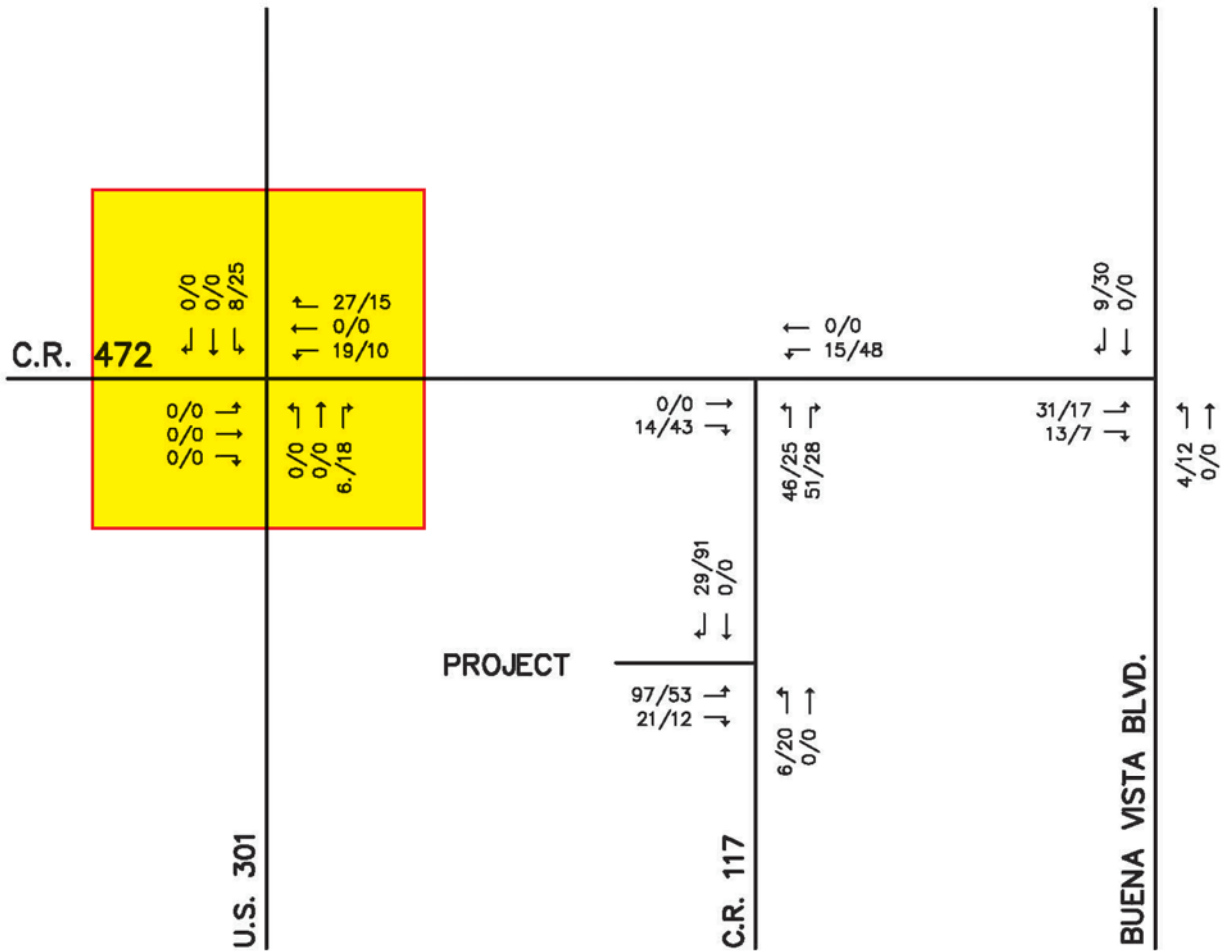


09/21/21

NORTH
nts

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC

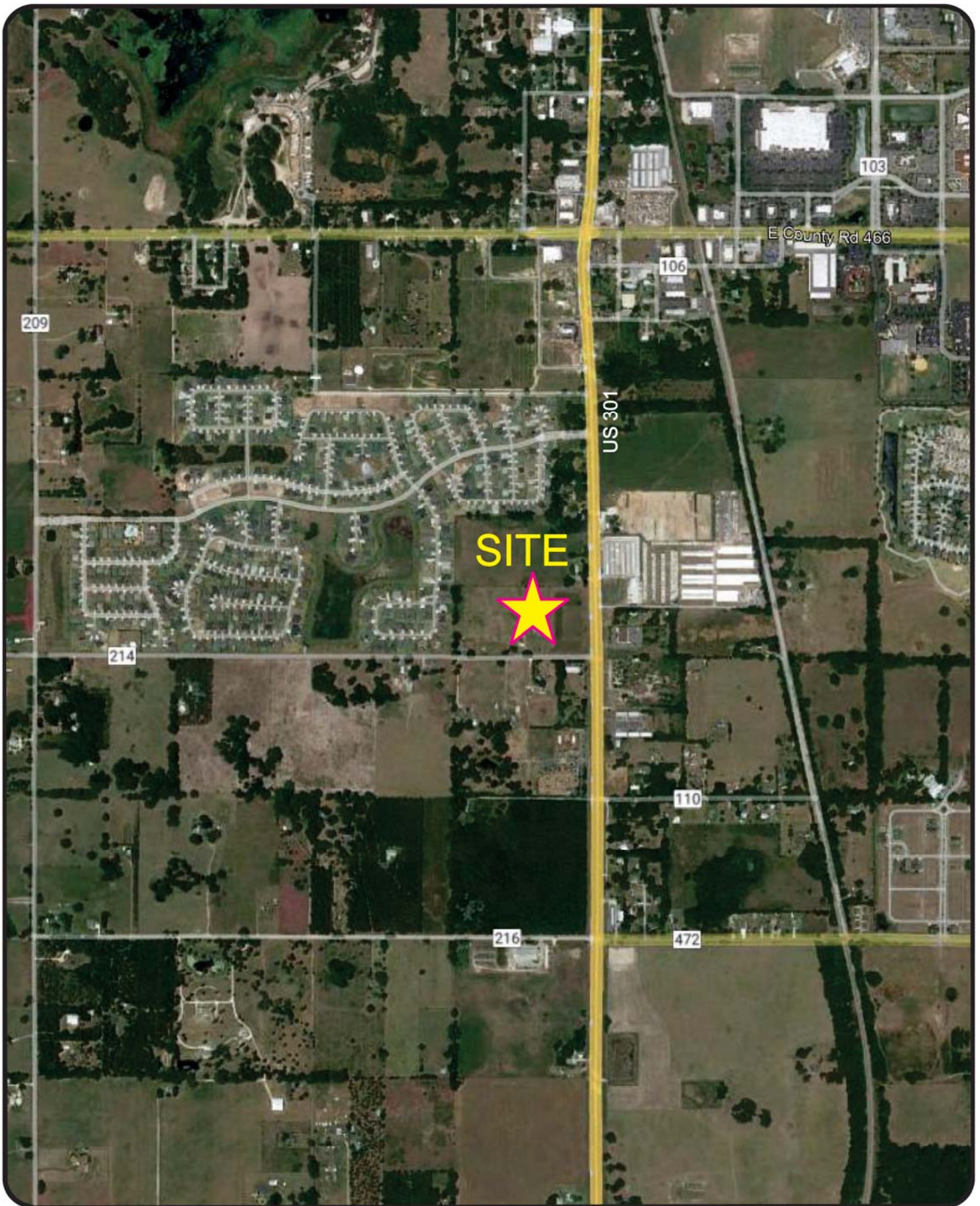


Where is the intersection with CR 114. Please include

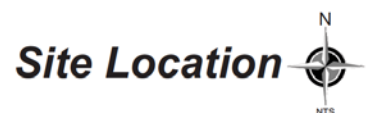
FIGURE 2
PROJECT TRAFFIC



Wildwood Storage Facility



Wildwood Storage Facility
Project № 5614
Figure 1



PROJECTED TRAFFIC CONDITIONS

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

Roadway Segment Analysis

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

Table 4
Projected Roadway Segment Analysis

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

*Existing x 1.06

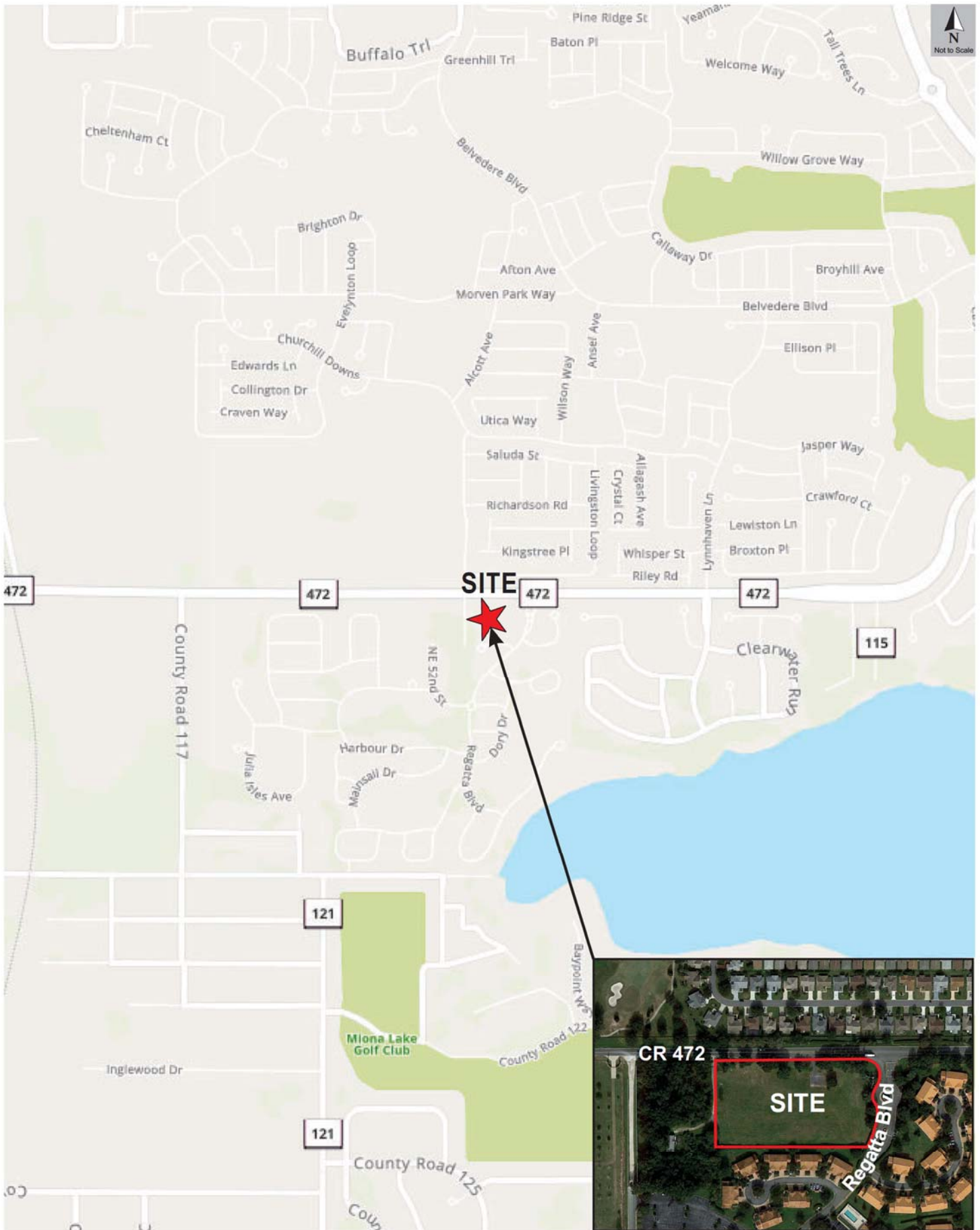


Oxford Residential

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



Stonegate Lakeside Landing



4.0 PROJECTED CONDITIONS ANALYSIS

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

4.1 Background Traffic Projection

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

4.2 Projected Roadway Segment Capacity

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

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

Table 4
Projected Roadway Segment Capacity Analysis

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

AGR denotes Annual Growth Rate

Intersections are outside of the Terwilliger Study Area.

Dairy Queen Grill and Chill

Table 1: Trip Generation Potential

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

STUDY AREA

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

Table 2: Project Traffic Significance

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

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

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

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

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



June 4, 2020

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

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

Dear Mr. Cohoon:

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

PROJECT TRAFFIC

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

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

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

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

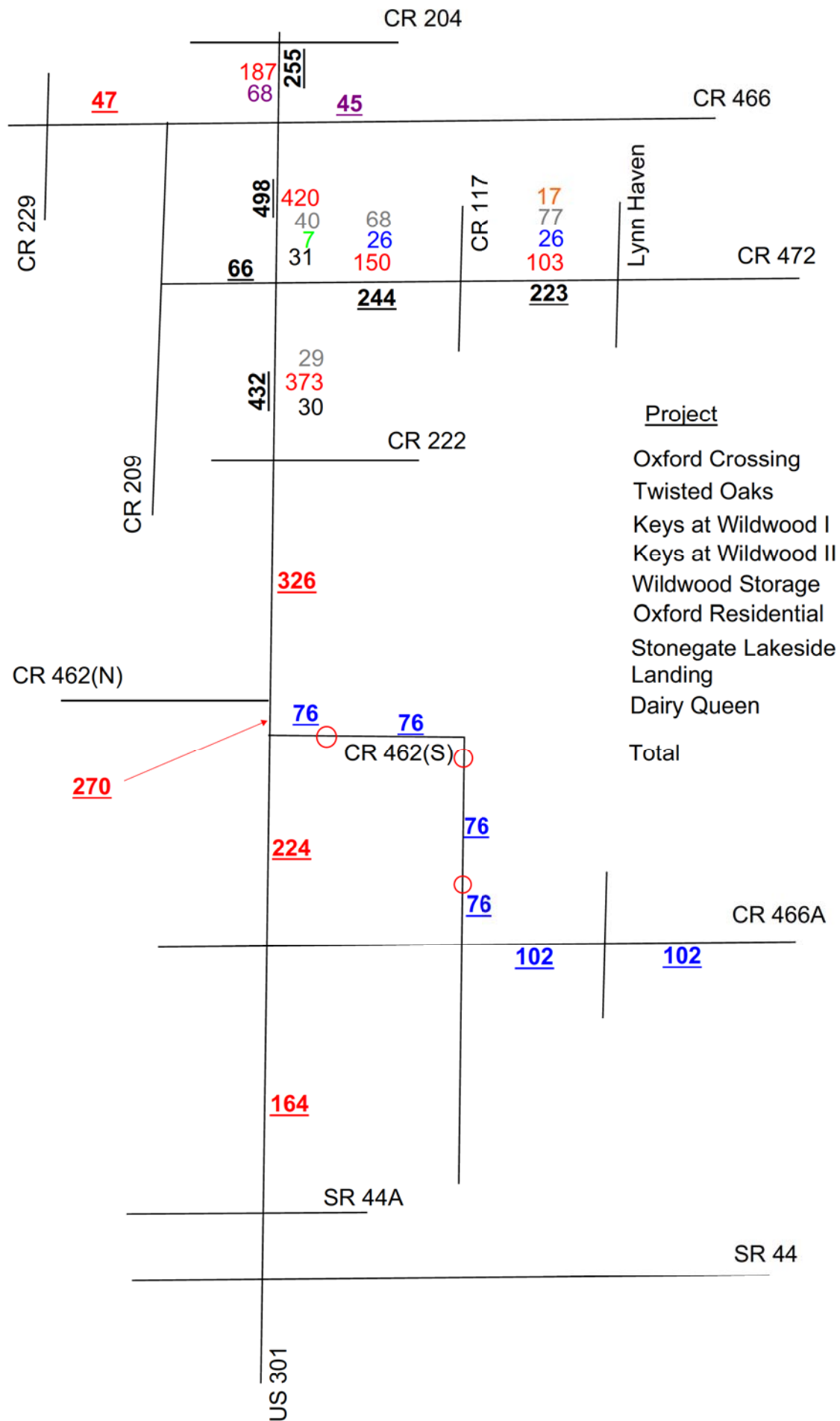
The pass-by traffic distribution along US 301 was 51% to the north and 49% to the south, since all pass-by traffic was assumed to come from US 301. The pass-by traffic from US 301 was also evaluated along CR 216 fronting the project driveway.

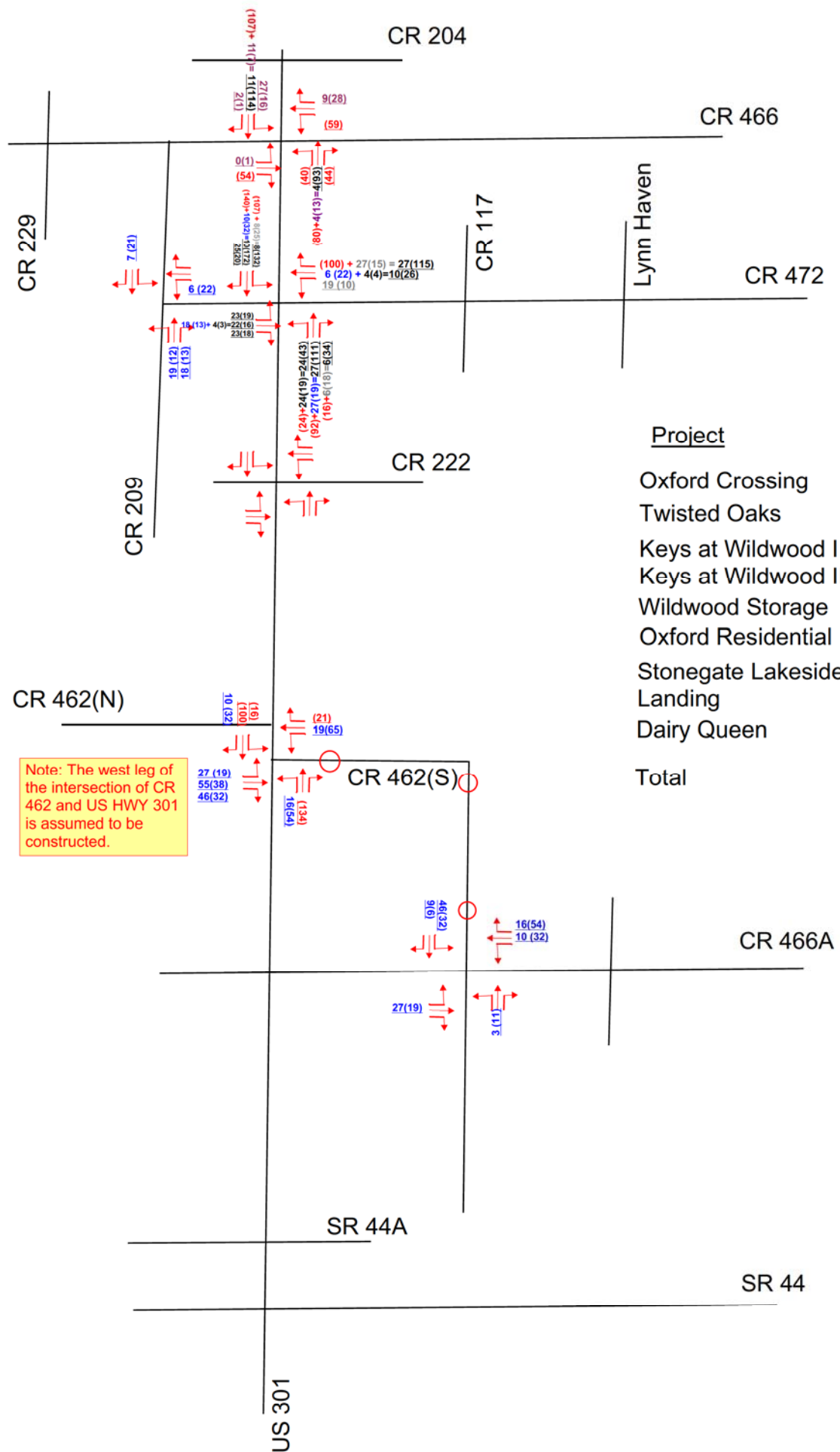
The site is proposed to have one driveway onto CR 216 and no direct access to US 301.

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

Committed trips from Dairy Queen at CR 216 and HWY 301

Combined Committed Trips





Project

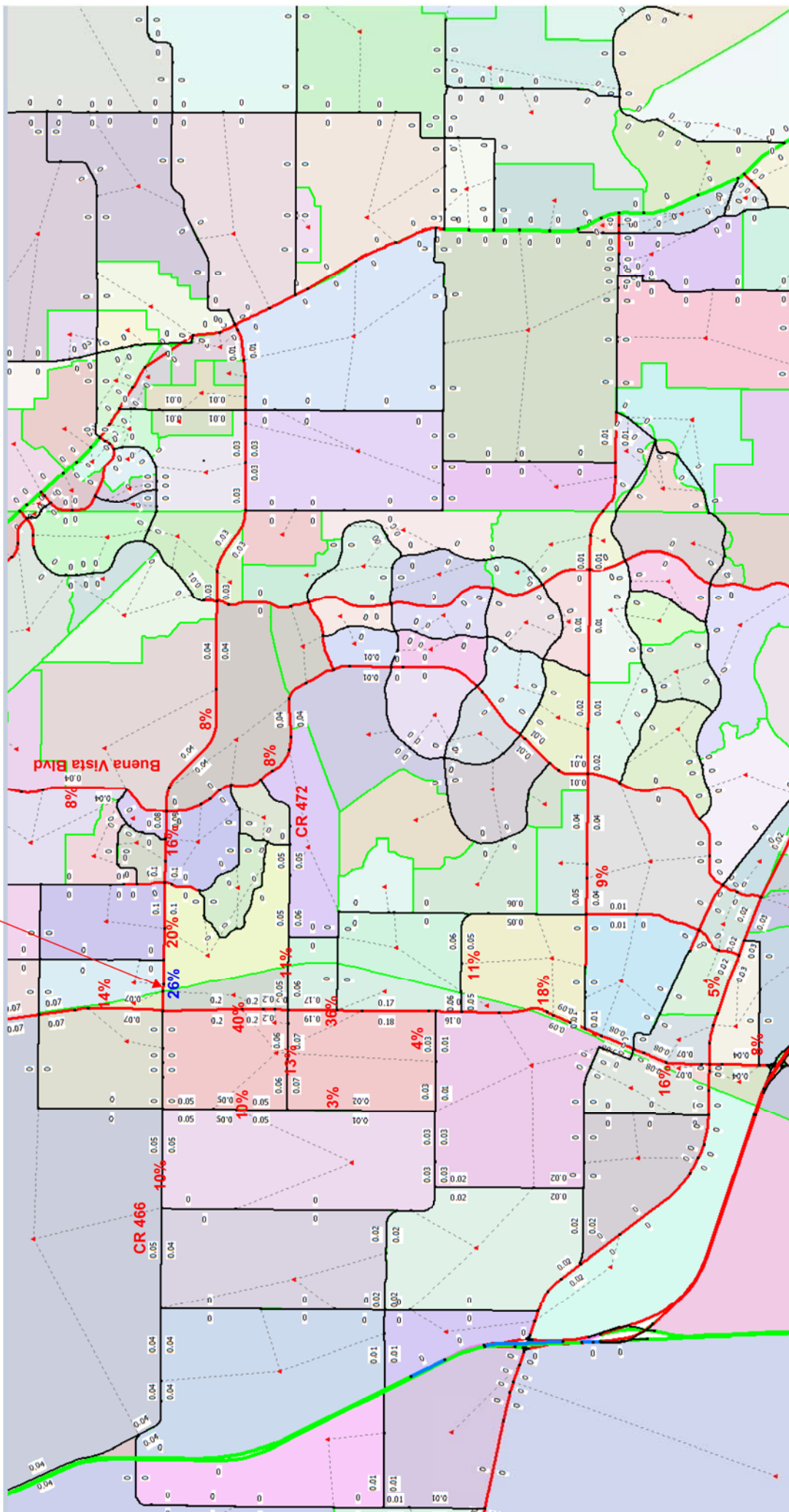
Oxford Crossing	##
Twisted Oaks	##
Keys at Wildwood I	##
Keys at Wildwood II	##
Wildwood Storage	##
Oxford Residential	N/A
Stonegate Lakeside	##
Landing	##
Dairy Queen	##
Total	##

Appendix I

Trip Distribution

Calculations

ESTIMATE



Appendix J

Straight Line Diagram

Appendix K

Synchro and HCS

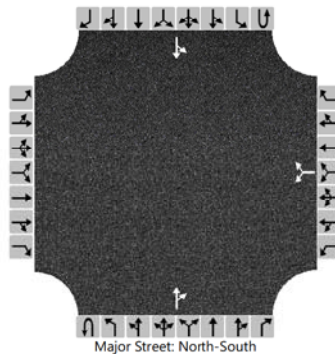
Reports

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

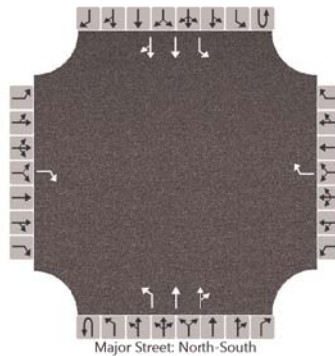
Flow Rate, v (veh/h)						65								53		
Capacity, c (veh/h)						808								1400		
v/c Ratio						0.08								0.04		
95% Queue Length, Q ₉₅ (veh)						0.3								0.1		
Control Delay (s/veh)						9.8								7.7		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.8								2.6			
Approach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

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Deborah Cueva	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 ₉₅ (veh)				0.0				0.1		0.2				0.1		
Control Delay (s/veh)				11.3				11.5		14.7				13.2		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.3				11.5				0.3				0.3			
Approach LOS	B				B											

AM Existing
3: US 301 & E County Rd 462

11/29/2022

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

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

Synchro 11 Report
Page 5

AM Existing
3: US 301 & E County Rd 462

11/29/2022



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

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 65.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 15.6

Intersection LOS: B

Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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

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

11/29/2022

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

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

Synchro 11 Report
Page 7

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

11/29/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 61

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 15.6

Intersection LOS: B

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

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

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

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

11/29/2022

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

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

Synchro 11 Report
Page 9

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

11/29/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 145.7

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 47.5

Intersection LOS: D

Intersection Capacity Utilization 83.2%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

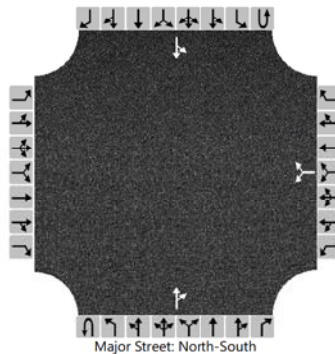
 Ø1	 Ø2	 Ø3	 Ø4
37.3 s	73.3 s	26.8 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
36.9 s	73.7 s	45.7 s	41.1 s

PM Existing

HCS7 Two-Way Stop-Control Report

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

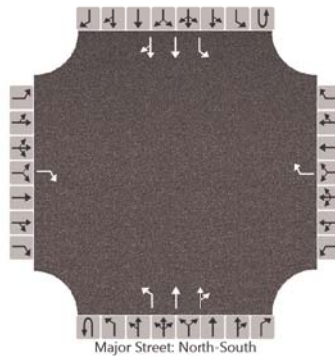
General Information

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

Site Information

Intersection	US HWY 301 @ CR 110
Jurisdiction	Alachua County
East/West Street	CR 110
North/South Street	US HWY 301
Peak Hour Factor	0.96
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)				4				17	17	2	1242	15	8	9	822	2
Percent Heavy Vehicles (%)				0				0	2	2			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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

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

11/28/2022



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

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 74.1

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 21.4

Intersection LOS: C

Intersection Capacity Utilization 62.3%

ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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

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

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

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 75

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 17.5

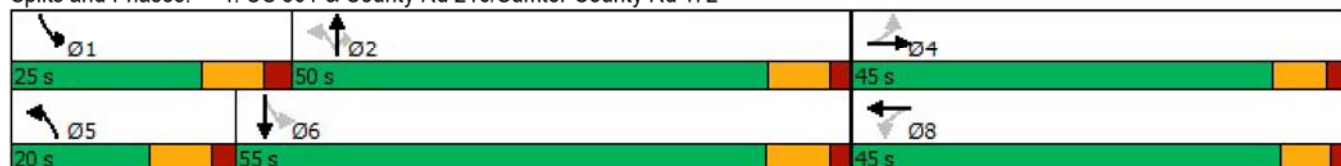
Intersection LOS: B

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

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



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

11/28/2022

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

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

Synchro 11 Report
Page 9

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

11/28/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 136.1

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 50.3

Intersection LOS: D

Intersection Capacity Utilization 83.9%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

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

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

Synchro 11 Report
Page 10

AM Background

HCS7 Two-Way Stop-Control Report

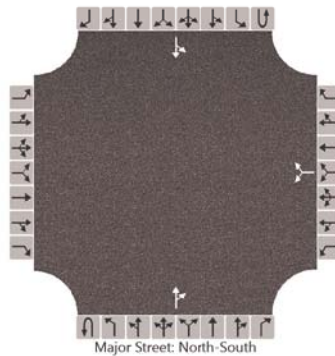
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

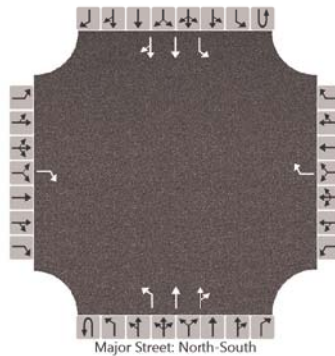
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

AM Background
3: US 301 & E County Rd 462

11/29/2022

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

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

Synchro 11 Report
Page 5

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

AM Background

3: US 301 & E County Rd 462

11/29/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 97

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 28.7

Intersection LOS: C

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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



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

AM Background

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

11/29/2022

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

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

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 75.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 20.4

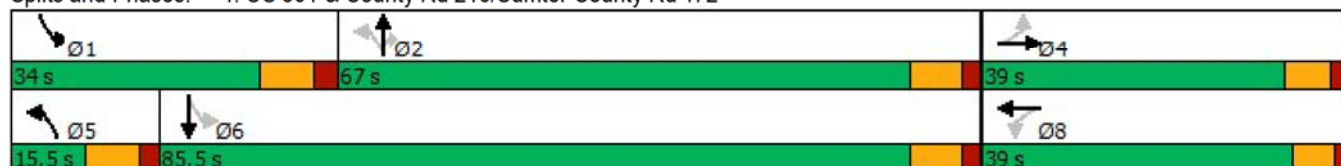
Intersection LOS: C

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15

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



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
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

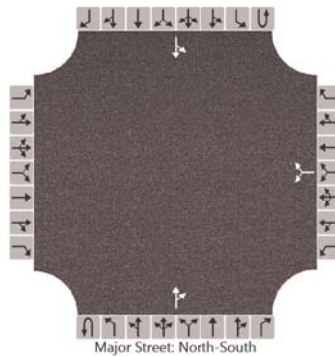
General Information

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

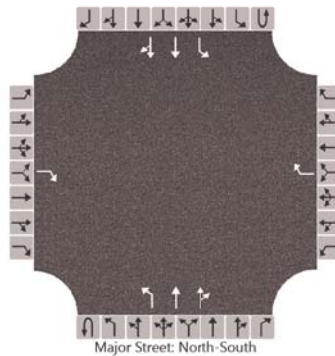
Flow Rate, v (veh/h)						162								54		
Capacity, c (veh/h)						736								1375		
v/c Ratio						0.22								0.04		
95% Queue Length, Q ₉₅ (veh)						0.8								0.1		
Control Delay (s/veh)						11.3								7.7		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					11.3								2.7		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

HCS7 Two-Way Stop-Control Report

General Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

PM Background
3: US 301 & E County Rd 462

11/29/2022

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

PM Background 2:44 pm 07/06/2022

Synchro 11 Report
Page 5

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

PM Background
3: US 301 & E County Rd 462

11/29/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 134.2

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 42.6

Intersection LOS: D

Intersection Capacity Utilization 77.5%

ICU Level of Service D

Analysis Period (min) 15

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

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



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

PM Background

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

11/29/2022

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

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

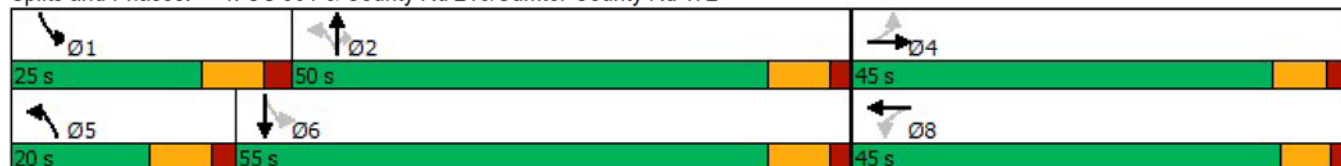
~ Volume exceeds capacity, queue is theoretically infinite.

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 & 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

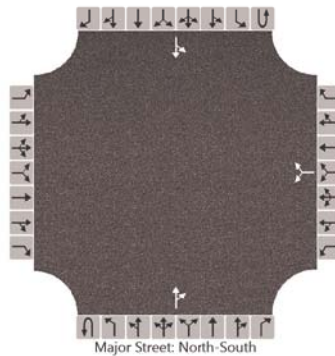
General Information

Analyst	Deborah Cueva
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	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)						21		60			140	43		55	117	
Percent Heavy Vehicles (%)						8		8						6		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

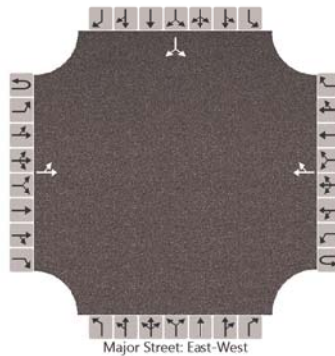
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS Two-Way Stop-Control Report

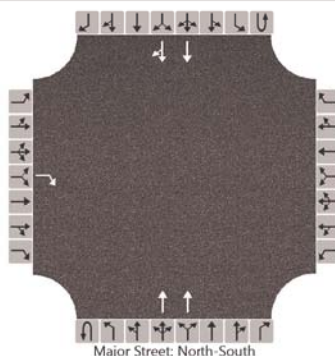
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS Two-Way Stop-Control Report

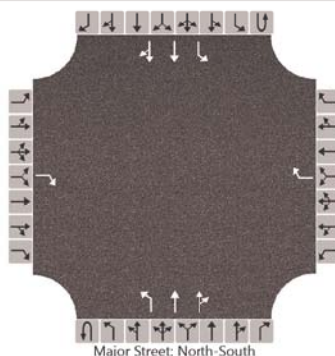
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

AM Buildout
3: US 301 & E County Rd 462

11/29/2022

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

AM Buildout 10:19 am 11/01/2022

Synchro 11 Report
Page 5

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

AM Buildout
3: US 301 & E County Rd 462

11/29/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 97

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 29.6

Intersection LOS: C

Intersection Capacity Utilization 69.3%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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



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

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

11/29/2022

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

AM Buildout 10:19 am 11/01/2022

Synchro 11 Report
Page 9

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

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

11/29/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 79.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 21.9

Intersection LOS: C

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15

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

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



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

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

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Future Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	1.00					0.98			
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	3433	1863	1583	1770	3539	1583	1752	3428	0
Flt Permitted	0.950			0.950			0.131			0.077		
Satd. Flow (perm)	1752	1845	1546	3427	1863	1583	244	3539	1558	142	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			136			295		11	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	304	354	253	237	337	167	325	1102	366	191	730	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	354	253	237	337	167	325	1102	366	191	857	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	26.8	41.1	41.1	45.7	60.0	60.0	37.3	73.7	73.7	36.9	73.3	
Total Split (%)	13.6%	20.8%	20.8%	23.2%	30.4%	30.4%	18.9%	37.3%	37.3%	18.7%	37.1%	
Maximum Green (s)	20.0	35.0	35.0	38.0	53.2	53.2	30.0	66.4	66.4	30.0	66.0	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

PM Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 13

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

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		23.0	23.0		20.0	20.0		19.0	19.0
Pedestrian Calls (#/hr)		1	1		0	0		2	2		0	0
Act Effct Green (s)	20.4	40.1	40.1	17.3	37.1	37.1	84.8	59.0	59.0	74.6	53.4	53.4
Actuated g/C Ratio	0.12	0.24	0.24	0.10	0.22	0.22	0.51	0.36	0.36	0.45	0.32	0.32
v/c Ratio	1.41	0.79	0.50	0.66	0.81	0.36	0.89	0.88	0.49	0.72	0.77	0.77
Control Delay	258.5	75.6	23.5	83.3	77.9	15.5	64.1	59.4	11.5	59.3	56.0	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	258.5	75.6	23.5	83.3	77.9	15.5	64.1	59.4	11.5	59.3	56.0	56.0
LOS	F	E	C	F	E	B	E	E	B	E	E	E
Approach Delay		122.1			65.6			50.5				56.6
Approach LOS		F			E			D				E
Queue Length 50th (ft)	~458	378	79	132	363	28	239	577	51	149	440	440
Queue Length 95th (ft)	#784	567	193	203	520	101	#501	#821	171	262	594	594
Internal Link Dist (ft)		5162			10565			5355				3884
Turn Bay Length (ft)	250		240	380		250	300		400	300		
Base Capacity (vph)	215	446	501	803	610	610	407	1446	811	368	1399	1399
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.79	0.50	0.30	0.55	0.27	0.80	0.76	0.45	0.52	0.61	0.61

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 165.7

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay: 68.9

Intersection LOS: E

Intersection Capacity Utilization 94.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

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

PM Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 14

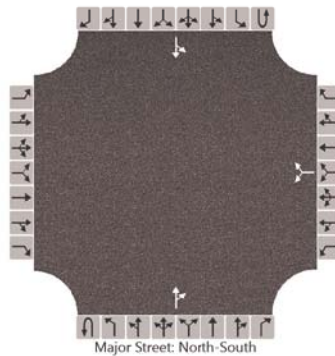
PM Build-out

HCS7 Two-Way Stop-Control Report

General Information

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

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						71		92			113	49		65	103	
Percent Heavy Vehicles (%)						2		2						7		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						177								71		
Capacity, c (veh/h)						718								1370		
v/c Ratio						0.25								0.05		
95% Queue Length, Q ₉₅ (veh)						1.0								0.2		
Control Delay (s/veh)						11.6								7.8		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					11.6								3.3			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

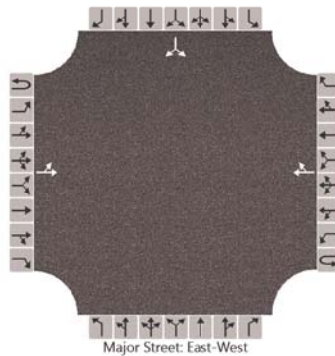
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		19	210				299	52						71		14
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21													92	
Capacity, c (veh/h)		1177													469	
v/c Ratio		0.02													0.20	
95% Queue Length, Q ₉₅ (veh)		0.1													0.7	
Control Delay (s/veh)		8.1													14.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.8												14.6			
Approach LOS													B			

HCS Two-Way Stop-Control Report

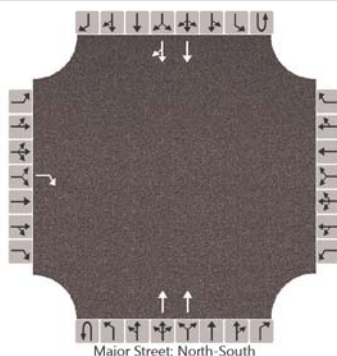
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration				R							T				T	TR
Volume (veh/h)				18							1779				1333	38
Percent Heavy Vehicles (%)				2												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				20												
Capacity, c (veh/h)				356												
v/c Ratio				0.05												
95% Queue Length, Q ₉₅ (veh)				0.2												
Control Delay (s/veh)				15.7												
Level of Service (LOS)				C												
Approach Delay (s/veh)	15.7															
Approach LOS	C															

HCS Two-Way Stop-Control Report

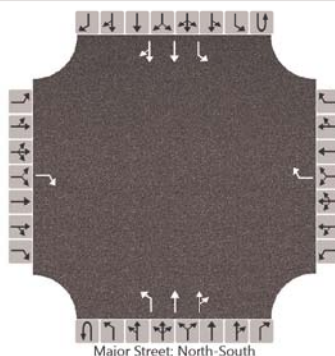
General Information

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

Site Information

Intersection	US HWY 301 @ CR 110
Jurisdiction	Alachua County
East/West Street	CR 110
North/South Street	US HWY 301
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	2	0	0	1	2	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				10				18	28	10	1449	17	9	10	959	31
Percent Heavy Vehicles (%)				0				0	2	2			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				10				19		40				20		
Capacity, c (veh/h)				510				351		362				219		
v/c Ratio				0.02				0.05		0.11				0.09		
95% Queue Length, Q ₉₅ (veh)				0.1				0.2		0.4				0.3		
Control Delay (s/veh)				12.2				15.8		16.2				23.1		
Level of Service (LOS)				B				C		C				C		
Approach Delay (s/veh)	12.2				15.8				0.4				0.4			
Approach LOS	B				C				A				A			

AM Buildout
3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	100	135	80	81	190	613	27	158	1239	32	295	1081
Future Volume (vph)	100	135	80	81	190	613	27	158	1239	32	295	1081
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	235		400	400		230		190		0	320	
Storage Lanes	2		1	1		2		2		0	2	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	0.95	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.996			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	1719	1863	2707	0	3417	3424	0	3367	3471
Flt Permitted	0.950			0.588				0.950			0.950	
Satd. Flow (perm)	3433	3539	1583	1064	1863	2707	0	3417	3424	0	3367	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			120			403			2			
Link Speed (mph)		30			40				45			45
Link Distance (ft)		2474			2616				2521			5356
Travel Time (s)		56.2			44.6				38.2			81.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.84	0.92	0.84	0.84	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	2%	5%	5%	2%	5%	5%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Adj. Flow (vph)	109	147	87	92	207	697	32	172	1475	38	311	1138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	147	87	92	207	697	0	204	1513	0	311	1138
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	Prot	NA		Prot	NA
Protected Phases	3	8		7	4		1	1	6		5	2
Permitted Phases			8	4		4						
Detector Phase	3	8	8	7	4	4	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0
Minimum Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	11.0	11.0	34.0		11.0	25.0
Total Split (s)	15.0	27.0	27.0	20.0	32.0	32.0	24.0	24.0	74.0		24.0	74.0
Total Split (%)	10.3%	18.6%	18.6%	13.8%	22.1%	22.1%	16.6%	16.6%	51.0%		16.6%	51.0%
Maximum Green (s)	9.0	21.0	21.0	14.0	26.0	26.0	18.0	18.0	67.0		18.0	67.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	7.0		6.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0

PM Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 5

AM Buildout
3: US 301 & E County Rd 462

11/29/2022

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 Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 6

AM Buildout
3: US 301 & E County Rd 462

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	Min		None	Min
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		26.0	26.0		26.0	26.0			20.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	8.5	19.9	19.9	33.2	22.3	22.3		13.6	64.0		16.5	66.9
Actuated g/C Ratio	0.06	0.15	0.15	0.24	0.16	0.16		0.10	0.47		0.12	0.49
v/c Ratio	0.51	0.28	0.26	0.30	0.68	0.89		0.60	0.94		0.77	0.67
Control Delay	73.2	55.0	5.3	42.1	66.7	38.5		67.9	47.8		72.7	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	73.2	55.0	5.3	42.1	66.7	38.5		67.9	47.8		72.7	29.7
LOS	E	D	A	D	E	D		E	D		E	C
Approach Delay		48.2			44.7				50.2			36.6
Approach LOS		D			D				D			D
Queue Length 50th (ft)	52	64	0	66	183	163		97	712		148	420
Queue Length 95th (ft)	86	101	23	112	273	240		137	735		202	527
Internal Link Dist (ft)		2394			2536				2441			5276
Turn Bay Length (ft)	235		400	400		230		190			320	
Base Capacity (vph)	229	568	354	349	358	846		455	1700		448	1775
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.48	0.26	0.25	0.26	0.58	0.82		0.45	0.89		0.69	0.64

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 136.6

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 44.3

Intersection LOS: D

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

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

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



Lane Group	SBR
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	66.9
Actuated g/C Ratio	0.49
v/c Ratio	0.12
Control Delay	3.2
Queue Delay	0.0
Total Delay	3.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	865
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12
Intersection Summary	

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

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	126	61	94	90	74	195	155	1447	123	11	219	999
Future Volume (vph)	126	61	94	90	74	195	155	1447	123	11	219	999
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	200		0	400		0	380		400		380	
Storage Lanes	1		0	1		0	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor												
Frt		0.909			0.891				0.850			0.984
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1687	1614	0	1641	1539	0	1752	3505	1568	0	1753	3449
Flt Permitted	0.340			0.631			0.117				0.083	
Satd. Flow (perm)	604	1614	0	1090	1539	0	216	3505	1568	0	153	3449
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		67			116				127			13
Link Speed (mph)		40			45			55				55
Link Distance (ft)		5272			10370			3976				1158
Travel Time (s)		89.9			157.1			49.3				14.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.92	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	3%	3%	3%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	135	66	101	102	84	222	161	1507	128	12	246	1122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	167	0	102	306	0	161	1507	128	0	258	1259
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	5.0	16.0
Minimum Split (s)	45.5	45.5		45.5	45.5		12.7	30.5	30.5	13.1	13.1	30.6
Total Split (s)	45.0	45.0		45.0	45.0		20.0	50.0	50.0	25.0	25.0	55.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		16.7%	41.7%	41.7%	20.8%	20.8%	45.8%
Maximum Green (s)	37.5	37.5		38.3	38.3		12.3	42.5	42.5	16.9	16.9	47.4
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	5.6
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5		8.1	7.6
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

PM Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 9

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	122
Future Volume (vph)	122
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.89
Growth Factor	100%
Heavy Vehicles (%)	3%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	137
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	

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

11/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)	31.0	31.0		31.0	31.0			16.0	16.0			16.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0			0
Act Effct Green (s)	23.8	23.8		24.6	24.6		52.9	43.1	43.1		62.3	48.0
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.50	0.41	0.41		0.59	0.46
v/c Ratio	0.99	0.40		0.40	0.68		0.63	1.05	0.18		0.82	0.79
Control Delay	116.7	22.6		38.2	29.9		29.5	69.9	5.2		47.7	30.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	116.7	22.6		38.2	29.9		29.5	69.9	5.2		47.7	30.6
LOS	F	C		D	C		C	E	A		D	C
Approach Delay		64.7			32.0			61.7				33.5
Approach LOS		E			C			E				C
Queue Length 50th (ft)	92	57		59	119		41	~607	0		116	372
Queue Length 95th (ft)	#196	115		106	202		130	#891	42		#283	#607
Internal Link Dist (ft)		5192			10290			3896				1078
Turn Bay Length (ft)	200			400			380		400		380	
Base Capacity (vph)	218	626		402	641		296	1437	717		353	1599
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.62	0.27		0.25	0.48		0.54	1.05	0.18		0.73	0.79

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 105

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 48.3

Intersection LOS: D

Intersection Capacity Utilization 100.4%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

25 s	50 s	45 s
20 s	55 s	45 s



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

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

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Future Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	1.00					0.98			
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	3433	1863	1583	1770	3539	1583	1752	3428	0
Flt Permitted	0.950			0.950			0.131			0.077		
Satd. Flow (perm)	1752	1845	1546	3427	1863	1583	244	3539	1558	142	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			136			295		11	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	304	354	253	237	337	167	325	1102	366	191	730	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	354	253	237	337	167	325	1102	366	191	857	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	26.8	41.1	41.1	45.7	60.0	60.0	37.3	73.7	73.7	36.9	73.3	
Total Split (%)	13.6%	20.8%	20.8%	23.2%	30.4%	30.4%	18.9%	37.3%	37.3%	18.7%	37.1%	
Maximum Green (s)	20.0	35.0	35.0	38.0	53.2	53.2	30.0	66.4	66.4	30.0	66.0	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

PM Buildout 10:56 am 11/01/2022

Synchro 11 Report
Page 13

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

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		23.0	23.0		20.0	20.0		19.0	19.0
Pedestrian Calls (#/hr)		1	1		0	0		2	2		0	0
Act Effct Green (s)	20.4	40.1	40.1	17.3	37.1	37.1	84.8	59.0	59.0	74.6	53.4	53.4
Actuated g/C Ratio	0.12	0.24	0.24	0.10	0.22	0.22	0.51	0.36	0.36	0.45	0.32	0.32
v/c Ratio	1.41	0.79	0.50	0.66	0.81	0.36	0.89	0.88	0.49	0.72	0.77	0.77
Control Delay	258.5	75.6	23.5	83.3	77.9	15.5	64.1	59.4	11.5	59.3	56.0	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	258.5	75.6	23.5	83.3	77.9	15.5	64.1	59.4	11.5	59.3	56.0	56.0
LOS	F	E	C	F	E	B	E	E	B	E	E	E
Approach Delay	122.1			65.6			50.5			56.6		
Approach LOS	F			E			D			E		
Queue Length 50th (ft)	~458	378	79	132	363	28	239	577	51	149	440	440
Queue Length 95th (ft)	#784	567	193	203	520	101	#501	#821	171	262	594	594
Internal Link Dist (ft)	5162			10565			5355			3884		
Turn Bay Length (ft)	250		240	380		250	300		400	300		
Base Capacity (vph)	215	446	501	803	610	610	407	1446	811	368	1399	1399
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.79	0.50	0.30	0.55	0.27	0.80	0.76	0.45	0.52	0.61	0.61

Intersection Summary

Area Type: Other

Cycle Length: 197.4

Actuated Cycle Length: 165.7

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay: 68.9

Intersection LOS: E

Intersection Capacity Utilization 94.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

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

PM Build-out with Improvements

PM Buildout with Timing Improvements
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	126	61	94	90	74	195	155	1447	123	11	219	999
Future Volume (vph)	126	61	94	90	74	195	155	1447	123	11	219	999
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	475		0	400		0	450		400		380	
Storage Lanes	1		0	1		0	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor												
Frt		0.909			0.891				0.850			0.984
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1687	1614	0	1641	1539	0	1752	3505	1568	0	1753	3449
Flt Permitted	0.337			0.614			0.141				0.067	
Satd. Flow (perm)	598	1614	0	1061	1539	0	260	3505	1568	0	124	3449
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		61			106				128			16
Link Speed (mph)		40			45			55				55
Link Distance (ft)		5272			10370			3976				1158
Travel Time (s)		89.9			157.1			49.3				14.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.92	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	3%	3%	3%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	135	66	101	102	84	222	161	1507	128	12	246	1122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	167	0	102	306	0	161	1507	128	0	258	1259
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	5.0	16.0
Minimum Split (s)	45.5	45.5		45.5	45.5		12.7	30.5	30.5	13.1	13.1	30.6
Total Split (s)	37.0	37.0		37.0	37.0		15.0	61.0	61.0	22.0	22.0	68.0
Total Split (%)	30.8%	30.8%		30.8%	30.8%		12.5%	50.8%	50.8%	18.3%	18.3%	56.7%
Maximum Green (s)	29.5	29.5		30.3	30.3		7.3	53.5	53.5	13.9	13.9	60.4
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	5.6
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5		8.1	7.6
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

PM Buildout Timing Imp 11:55 am 11/29/2022

Synchro 11 Report
Page 9

PM Buildout with Timing Improvements
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	122
Future Volume (vph)	122
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.89
Growth Factor	100%
Heavy Vehicles (%)	3%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	137
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	

PM Buildout with Timing Improvements
4: US 301 & County Rd 216/Sumter County Rd 472

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)	31.0	31.0		31.0	31.0			16.0	16.0			16.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0			0
Act Effct Green (s)	27.8	27.8		28.6	28.6		59.6	52.5	52.5		72.8	59.4
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.51	0.45	0.45		0.62	0.51
v/c Ratio	0.96	0.39		0.40	0.67		0.72	0.96	0.17		0.96	0.72
Control Delay	110.2	26.5		42.6	34.0		32.5	47.4	3.9		78.1	25.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	110.2	26.5		42.6	34.0		32.5	47.4	3.9		78.1	25.3
LOS	F	C		D	C		C	D	A		E	C
Approach Delay		63.9			36.2			42.9				34.3
Approach LOS		E			D			D				C
Queue Length 50th (ft)	102	67		66	140		48	585	0		150	383
Queue Length 95th (ft)	#230	132		118	233		#100	#754	35		#316	458
Internal Link Dist (ft)		5192			10290			3896				1078
Turn Bay Length (ft)	475			400			450		400		380	
Base Capacity (vph)	151	452		274	476		225	1601	786		270	1787
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.89	0.37		0.37	0.64		0.72	0.94	0.16		0.96	0.70

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 117.3

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 40.6

Intersection LOS: D

Intersection Capacity Utilization 100.4%

ICU Level of Service G

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

 Ø1	 Ø2	 Ø4
22 s	61 s	37 s
 Ø5	 Ø6	 Ø8
15 s	68 s	37 s



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

PM Buildout with Timing Improvements
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Future Volume (vph)	283	329	235	220	313	155	302	1025	340	178	679	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		240	380		250	300		400	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	1.00					0.98	1.00		
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	3433	1863	1583	1770	3539	1583	1752	3428	0
Flt Permitted	0.950			0.950			0.093			0.113		
Satd. Flow (perm)	1752	1845	1547	3429	1863	1583	173	3539	1560	208	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253			257			366		14	
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		5242			10645			5435			3964	
Travel Time (s)		102.1			161.3			82.3			60.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	304	354	253	237	337	167	325	1102	366	191	730	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	354	253	237	337	167	325	1102	366	191	857	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4	6		6	2		
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	15.7	39.1	39.1	15.7	36.8	36.8	13.3	34.3	34.3	16.9	33.3	
Total Split (s)	33.0	48.0	48.0	20.0	35.0	35.0	29.0	54.0	54.0	18.0	43.0	
Total Split (%)	23.6%	34.3%	34.3%	14.3%	25.0%	25.0%	20.7%	38.6%	38.6%	12.9%	30.7%	
Maximum Green (s)	26.2	41.9	41.9	12.3	28.2	28.2	21.7	46.7	46.7	11.1	35.7	
Yellow Time (s)	4.1	4.1	4.1	4.8	4.8	4.8	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.7	2.0	2.0	2.9	2.0	2.0	2.2	2.2	2.2	2.1	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.1	6.1	7.7	6.8	6.8	7.3	7.3	7.3	6.9	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

PM Buildout Timing Imp 11:55 am 11/29/2022

Synchro 11 Report
Page 13

PM Buildout with Timing Improvements
5: US 301 & Country Rd 466/County Rd 466

11/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
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%

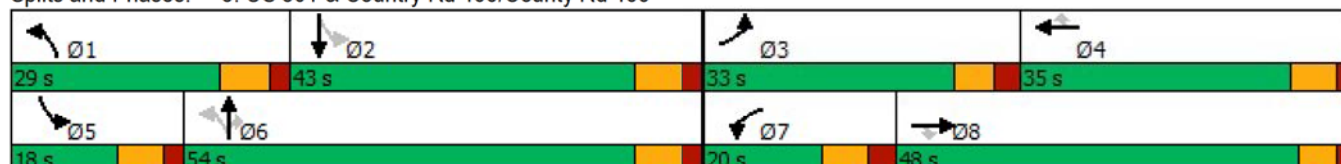
ICU Level of Service F

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

2. The proposed work at the US 301/C 462 intersection will be generally per the Traffic Impact Analysis for Twisted Oak Pointe, prepared by Traffic and Mobility Consultants. The proposed work includes the following:
 - a. Addition of a second southbound left-turn lane.
 - b. Addition of a southbound right-turn lane.
 - c. Addition of a second northbound left-turn lane and extension of the existing northbound left-turn lane.
 - d. Addition of an eastbound through lane on C 462 and re-striping of existing travel lanes.
 - e. Replacement of existing signal strain poles with traffic signal mast arms.
 - f. The proposed work will also include the addition of a directional median at the intersection of C 462E and US 301.
 - g. The work will connect to the developer driven improvements on the west side of the intersection of US 301 and C 462.
 - h. In addition to the improvements detailed in the TIA, the work will include the design of a single or dual westbound right turn lane(s).

Appendix M Roadway Segment Level of Service Analysis Documentatoin

COUNTY: 18
STATION: 0210
DESCRIPTION: ON US-301, 0.100 MI. S OF CR-466 (RVL)
START DATE: 07/14/2021
START TIME: 0430

TIME	DIRECTION: N				TOTAL	DIRECTION: S				TOTAL	COMBINED TOTAL	
	1ST	2ND	3RD	4TH		1ST	2ND	3RD	4TH			
0000	23	22	18	24	87	22	22	18	14	76	163	
0100	14	17	13	15	59	7	15	15	9	46	105	
0200	15	13	14	12	54	12	10	11	12	45	99	
0300	10	10	10	12	42	19	15	21	18	73	115	
0400	13	13	23	29	78	29	27	29	53	138	216	
0500	37	26	54	43	160	70	103	128	139	440	600	
0600	91	90	121	129	431	170	186	222	221	799	1230	
0700	159	215	205	248	827	208	222	248	216	894	1721	
0800	225	188	224	236	873	192	198	205	158	753	1626	
0900	176	199	224	196	795	196	166	170	172	704	1499	
1000	212	186	241	241	880	194	168	208	206	776	1656	
1100	230	233	249	245	957	209	233	213	184	839	1796	
1200	264	257	266	234	1021	193	260	196	212	861	1882	
1300	251	249	279	281	1060	232	183	188	147	750	1810	
1400	246	274	280	284	1084	224	201	203	276	904	1988	
1500	308	301	299	294	1202	263	244	261	219	987	2189	
1600	314	346	253	318	1231	213	188	176	208	785	2016	
1700	318	367	314	266	1265	218	202	210	168	798	2063	
1800	274	209	176	151	810	199	148	153	138	638	1448	
1900	133	170	117	110	530	122	105	107	108	442	972	
2000	90	113	98	81	382	121	118	112	87	438	820	
2100	83	73	84	73	313	74	67	70	61	272	585	
2200	60	49	43	40	192	52	30	32	28	142	334	
2300	32	39	30	26	127	32	36	17	23	108	235	
24-HOUR TOTALS:					14460						12708	27168

PEAK VOLUME INFORMATION			
DIRECTION: N		DIRECTION: S	
HOUR	VOLUME	HOUR	VOLUME
A.M.			
715	893		
P.M.			
1645	1317		
DAILY	1317		
		COMBINED DIRECTIONS	
		HOUR	VOLUME
		715	1771
		1445	2236
		1445	2236

COUNTY: 18
STATION: 0210
DESCRIPTION: ON US-301, 0.100 MI. S OF CR-466 (RVL)
START DATE: 07/15/2021
START TIME: 0430

TIME	DIRECTION: N				TOTAL	DIRECTION: S				TOTAL	COMBINED TOTAL	
	1ST	2ND	3RD	4TH		1ST	2ND	3RD	4TH			
0000	21	27	21	23	92	16	20	19	21	76	168	
0100	19	20	13	16	68	19	12	19	25	75	143	
0200	16	9	17	9	51	20	14	15	10	59	110	
0300	8	12	8	14	42	14	19	14	27	74	116	
0400	11	16	32	34	93	29	37	53	45	164	257	
0500	27	46	42	65	180	73	109	121	128	431	611	
0600	54	82	136	127	399	160	182	209	224	775	1174	
0700	165	216	216	205	802	197	237	278	262	974	1776	
0800	239	213	196	188	836	183	194	204	256	837	1673	
0900	205	185	207	218	815	183	193	191	188	755	1570	
1000	218	269	254	237	978	185	172	198	191	746	1724	
1100	190	244	272	248	954	184	190	212	234	820	1774	
1200	240	273	264	257	1034	231	159	240	250	880	1914	
1300	244	223	288	257	1012	212	198	235	238	883	1895	
1400	293	286	315	265	1159	221	219	213	215	868	2027	
1500	304	266	305	290	1165	210	216	228	236	890	2055	
1600	357	289	318	312	1276	269	238	238	229	974	2250	
1700	315	359	255	257	1186	200	232	254	222	908	2094	
1800	273	229	178	187	867	237	178	163	137	715	1582	
1900	160	175	140	150	625	181	171	156	112	620	1245	
2000	128	120	108	101	457	152	104	109	81	446	903	
2100	86	94	94	96	370	140	112	77	75	404	774	
2200	67	62	51	43	223	82	50	44	48	224	447	
2300	58	58	43	41	200	49	40	31	17	137	337	
24-HOUR TOTALS:												
					14884						13735	28619

PEAK VOLUME INFORMATION			
DIRECTION: N		DIRECTION: S	
HOUR	VOLUME	HOUR	VOLUME
A.M.			
715	876		974
P.M.			
1630	1304		981
DAILY	1304		981

USED FOR ROADWAY SEGMENT US 301 from C - 472 to C - 466

Station 0210 Average = (2,236 + 2,250) / 2 = 2,243

COUNTY: 18
STATION: 0002
DESCRIPTION: ON US-301, 0.025 MI. N OF CR-272
START DATE: 07/27/2021
START TIME: 0415

DIRECTION: N					DIRECTION: S					COMBINED	
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	19	24	8	18	69	11	14	7	8	40	109
0100	23	13	15	18	69	16	10	13	14	53	122
0200	13	5	19	13	50	16	13	12	16	57	107
0300	13	10	7	19	49	11	13	18	23	65	114
0400	16	17	17	33	83	22	27	35	46	130	213
0500	26	38	48	46	158	55	85	116	132	388	546
0600	70	80	94	133	377	136	168	176	227	707	1084
0700	141	177	186	190	694	200	242	281	275	998	1692
0800	163	153	188	138	642	205	222	222	225	874	1516
0900	148	169	165	166	648	162	165	199	154	680	1328
1000	194	185	226	217	822	210	211	231	226	878	1700
1100	209	180	196	199	784	167	201	190	203	761	1545
1200	210	178	190	191	769	169	209	197	221	796	1565
1300	176	195	212	201	784	170	213	172	195	750	1534
1400	197	193	205	211	806	173	196	190	201	760	1566
1500	200	210	227	222	859	190	188	191	187	756	1615
1600	244	258	233	226	961	193	189	147	198	727	1688
1700	282	293	230	249	1054	182	184	185	168	719	1773
1800	214	123	135	124	596	151	135	109	99	494	1090
1900	128	86	88	96	398	102	80	103	76	361	759
2000	66	70	63	78	277	72	59	69	59	259	536
2100	80	52	44	32	208	42	47	46	31	166	374
2200	42	40	27	42	151	42	40	26	18	126	277
2300	27	31	22	11	91	28	22	17	17	84	175
24-HOUR TOTALS:					11399						11629 23028

PEAK VOLUME INFORMATION					COMBINED DIRECTIONS				
DIRECTION: N		DIRECTION: S			DIRECTION: S		DIRECTIONS		
HOUR	VOLUME	HOUR	VOLUME		HOUR	VOLUME	HOUR	VOLUME	
A.M.	715	716	1003		715	1719			
P.M.	1700	1054	801		1645	1780			
DAILY	1700	1054	1003		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
N	35	6705	3026	111	698	122	68	208	363	52	8	0	3	0
S	61	8964	1494	108	424	95	19	135	296	22	1	0	4	0
														15 TOTTRK TOTVOL
														0 1633 11399
														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	179	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	198	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	282	228	206	269	896	2046	
1700	353	297	247	194	1091	193	158	184	141	765	1856	
1800	195	165	139	109	608	145	153	111	80	489	1097	
1900	123	120	91	92	426	86	76	81	81	324	750	
2000	72	79	81	60	292	76	69	53	51	249	541	
2100	65	56	51	38	210	53	38	43	30	164	374	
2200	43	36	37	29	145	44	34	25	15	118	263	
2300	27	30	17	17	91	26	39	22	14	101	192	
24-HOUR TOTALS:					11499						11557	23056

DIRECTION: N				DIRECTION: S			
PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION	PEAK VOLUME INFORMATION
HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	669	715	715	990	715	1654
P.M.	1630	1313	1615	1615	985	1615	2238
DAILY	1630	1313	715	715	990	1615	2238

TRUCK PERCENTAGE 14.07 9.65 11.85

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	25	6829	3027	96	682	144	58	234	368	33	3	0	0	0	0	1618
S	50	9019	1371	95	396	114	22	172	291	19	1	4	1	0	2	1115

GENERATED BY SPS 5.0.55P

USED FOR ROADWAY SEGMENT US 301 from
C - 462 N to CR 222

Station 0002 Average =
(1,780 + 2,238) / 2 = 2,009

USED FOR ROADWAY SEGMENT US 301 from
CR 222 to C - 472

Station 0210 and 0002 Average =
(2,243 + 2,009) / 2 = 2,126

Posted on January 16, 2015

Segment ID	Roadname	FROM	TO	NUMBER OF LANES	AREA TYPE	MAINTAINING AGENCY	JURISDICTION	FUNCTIONAL CLASSIFICATION	TDOT STANDARD CAPACITY	LOS	EVACUATION ROUTE	LOS CORE	2045 LEVEL OF SERVICE													
													A	B	C	D	E	AUDT	PM PEAK HOUR	EBR&B	V/C RATIO	LOS	WBSB	V/C RATIO	LOS	
60000	BAILEY TRL	BUENA VISTA BLVD	SUNSET RIDGE DR	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	10,420	1,199	633	0.04	D	564	0.84	D	
60001	BAILEY TRL	ST CHARLES PLACE	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60002	BAILEY TRL	BASSINGER CT	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60003	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60004	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60005	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60006	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60007	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60008	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60009	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60010	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60011	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60012	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60013	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60014	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60015	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60016	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60017	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60018	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60019	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60020	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60021	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60022	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60023	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60024	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60025	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60026	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60027	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60028	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60029	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60030	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60031	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60032	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60033	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60034	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60035	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60036	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60037	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60038	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60039	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60040	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60041	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60042	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60043	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60044	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60045	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60046	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60047	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60048	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60049	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60050	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60051	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60052	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60053	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60054	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60055	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60056	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60057	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	25C	0	0	333	675	220	9,630	624	472	0.70	D	11	0.02	C	
60058	BAILEY TRL	BAILEY TRL	BAILEY TRL	2U	U	COUNTY</																				

Segment ID	ROADNAME	FROM	TO	NUMBER OF LANES	AREA TYPE	MAINTAINING AGENCY	JURISDICTION	FUNCTIONAL CLASSIFICATION	FDOT LOS STANDARD	LOS CAPACITY	EVACUATION ROUTE	LOS CORE	2045 LEVEL OF SERVICE												
													A	B	C	D	E	ADT	PM HOURLY TOTAL	FSRB	V/C RATIO	LOS	WBSB	V/C RATIO	LOS
SR 471	SR 471	WALK COUNTY BOUNDARY	SR 50	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	71	0.17	B
SR 50	SR 50	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	141	0.33	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	369	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	471	1.10	D
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	508	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	535	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	565	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	595	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	625	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	655	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	685	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	715	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	745	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	775	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	805	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	835	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	865	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	895	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	925	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	955	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	985	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1015	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1045	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1075	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1105	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1135	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1165	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1195	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1225	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1255	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1285	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1315	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1345	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1375	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1405	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1435	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1465	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1495	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1525	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1555	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1585	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1615	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1645	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1675	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1705	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1735	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1765	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1795	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1825	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1855	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1885	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1915	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1945	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	1975	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	2005	0.86	C
SR 471	SR 471	SR 721	SR 721	21	R	STATE	UNINCORPORATED SUMTER COUNTY	PRINCIPAL ARTERIAL	C	430	Y	2601	0	240	430	740	1,400	1,877	125	54	0.13	B	2035	0.86	C

Source: Sumter County 2014 Traffic Counts Program and FDOT 2013 Traffic Information DVD.

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas¹

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes				E	
2	Undivided	*	1,510	1,600	**	4	4,130	5,640	7,070	7,420	
4	Divided	*	3,420	3,580	**	6	6,200	8,450	10,510	11,150	
6	Divided	*	5,250	5,390	**	8	8,270	11,270	13,960	14,850	
8	Divided	*	7,090	7,210	**	10	10,350	14,110	17,310	18,580	
						12	11,600	16,550	20,950	23,200	
Class II (35 mph or slower posted speed limit)						US 301/SR 35					
Lanes	Median	B	C	D	E	Lanes				E	
2	Undivided	*	660	1,330	1,410	4	4,130	5,640	7,070	7,690	
4	Divided	*	1,310	2,920	3,040	6	6,200	8,450	10,510	11,530	
6	Divided	*	2,090	4,500	4,590	8	8,270	11,270	13,960	15,380	
8	Divided	*	2,880	6,060	6,130	10	10,350	14,110	17,310	19,220	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes					
Non-State Signalized Roadways						Present in Both Directions					
						+ 1,800					
Median & Turn Lane Adjustments						Ramp Metering					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		+ 5%					
2	Divided	Yes	No	+5%							
2	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+5%							
One-Way Facility Adjustment						UNINTERRUPTED FLOW HIGHWAYS					
Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	B	C	D	E
						2	Undivided	1,050	1,620	2,180	2,930
						4	Divided	3,270	4,730	5,960	6,780
						6	Divided	4,910	7,090	8,950	10,180
BICYCLE MODE ²						Uninterrupted Flow Highway Adjustments					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Lanes	Median	Exclusive left lanes	Adjustment factors		
Paved						2	Divided	Yes	+5%		
Shoulder/Bicycle						Multi	Undivided	Yes	-5%		
Lane Coverage						Multi	Undivided	No	-25%		
0-49%											
50-84%											
85-100%											
PEDESTRIAN MODE ²											
(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) ³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage											
0-84%											
85-100%											

¹Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

²Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

³Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
<https://www.fdot.gov/planning/systems/>

Committed Trips										
			Oxford Crossing	Twisted Oaks	The Keys at Wildwood I	The Keys at Wildwood II	Wildwood Storage Facility	Stonegate Lakeside Landing	DQ Grill and Chill	Total
CR 216	CR 209	US 301/SR 35							66	66
US 301/SR 35	CR 222	C - 472	373	26		29			30	458
US 301/SR 35	C - 472	C - 466	420	26		40	7		31	524
US 301/SR 35	C - 466	CR 204	187		68					255
Growth Rates										
Approach	Historical Growth Rate	Growth Rate Used	2024 Growth Factor (from TMC, TMC volumes from 2022)	2024 Growth Factor (from FDOT Online, volumes from 2021)						
US 301	5.86%	5.86%	1.117	1.176						
CR 216	N/A	2.00%	1.040	1.060						
US 301	6.57%	6.57%	1.131	1.197						
South US 301	9.09%	9.09%	1.182	1.273						

Appendix N

Signal Timings



EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

COORDINATION SETTINGS

Travel Direction

NBL

SBT/L

EBL

WBT

SBL

NBT

WBL

EBT

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func	Total Split	Dial 1 AVC	Dial 2/AM	Dial 3/PM
1		6	3.0	30	30	5.1	22				Lock	37.3			37.3
2		15	3.0	66	78	5.1	22	7	19	min	Non Lock	73.3	Cycle Length 179.2		73.3
3		8	3.0	20	14	4.1	27				Lock	26.8			26.8
4		8	3.0	35	80	4.8	20	7	23		Non Lock	41.8			60
5		10	3.0	30	44	4.8	21				Lock	36.9			36.9
6		15	3.0	47	46	5.1	2.2	7	20	min	Non Lock	54.3	Cycle Length 178		73.7
7		8	3.0	38	63	4.8	2.9				Lock	45.7			45.7
8		8	3.0	35	28	4.1	2.0	7	26		Non Lock	41.1			41.1

5003
INTERSECTION:
US 301 & CR 466

DATE: June 2019

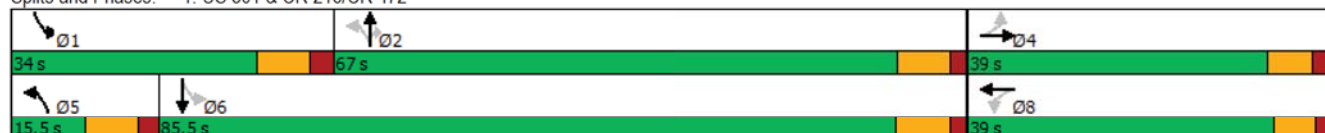
Off Set

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	39	95	183	71	235	88	871	292	268	890	77
Future Volume (vph)	110	39	95	183	71	235	88	871	292	268	890	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	116	41	100	193	75	247	93	917	307	282	937	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	141	0	193	322	0	93	917	307	282	1018	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	12.5	12.5		11.7	11.7		12.7	23.5	23.5	13.1	23.6	
Total Split (s)	39.0	39.0		39.0	39.0		15.5	67.0	67.0	34.0	85.5	
Total Split (%)	27.9%	27.9%		27.9%	27.9%		11.1%	47.9%	47.9%	24.3%	61.1%	
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5	8.1	7.6	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
v/c Ratio	0.53	0.26		0.51	0.56		0.38	0.78	0.49	0.83	0.71	
Control Delay	45.3	16.5		39.2	26.2		17.2	37.0	15.6	43.0	28.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	45.3	16.5		39.2	26.2		17.2	37.0	15.6	43.0	28.2	
Queue Length 50th (ft)	64	29		104	115		28	286	73	118	292	
Queue Length 95th (ft)	#168	97		227	262		50	396	163	223	358	
Internal Link Dist (ft)		2181			3932			7677			6422	
Turn Bay Length (ft)							430		114	430		
Base Capacity (vph)	219	544		376	575		251	1995	960	501	2583	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.53	0.26		0.51	0.56		0.37	0.46	0.32	0.56	0.39	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 105.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: US 301 & CR 216/CR 472



SIGNAL TIMINGS PROVIDED BY SUMTER COUNTY

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

2023 Volume Projection
Timing Plan: AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	110	39	95	183	71	235	88	871	292	268	890	77
Future Volume (veh/h)	110	39	95	183	71	235	88	871	292	268	890	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	116	41	91	193	75	231	93	917	274	282	937	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	4	4	4	3	3	3	3	3	3
Cap, veh/h	214	150	332	365	118	363	266	1178	525	346	1368	111
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.33	0.33	0.13	0.41	0.41
Sat Flow, veh/h	1048	505	1120	1238	397	1223	1767	3526	1572	1767	3302	268
Grp Volume(v), veh/h	116	0	132	193	0	306	93	917	274	282	500	513
Grp Sat Flow(s), veh/h/ln	1048	0	1624	1238	0	1621	1767	1763	1572	1767	1763	1807
Q Serve(g_s), s	10.3	0.0	6.0	13.5	0.0	15.7	3.3	22.4	13.4	9.5	22.2	22.2
Cycle Q Clear(g_c), s	26.0	0.0	6.0	19.5	0.0	15.7	3.3	22.4	13.4	9.5	22.2	22.2
Prop In Lane	1.00		0.69	1.00		0.75	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	214	0	482	365	0	481	266	1178	525	346	730	749
V/C Ratio(X)	0.54	0.00	0.27	0.53	0.00	0.64	0.35	0.78	0.52	0.81	0.68	0.68
Avail Cap(c_a), veh/h	249	0	535	416	0	547	320	2193	978	600	1436	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	25.8	33.2	0.0	29.2	20.4	28.7	25.7	20.6	22.9	22.9
Incr Delay (d2), s/veh	2.1	0.0	0.3	1.2	0.0	2.0	0.8	1.1	0.8	4.7	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	4.0	7.1	0.0	10.0	2.3	13.5	8.2	6.8	13.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	0.0	26.1	34.4	0.0	31.2	21.2	29.8	26.5	25.3	24.1	24.0
LnGrp LOS	D	A	C	C	A	C	C	C	C	C	C	C
Approach Vol, veh/h		248			499			1284			1295	
Approach Delay, s/veh		33.8			32.4			28.5			24.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.2	39.6		35.9	12.6	47.2		35.9				
Change Period (Y+Rc), s	* 8.1	* 7.6		* 7.5	* 7.7	7.6		* 7.5				
Max Green Setting (Gmax), s	* 26	* 60		* 32	* 7.8	77.9		* 32				
Max Q Clear Time (g_c+I1), s	11.5	24.4		28.0	5.3	24.2		21.5				
Green Ext Time (p_c), s	0.6	7.6		0.4	0.0	6.6		1.8				

Intersection Summary												
HCM 6th Ctrl Delay			27.8									
HCM 6th LOS			C									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

SIGNAL TIMINGS PROVIDED BY SUMTER COUNTY

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱	↱	↰	↱	↱
Traffic Volume (vph)	201	46	82	313	46	227	144	1007	287	275	1007	111
Future Volume (vph)	201	46	82	313	46	227	144	1007	287	275	1007	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	209	48	85	326	48	236	150	1049	299	286	1049	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	133	0	326	284	0	150	1049	299	286	1165	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	16.0	16.0	5.0	16.0	
Minimum Split (s)	12.5	12.5		11.7	11.7		12.7	23.5	23.5	13.1	23.6	
Total Split (s)	45.0	45.0		45.0	45.0		20.0	50.0	50.0	25.0	55.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		16.7%	41.7%	41.7%	20.8%	45.8%	
Yellow Time (s)	4.8	4.8		4.4	4.4		5.5	5.5	5.5	5.6	5.6	
All-Red Time (s)	2.7	2.7		2.3	2.3		2.2	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.5	7.5		6.7	6.7		7.7	7.5	7.5	8.1	7.6	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
v/c Ratio	0.89	0.25		0.89	0.45		0.64	0.87	0.47	0.89	0.83	
Control Delay	75.8	15.3		64.4	10.8		32.0	42.9	17.7	59.1	36.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	75.8	15.3		64.4	10.8		32.0	42.9	17.7	59.1	36.1	
Queue Length 50th (ft)	150	31		233	37		53	392	91	165	415	
Queue Length 95th (ft)	#289	79		#393	110		118	483	174	#333	518	
Internal Link Dist (ft)		2181			3932			7677			6422	
Turn Bay Length (ft)							430		114	430		
Base Capacity (vph)	276	613		431	703		271	1353	691	336	1515	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.76	0.22		0.76	0.40		0.55	0.78	0.43	0.85	0.77	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 110.8

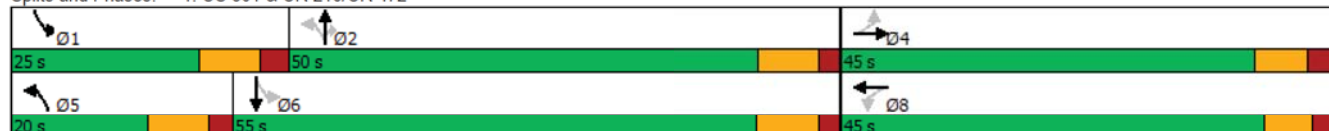
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: US 301 & CR 216/CR 472



SIGNAL TIMINGS PROVIDED BY SUMTER COUNTY

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

2023 Volume Projection
Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	46	82	313	46	227	144	1007	287	275	1007	111
Future Volume (veh/h)	201	46	82	313	46	227	144	1007	287	275	1007	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	209	48	76	326	48	220	150	1049	267	286	1049	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	3	3	3
Cap, veh/h	275	210	333	406	95	435	242	1184	528	314	1282	136
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.07	0.34	0.34	0.13	0.40	0.40
Sat Flow, veh/h	1085	637	1008	1247	287	1317	1753	3497	1560	1767	3217	340
Grp Volume(v), veh/h	209	0	124	326	0	268	150	1049	267	286	575	585
Grp Sat Flow(s),veh/h/ln	1085	0	1644	1247	0	1604	1753	1749	1560	1767	1763	1794
Q Serve(g_s), s	22.1	0.0	6.3	29.5	0.0	15.4	6.3	32.6	15.7	12.7	33.4	33.5
Cycle Q Clear(g_c), s	37.5	0.0	6.3	35.7	0.0	15.4	6.3	32.6	15.7	12.7	33.4	33.5
Prop In Lane	1.00		0.61	1.00		0.82	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	275	0	543	406	0	529	242	1184	528	314	703	715
V/C Ratio(X)	0.76	0.00	0.23	0.80	0.00	0.51	0.62	0.89	0.51	0.91	0.82	0.82
Avail Cap(c_a), veh/h	275	0	543	410	0	535	301	1294	577	345	727	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	27.9	40.8	0.0	31.0	26.2	35.9	30.3	28.9	30.8	30.8
Incr Delay (d2), s/veh	11.7	0.0	0.2	10.9	0.0	0.8	2.6	7.3	0.8	25.9	7.1	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	0.0	4.4	15.0	0.0	9.8	4.7	20.1	9.5	11.5	20.6	20.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.0	28.1	51.7	0.0	31.7	28.8	43.2	31.1	54.7	37.9	37.9
LnGrp LOS	E	A	C	D	A	C	C	D	C	D	D	D
Approach Vol, veh/h	333				594		1466				1446	
Approach Delay, s/veh	46.7				42.7		39.5				41.2	
Approach LOS	D				D		D				D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	23.0	46.5	45.4		16.1	53.4	45.4					
Change Period (Y+Rc), s	* 8.1	* 7.6	* 7.5		* 7.7	7.6	* 7.5					
Max Green Setting (Gmax), s	* 17	* 43	* 38		* 12	47.4	* 38					
Max Q Clear Time (g_c+I1), s	14.7	34.6	39.5		8.3	35.5	37.7					
Green Ext Time (p_c), s	0.2	4.3	0.0		0.1	5.2	0.2					
Intersection Summary												
HCM 6th Ctrl Delay	41.3											
HCM 6th LOS	D											
Notes												

SIGNAL TIMINGS PROVIDED BY SUMTER COUNTY

SUMTER COUNTY BOARD OF COUNTY COMMISSIONERS
EXECUTIVE SUMMARY

SUBJECT: Individual Project Order (IPO) 36 with Kimley-Horn and Associates, Inc. and Sumter County Board of County Commissioners (BOCC) for C 466 Corridor Signal Retiming Implementation.

REQUESTED ACTION: Staff Recommends Approval

Meeting Type: Regular Meeting

DATE OF MEETING: 11/22/2022

CONTRACT: ☐ N/A

Vendor/Entity: Kimley-Horn and Associates, Inc.

Effective Date: 10/01/2022

Termination Date: 09/30/2023

Managing Division / Dept: Construction Design

BUDGET IMPACT: \$29,558.00

FUNDING SOURCE: Secondary Trust Fund

Type: Annual

EXPENDITURE ACCOUNT: 106-340-541-6331

HISTORY/FACTS/ISSUES:

On 08/22/2022, the BOCC entered an agreement for IPO 32 with Kimley-Horn for the collection and analyzation of traffic data along the C 466 corridor to assist with signal retimings. Under IPO 36, Kimley-Horn will use the traffic data collected and analyzed during IPO 32 to develop and implement traffic signal coordination timings for seven intersections along the C 466 corridor. Kimley-Horn will also prepare a before and after study to document changes in travel time and delays from implementing the coordinated signal timings. The before and after study will use travel-time data collected with Bluetooth readers deployed by the County within the corridor.

Attachment:

IPO 36 C 466 Corridor Signal Retiming Implementation

Prepared by: Matthew Tadlock

ProWritingAid Check ☒

APPROVED

November 22, 2022

INDIVIDUAL PROJECT ORDER NUMBER 36

Describing a specific agreement between Kimley-Horn and Associates, Inc. ("Kimley-Horn"), and Board of Sumter County Commissioners ("the County") in accordance with the terms of the Master Agreement for Continuing Professional Services dated September 22, 2020, which is incorporated herein by reference.

Identification of Project:

Project: C 466 Corridor Signal Retiming Implementation

Client: Board of Sumter County Commissioners

Project Manager: Amber L. Gartner, P.E.

Project Understanding:

1. The County has recently installed ATMS equipment along the C 466 corridor.
2. The County has requested the development and implementation of traffic signal coordination timings for the following 7 intersections along the C 466 corridor (the "Project") in Sumter County, Florida.
 - C 466 at CR 105
 - C 466 at CR 103
 - C 466 at Tatanka Terrace
 - C 466 at Belvedere Boulevard
 - C 466 at Preston Drive
 - C 466 at Southern Trace
 - C 466 at Buena Vista Boulevard
3. Traffic data collection and processing for the signal timing coordination were conducted under a prior IPO.
4. This IPO includes effort to develop traffic signal coordination timings within the Project area, implementation and fine tuning of the traffic signal coordination timings in the field, and preparation of a before and after study to document changes in travel time and delays from the implementation.
5. Kimley-Horn will utilize VIBE as a subconsultant to perform work defined within this IPO.

Specific Scope of Basic Services:

Task 1 – Traffic Signal Coordination Timings Development and Implementation

1. Up to six traffic signal coordination timings plans will be developed for weekday morning, mid-day, afternoon, and evening periods, as well as for weekend on-peak and off-peak periods. This includes modeling each period in Synchro, as well as running SimTraffic.
2. The recommended traffic signal coordination timings plans will be programmed into the traffic controllers for each subject intersection for each period. The traffic operations will be observed for the intersections within the Project for each time period and the coordination timings will be fine-

tuned in the field as necessary. New signal timings sheets will be provided based on the final timings implemented.

3. Kimley-Horn will prepare a Before and After study to document the changes in travel times and delays due to the implementation of the coordinated signal timings. The Before and After Study will use travel-time data collected with Bluetooth readers deployed by the County within the corridor.

Schedule:

Kimley-Horn will provide our services as expeditiously as practicable with the goal of meeting a mutually agreeable schedule.

Method of Compensation:

Kimley-Horn will perform the services described in the Scope of Services for a lump sum fee of \$29,558.00. A more detailed breakdown by Task is provided below and in the attached Table A.

Services provided under this will be invoiced monthly. All invoices will include a description of services provided.

Attachments: Table A

BOARD OF SUMTER COUNTY COMMISSIONERS

KIMLEY-HORN AND ASSOCIATES, INC.

BY: Craig A. Estep
 TITLE: Chairman
 DATE: 11/22/22

BY: Amber L. Gartner, PE
 TITLE: Vice President
 DATE: November 10, 2022

G:\New Business\Public Sector\Sumter County\2022\CR 466 Corridor Retiming Coordination\IPO 36_CR 466 Corridor Retiming Implementation_221110.docx



**TABLE A
FEE ESTIMATE FOR PROFESSIONAL SERVICES**

PROJECT: IPO 36 - C 466 CORRIDOR SIGNAL RETIMING IMPLEMENTATION	FILE NO.
CLIENT: BOARD OF SUMTER COUNTY COMMISSIONERS	DATE: 11/10/2022
KHA PM: AMBER L GARTNER, PE	
BASIS FOR ESTIMATE: 2022 APPROVED RATES PER RFQ 030-0-2020/RS	

TASK NO.	DESCRIPTION	DIRECT LABOR (MAN-HOURS)								
		Principal Engineer	Sr. Engineer Project Manager	Senior Engineer	Project Engineer	Engineering Intern	Support Staff	LABOR HOURS	SUB (\$)	LABOR TOTAL
		\$252	\$218	\$168	\$151	\$118	\$78	—	—	—
1.1	Traffic Signal Coordination Timings Development	4.0	4.0	24.0	12.0	20.0	4.0	68.0		\$ 10,396
1.2	Traffic Signal Coordination Timings Implementation and Fine Tuning	2.0	6.0	8.0	18.0	30.0	4.0	68.0		\$ 9,726
1.3	Before and After LOS Report	4.0	3.0	32.0	6.0	10.0	4.0	59.0		\$ 9,436
TOTALS		10.0	13.0	64.0	36.0	60.0	12.0	195.0	\$ -	\$ 29,558.00

**SUMTER COUNTY BOARD OF COUNTY COMMISSIONERS
EXECUTIVE SUMMARY**

SUBJECT: Individual Project Order #29 with Kimley-Horn and Associates, Inc. and Sumter County Board of County Commissioners (BOCC) for the Design Services of Capacity Improvements along US 301 at C 472, C 462 (north), and C 462 (south) (Staff Recommends Approval).

REQUESTED ACTION: Staff Recommends Approval

Meeting Type: Regular Meeting

DATE OF MEETING: 7/26/2022

CONTRACT: ☐ N/A

Vendor/Entity: Kimley-Horn and Associates, Inc.

Effective Date: 10/1/2020

Termination Date: 9/30/2022

Managing Division / Dept: Construction Design

BUDGET IMPACT: \$526,630.00

FUNDING SOURCE: SC Road Const. Dist. Impact Fund

Type: Annual

EXPENDITURE ACCOUNT: 153-344-541-6384

HISTORY/FACTS/ISSUES:

On September 22, 2020, the BOCC entered into a contract with Kimley-Horn and Associates, Inc. through RFQ 030-0-2020/RS Sumter County Continuing Engineering Services. On June 28, 2022, the BOCC entered a Road Impact Fee Credit Agreement with KL Twisted Oaks, LLC. which detailed certain capacity improvements associated with the development. In addition to improvements detailed in the agreement, Sumter County has identified needed capacity improvements, not associated with the KL Twisted Oaks, LLC., at the intersection of US 301 and C 472. Attached for BOCC review and approval is Individual Project Order #29. Under this project, Kimley-Horn and Associates, Inc. will provide design services for:

The proposed work at the US 301/C 472 intersection:

- Addition of an exclusive westbound left-turn lane along C 472.
- Addition of an exclusive northbound right-turn lane along US 301.
- Adjustments to traffic signal heads.

The proposed work at the US 301/C 462 intersection:

- Addition of a second southbound left-turn lane.
- Addition of a southbound right-turn lane.
- Addition of a second northbound left-turn lane and extension of the existing northbound left-turn lane.
- Addition of an eastbound through lane on C 462 and re-striping of existing travel lanes.
- Replacement of existing signal strain poles with traffic signal mast arms.
- The proposed work will also include the addition of a directional median at the intersection of C 462E and US 301.
- The work will connect to the KL Twisted Oaks, LLC. driven improvements on the west side of the intersection of US 301 and C 462.
- Design of single or dual westbound right turn lane(s), not associated with KL Twisted Oaks, LLC, at the intersection of C 462 and US 301. This concept will be used for future capacity improvements if the needed right-of-way is donated to the BOCC.

SUMTER COUNTY BOARD OF COUNTY COMMISSIONERS
EXECUTIVE SUMMARY

The engineering design component will also include survey, geotechnical, subsurface utility engineering, and permitting services.

Attachments:

IPO 29 Kimley-Horn

Prepared by: **Steven Cohoon**

ProWritingAid Check ☒

APPROVED

July 26, 2022

INDIVIDUAL PROJECT ORDER NUMBER 29

Describing a specific Agreement between Kimley-Horn and Associates, Inc. (ENGINEER), and Board of Sumter County Commissioners (BOARD) in accordance with the terms of the Master Agreement for Continuing Professional Services dated September 22, 2020, which is incorporated herein by reference.

Identification of Project:

Project: US 301 Intersection Improvements at C 472 and C 462

Client: Board of Sumter County Commissioners

Project Manager: Mohammad Ansari, P.E.

Project Understanding:

The Project consists of providing field investigation, transportation planning, engineering design and permitting services associated with proposed work at the intersections of C 472 and US 301 and C 462 and US 301. See attached Exhibits A and B for the project areas.

1. The proposed work at the US 301/C 472 Intersection will be generally per the Oxford Crossings Traffic Impact Analysis prepared by LTG Engineering & Planning. The proposed work includes the following:
 - a. Addition of an exclusive westbound left-turn lane along C 472.
 - b. Addition of an exclusive northbound right-turn lane along US 301.
 - c. Adjustments to traffic signal heads.
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).
3. Per direction from the BOARD, the improvements at the intersection of C 462 and US 301 will

exclude the signal timing adjustments at the adjacent intersections and the right-in/right-out driveways and associated right-turn lanes along US 301 as outlined in the Traffic Impact Analysis for Twisted Oak Pointe.

4. The engineering design component will also include survey, geotechnical, subsurface utility engineering, and permitting services. Based on coordination with the BOARD, there are two Consultants working within the Project area: one on the south side of C 472 and one on the west side of US 301 at C 462. Design coordination will be required between the ENGINEER and the Consultants for those Projects. The BOARD shall provide As-Built Plans, Signal and Lighting Design Plans and shop drawings for the existing traffic signal at C 472 and US 301.
5. Additional right-of-way needed to accommodate the improvements at the C 462 intersection is expected to be donated to the BOARD.
6. Any additional right-of-way needed for the improvements at the C 472 intersection will be provided by the Oxford Crossings development.
7. This Agreement describes the engineering studies, designs, and permitting tasks that must be provided by others per direction by the BOARD.
8. This Agreement describes several optional services that may be required. Those services are not included in this Agreement. Should they become necessary, an Amendment to this Agreement will be prepared for approval by the BOARD.
9. This Agreement describes the services that are included. Any service not specifically described below would be subject to a scope and fee Amendment to this Agreement.

Specific Scope of Basic Services:

Task 1 – Project Administration

The project administration activities contemplate an approximate twelve-month duration following notice to proceed from the BOARD, not including bidding and post design services. Project administration activities will be provided throughout the Project duration that will include the following:

- A. Project Setup: The ENGINEER will establish base files, a work plan, and a quality control plan.
- B. Kick-off Meeting: The ENGINEER will conduct one kick-off meeting with the BOARD's project team for both intersections. The ENGINEER will circulate meeting minutes to all participants following the kick-off meeting.
- C. Monthly Progress Meetings: On a monthly basis, the ENGINEER will meet with the BOARD's project team to review the progress of work and to conduct project reviews and to coordinate with utility companies and consultants for adjacent projects. The ENGINEER will maintain the design schedule and update the schedule following each progress meeting. For each progress meeting, the ENGINEER will prepare an agenda, meeting minutes, and schedule update.
- D. Utility Conference: The ENGINEER will conduct one utility conference meeting for both intersections with affected utility companies and the BOARD to coordinate utility impacts and relocations after the 60% submittal. The ENGINEER will circulate meeting minutes to all participants following the kick-off meeting.

Task 2 – Surveying and Mapping Services

- A. C 472 at US 301 Intersection Surveying and Mapping Services - The ENGINEER will perform, through a subconsultant, a topographic survey to support the design of the proposed work at the intersection of C 472 and US 301. The survey and mapping scope of services for this Task will consist of the following:
- 1) Perform a topographic survey encompassing all above ground visible improvements within the project area including existing utilities, structures, and pipe inverts. Locate existing topographic elevations at 50 ft. intervals, visible high and low points, and 10 ft outside of the right-of-way.
 - 2) Locate existing property boundary monuments along the right-of-way line.
 - 3) Establish and set two control points for the horizontal control in NAD 83 state plane coordinates and vertical control NAVD 88 from nearby published monuments.
 - 4) Prepare detailed topographic route survey of all surveyed data in PDF and AutoCAD formats.
- B. C 462 at US 301 Intersection Surveying and Mapping Services - The ENGINEER will perform, through a subconsultant, a topographic survey to support the design of the proposed work at the intersection of C 462 and US 301. The survey and mapping scope of services for this Task will consist of the following:
- 1) Perform a topographic survey encompassing all above ground visible improvements within the project area including existing utilities, structures, and pipe inverts. Locate existing topographic elevations at 50 ft. intervals, visible high and low points, and 100 ft west of the existing US 301 right-of-way.
 - 2) Locate existing property boundary monuments along the right-of-way line.
 - 3) Establish and set two control points for the horizontal control in NAD 83 state plane coordinates and vertical control NAVD 88 from nearby published monuments.
 - 4) Prepare detailed topographic route survey of all surveyed data in PDF and AutoCAD formats.
 - 5) Prepare up to two sketches and descriptions for the right-of-way donation and temporary construction easement for parcel no. D32-144, located at the northeast corner of C 462 and US 301.

Task 3 – Subsurface Utility Engineering Services

- A. C 472 at US 301 Intersection Subsurface Utility Engineering - The ENGINEER will provide, through a subconsultant, subsurface utility engineering services within the project area to support the drainage. The subsurface utility engineering scope of services for this Task will consist of the following:
- 1) Verify utility location and characteristics at specific locations within the project area by performing up to 4 utility verification test holes and attempting to expose utilities to confirm

characteristics. At completion of each test hole, utility information will be recorded, utility location will be marked, and the field will be restored as close as possible to its original conditions.

- 2) Provide survey of all utility information, digital CAD files, and test hole data sheets. The survey will be conducted in accordance with the Standards Practice set forth in Rule Chapter 5J-17, F.A.C., pursuant to Section 472.027, F.S.

B. C 462 at US 301 Intersection Subsurface Utility Engineering - The ENGINEER will provide, through a subconsultant, subsurface utility engineering services within the project area to support the drainage and traffic signal design. The subsurface utility engineering scope of services for this Task will consist of the following:

- 1) Verify utility location and characteristics at specific locations within the project area by performing up to 34 utility verification test holes and attempting to expose utilities to confirm characteristics. At completion of each test hole, utility information will be recorded, utility location will be marked, and the field will be restored as close as possible to its original conditions.
- 2) Provide survey of all utility information, digital CAD files, and test hole data sheets. The survey will be conducted in accordance with the Standards Practice set forth in Rule Chapter 5J-17, F.A.C., pursuant to Section 472.027, F.S.

Task 4 – Geotechnical Engineering Services

A. C 472 at US 301 Intersection Geotechnical Explorations - The ENGINEER will provide, through a subconsultant, geotechnical investigations needed for the project. The geotechnical scope of services for this Task will consist of the following:

- 1) Perform 4 borings to a depth of 5 feet within the proposed roadway widening area.
- 2) Perform 3 asphalt roadway cores within the existing roadway pavement area.
- 3) Review the borings to identify each soil type encountered, thickness of the existing asphalt pavement, existing subsoil conditions and provide estimates for season high-water levels.
- 4) Prepare a report that provides all data collected during the field and laboratory services. The report will document the findings and provide opinions of a professional engineer.

B. C 462 at US 301 Intersection Geotechnical Explorations - The ENGINEER will provide, through a subconsultant, geotechnical investigations needed for the project. The geotechnical scope of services for this Task will consist of the following:

- 1) Perform 9 borings to a depth of 5 feet within the proposed roadway widening area.
- 2) Perform 7 asphalt roadway cores within the existing roadway pavement area.
- 3) Perform 4 Standard Penetration Test (SPT) borings to a depth of 25 feet for the proposed signal foundations.
- 4) Review the borings to identify each soil type encountered, thickness of the existing asphalt pavement, existing subsoil conditions and provide estimates for season high-water levels.

- 5) Prepare a report that provides all data collected during the field and laboratory services. The report will document the findings and provide opinions of a professional engineer.

Task 5 – US 301 / C 472 Design and Permitting Services

A. C 472 at US 301 Intersection Traffic Analysis - This task will include the following:

- 1) Review of Traffic Impact Analysis (TIA) submittals for developments adjacent to the intersection of C 472 and US 301, as provided by BOARD, to estimate future AM peak hour and PM peak hour traffic volumes at the intersection.
- 2) Review of the Oxford Crossings – US 301/C 472 Intersection Analysis and subsequent submittals to Sumter County as prepared by LTG Engineering & Planning to confirm the westbound left-turn lane length recommended on C 472.
- 3) Identify any additional improvements for the westbound approach on C 472 at US 301 based on the combined traffic from the TIAs provided by the BOARD for the area.
- 4) Review of access management along C 472 within the project limits and develop recommendations.
- 5) Provide a traffic memorandum to the BOARD detailing the traffic analysis and recommendations.
- 6) This task assumes that an Intersection Control Evaluation (ICE) will not be required by Florida Department of Transportation (FDOT). If an ICE analysis is required, it can be performed as an amendment to this Agreement.

B. C 472 at US 301 Intersection Drainage Analysis and Design - The stormwater conveyance system modifications will be designed to meet minimum permit requirements of the Southwest Florida Water Management District (SWFWMD), Sumter County and FDOT.

The Agreement assumes that any permitting with the SWFWMD and FDOT regarding the system's drainage retention areas will be handled by other engineering firms in coordination with the BOARD. Other than coordinating the expected increase in impervious area with the other engineering firm, no design, analysis, agency coordination, or permitting is included in this Agreement. It is understood that the design and permitting of these receiving retention areas, by others, will be part of the critical path for the issuance of construction plans for bidding and construction.

- 1) The ENGINEER will design a piping conveyance system that meets the requirements of the BOARD and takes into consideration an agreed upon design storm event and accounts for normal drainage parameters such as conveyance capacity, velocity, and pavement gutter spread.
- 2) The ENGINEER will prepare and provide the design of the conveyance system modifications to the BOARD, SWFWMD and FDOT for permitting.

C. C 472 at US 301 Intersection Roadway Design and Plans – This task will include the following design, analysis, and coordination components.

- 1) The ENGINEER will prepare design plans on 11"x17" sheets depicting the proposed roadway and stormwater improvements. The design plans will be prepared in accordance with the Sumter County Engineering Manual (SCEM) and applicable Land Development Code standards, Florida Greenbook 2018 Edition, as well as the applicable FDOT Standard Plans for Road Construction and the applicable FDOT Standard Specifications for Road & Bridge Construction. The design plans will consist of the following sheets:
 - a) Cover Sheet
 - b) Summary of Pay Items
 - c) General Notes
 - d) Typical Sections – Typical sections will be developed to illustrate the proposed roadway improvements. A pavement design analysis will be performed based on the traffic analysis and findings documented in the geotechnical report. The proposed pavement sections will be documented on the typical section sheets.
 - e) Roadway Plan and Profile Sheets – These sheets will illustrate the horizontal and vertical construction details associated with the roadway improvements.
 - f) Cross Sections – Roadway cross sections will be developed and shown on these sheets.
 - g) Temporary Traffic Control Phasing Notes and General Notes – General Notes and Phasing notes for the Temporary Traffic Control (TTC) will be provided.
 - h) Temporary Traffic Control Plan View Phasing – Conceptual phasing plan will be provided for the Temporary Traffic Control on this project. Temporary Signalization Plans are not included in this Agreement.
 - i) Erosion Control / SWPPP Plans – Erosion control plans will be prepared depicting site specific erosion control measures, as well as general notes, details, and specifications for additional erosion control measures that may be needed depending on site conditions. It is assumed that these plans will constitute the Storm Water Pollution Prevention Plan (SWPPP) that the contractor will utilize during construction.
 - j) Utility Adjustment Sheets – The ENGINEER will coordinate the proposed design with affected utility companies to minimize utility conflicts. The individual utility owners will designate their existing utilities within the project limits. Based on information provided by the various utility providers in the corridor and existing utility alignments, proposed utility adjustments will be detailed in plan view on this sheet as necessary. The ENGINEER will request, review and coordinate Utility Work Schedules from the utility providers within the project limits.
 - k) Signing and Pavement Marking Plan Sheets – Signing and Pavement Marking Plan sheets will be provided to cover the proposed roadway work.
 - l) Signalization Plans – Signalization Plans for modifications required at the intersection of C 472 and US 301 will be prepared. The Plans will include modifications to traffic signal heads and pedestrian signals. Based on coordination with the BOARD, the previous signal and associated structural design accounted for the modifications which need to be made to the traffic signal heads for this project. Therefore, this Agreement does not include a structural analysis for the

modifications to the traffic signal heads. The plan set will include the following sheets:

- i. Signalization General Notes and Pay Items
- ii. Signalization Plan
- iii. Mast Arm Tabulation
- m) Soil Survey Sheet – Soil Survey Sheet will be prepared to show the soil boring logs provided by the Geotechnical Engineer.
- n) Submittals – The ENGINEER will prepare a preliminary horizontal layout of the proposed improvements for coordination with the BOARD and FDOT. The ENGINEER will utilize comments received from the BOARD and FDOT on the preliminary horizontal layout for use in the 60% design. This layout will not be used for conveying the required right-of-way and/or easements. The ENGINEER will submit design plans at the 60% stage, 90% stage and the Final submittal stage to the BOARD. In addition, the ENGINEER will submit the design plans at 60%, 90% and Final stages to affected utility companies. An electronic copy of all design files will be provided to the BOARD with the Final submittal.
- o) Quantities – The ENGINEER will develop quantities consistent with BOARD preferences and prepare an Opinion of Probable Construction Costs (OPC) document. An OPC with quantities will be submitted with the 60%, 90% and Final plans.
 - i. *Note: The ENGINEER has no control over the cost of labor, materials, equipment, over the Contractor's methods of determining prices, over competitive bidding, or market conditions. Opinions of probable costs provided in accordance with this AGREEMENT are based on the information known at the time the opinions of cost are developed and represent only the ENGINEER's judgment as a design professional familiar with the construction industry. Actual costs for proposals, bids, or actual construction costs will be different.*

D. C 472 at US 301 Intersection Permitting – Permitting associated with the subject improvements will be required through the following agencies:

- 1) SWFWMD Environmental Resource Permit (ERP): The ENGINEER will prepare for and attend a pre-application meeting with SWFWMD staff to confirm the required application type. The ENGINEER will research parameters for the existing pond system prior to this meeting.
 - a) The ENGINEER will prepare the application for this permit and submit to SWFWMD. The ENGINEER will prepare and publish the newspaper advertisements typically required by the SWFWMD. Up to two RAI's will be responded to by the ENGINEER if necessary.
- 2) Sumter County Public Works (SCPW): The ENGINEER will meet with the BOARD after the 60% submittal phase to discuss the comments and responses.
- 3) FDOT: The ENGINEER will prepare for and attend a pre-application meeting FDOT staff

to review the scope of the project. A driveway connection permit and drainage connection permit are expected for the Project. The ENGINEER will prepare the driveway connection permit and coordinate with the BOARD and FDOT. Up to two rounds of comments per application will be responded to if necessary. The drainage connection permit is assumed to be handled by other engineering firms in coordination with the BOARD.

As part of the permit review, the FDOT may likely require review and approval of the traffic impact analysis for the Oxford Crossings development adjacent to the intersection. This Agreement assumes, per direction from the BOARD, that the preparation of that analysis, coordination with FDOT during the permitting process, responding to comments from FDOT regarding that analysis, etc. will all be handled by other consultants.

Task 6 – US 301 / C 462 Design and Permitting Services

A. C 462 at US 301 Intersection Traffic Analysis - This task will include the following:

- 1) A general review of the TIA for Twisted Oak Pointe prepared by Traffic and Mobility Consultants, as provided by the BOARD.
- 2) Use the AM and PM peak hour traffic projections within the TIA for Twisted Oak Pointe, including committed trips of adjacent developments identified in the TIA, to evaluate if a second westbound right-turn lane on C 462 at US 301 is warranted or recommended for improved traffic operations and queuing.
- 3) Identify recommended turn lane length of the westbound right-turn lane(s) on C 462 at US 301.
- 4) Perform an intersection operational analysis to support the FDOT driveway connection permit submittal for the improvements.
- 5) Perform a Stage 1 ICE analysis including completion of CAP-X and SPICE forms published by FDOT.

Note: This task assumes that only a Stage 1 ICE analysis will be required by FDOT. If a Stage 2 or Stage 3 ICE analysis is required, these tasks can be performed as an amendment to this Agreement.

- 6) Prepare a letter report summarizing the traffic operational analysis and recommendations for inclusion with the FDOT driveway connection permit application.

B. C 462 at US 301 Intersection Drainage Analysis and Design - The stormwater conveyance system modifications will be designed to meet minimum permit requirements of the Southwest Florida Water Management District (SWFWMD), Sumter County and FDOT.

Other than what is noted below, the Agreement assumes that any permitting with the SWFWMD and FDOT regarding the system's drainage retention areas will be handled by other engineering firms in coordination with the BOARD. Other than coordinating the expected increase in impervious area with the other engineering firm, no design, analysis, agency coordination, or permitting (whatsoever) is included in this Agreement.

Specifically, the modifications necessary for the existing FDOT pond west of US301 will be fully

handled by other engineering firms in coordination with the BOARD. It is understood that the design and permitting of these receiving retention areas, by others, will be part of the critical path for the issuance of construction plans for bidding and construction.

- C. The stormwater system will be designed to meet minimum permit requirements of SWFWMD, Sumter County and FDOT.
- 1) Locations of the drainage basins and outfalls will be determined by the ENGINEER, and coordinated with the BOARD, based on the corridor topography, geotechnical conditions, as-built plans, and existing permits.
 - 2) The ENGINEER will design a piping conveyance system that meets the requirements of the BOARD and takes into consideration an agreed upon design storm event and accounts for normal drainage parameters such as conveyance capacity, velocity, and pavement gutter spread.
 - 3) Modification of existing watershed models that may exist at the County or the SWFWMD is not included in the scope of work of this Agreement.
 - 4) The ENGINEER will analyze the existing FDOT stormwater pond located just north of CR130 which serves US 301 to determine if the additional impervious area from project can be accommodated. If it is found that the existing stormwater pond does not have sufficient capacity for the additional impervious area, then the ENGINEER will coordinate with the BOARD on the needed additional scope of work to modify this pond. This Agreement does not include modifications to the existing FDOT stormwater pond and does not include designing new stormwater ponds if needed.
 - 5) The ENGINEER will analyze the existing Sumter County stormwater pond which serves the portion of C 462 east of US 301 to determine if the additional impervious area generated from this project can be accommodated. If it is found that the existing stormwater pond does not have sufficient capacity for the additional impervious area, then the ENGINEER will coordinate with the BOARD on the proposed modifications to this pond.
 - 6) The ENGINEER will prepare and provide the Drainage Design Report to the BOARD, SWFWMD and FDOT for permitting.
 - 7) The ENGINEER will provide a summary memo to the BOARD that estimates the impervious surface that will be proposed for the buildout improvement to existing C 462 north of and adjacent to the Twisted Oaks project between CR 209 and US301. The BOARD will provide the desired buildout section to the ENGINEER for our use. In addition, the ENGINEER will provide a high-level review of the C 462 topography to include a logical collection point for the runoff, and a design elevation for the Twisted Oaks developer to use as they design their stormwater collection system. The summary memo described in this task will be provided to the BOARD for its use in coordinating its development agreement(s) with the Twisted Oaks developer.
- D. C 462 at US 301 Intersection Roadway Design and Plans - This task will include the following design, analysis, and coordination components.
- 1) Based on the results of the traffic analysis work, the ENGINEER will prepare an access

management plan for the segment of C 462 east of US 301 and west of the CSX railroad tracks. The BOARD will review this plan with the adjacent property owners.

- 2) The ENGINEER will prepare design plans on 11"x17" sheets depicting the proposed roadway and stormwater improvements. The design plans will be prepared in accordance with the Sumter County Engineering Manual (SCEM) and applicable Land Development Code standards, Florida Greenbook 2018 Edition, as well as the applicable FDOT Standard Plans for Road Construction and the applicable FDOT Standard Specifications for Road & Bridge Construction. The design plans will consist of the following sheets:
 - a) Cover Sheet
 - b) General Notes
 - c) Summary of Pay Items
 - d) Typical Sections – Typical sections will be developed to illustrate the proposed roadway improvements. A pavement design analysis will be performed based on findings documented in the geotechnical report. The proposed pavement sections will be documented on the typical section sheets.
 - e) Roadway Plan and Profile Sheets – These sheets will illustrate the horizontal and vertical construction details associated with the roadway improvements.
 - f) Cross Sections – Roadway cross sections will be developed and shown on these sheets.
 - g) Temporary Traffic Control Phasing Notes and General Notes – General Notes and Phasing notes for the Temporary Traffic Control (TTC) will be provided.
 - h) Temporary Traffic Control Plan View Phasing – Conceptual phasing plan will be provided for the Temporary Traffic Control on this project. Temporary Signalization Plans are not included in this Agreement.
 - i) Erosion Control/SWPPP Plans – Erosion control plans will be prepared depicting site specific erosion control measures, as well as general notes, details, and specifications for additional erosion control measures that may be needed depending on site conditions. It is assumed that these plans will constitute the Storm Water Pollution Prevention Plan (SWPPP) that the contractor will utilize during construction.
 - j) Utility Adjustment Sheets – The ENGINEER will coordinate the proposed design with affected utility companies to minimize utility conflicts. The individual utility owners will designate their existing utilities within the project limits. Based on information provided by the various utility providers in the corridor and existing utility alignments, proposed utility adjustments will be detailed in plain view on this sheet as necessary. The ENGINEER will request, review and coordinate Utility Work Schedules from the utility providers within the project limits.
 - k) Signing and Pavement Marking Plan Sheets – Signing and Pavement Marking Plan sheets will be provided to cover the proposed roadway work.
 - l) Signalization Plans – Signalization Plans for the intersection of C 462 and US 301 will be prepared. The Plans will include installation of new traffic signal mast arms

and pedestrian signals. The plan set will include the following sheets:

- i. Signalization General Notes
- ii. Signalization Quantities and Pay Items
- iii. Signalization Plan
- iv. Mast Arm Tabulation
- v. Mast Arm Assemblies Data Table
- vi. Mast Arm Soil Boring Data Sheet

The signalization plan will specify the phasing and initial timings, vehicular signal displays, conduits and pull boxes, and pedestrian displays and detector stations, if appropriate. A subsurface utility exploration (SUE) will be performed to designate vertical and horizontal positions for utilities near the proposed mast arms. The SUE will be performed by a subconsultant to the ENGINEER. A structural analysis will be performed to determine the appropriate size of mast arms, and dimensions of the foundation. The mast arms and poles will be consistent with Sumter County mast arm aesthetics. Alternate foundation designs such as spread footers are not included in this Agreement. The structural analysis will be summarized in a calculations book provided with the FDOT permit submittal.

- m) Soil Survey Sheets – Soil Survey Sheets will be prepared to show the soil boring logs provided by the Geotechnical Engineer.
- n) Submittals – The ENGINEER will prepare a preliminary horizontal layout of the proposed improvements for coordination with the BOARD and FDOT. The ENGINEER will utilize comments received from the BOARD and FDOT on the preliminary horizontal layout for use in the 60% design. This layout will not be used for conveying the required right-of-way and/or easements. The ENGINEER will submit design plans at the 60% stage, 90% stage and the Final submittal stage to the BOARD. In addition, the ENGINEER will submit the design plans at 60%, 90% and Final stages to affected utility companies. An electronic copy of all design files will be provided to the BOARD with the Final submittal.
- o) Quantities – The ENGINEER will develop quantities consistent with BOARD preferences and prepare an Opinion of Probable Construction Costs (OPC) document. An OPC with quantities will be submitted with the 60%, 90% and Final plans.
 - i. *Note: The ENGINEER has no control over the cost of labor, materials, equipment, over the Contractor's methods of determining prices, over competitive bidding, or market conditions. Opinions of probable costs provided in accordance with this AGREEMENT are based on the information known at the time the opinions of cost are developed and represent only the ENGINEER's judgment as a design professional familiar with the construction industry. Actual costs for proposals, bids, or actual construction costs will be different.*

- E. C 462 at US 301 Intersection Permitting - Permitting associated with the subject improvements will be required through the following agencies:

- 1) SWFWMD Environmental Resource Permit (ERP): The ENGINEER will prepare for and attend a pre-application meeting with SWFWMD staff to confirm the required application type. The ENGINEER will research parameters for the existing pond system prior to this meeting.

The ENGINEER will prepare the application for this permit and submit to SWFWMD. The ENGINEER will prepare and publish the newspaper advertisements typically required by the SWFWMD. Up to two RAI's will be responded to by the ENGINEER if necessary.

- 2) Sumter County Public Works (SCPW): The ENGINEER will meet with the BOARD after the 60% submittal phase to discuss the comments and responses.
- 3) FDOT: The ENGINEER will prepare for and attend a pre-application meeting FDOT staff to review the scope of the project. A driveway connection permit and drainage connection permit are expected for the Project. The ENGINEER will prepare the applications for these permits and coordinate with the BOARD and FDOT. Up two rounds of comments per application will be responded to if necessary.
- 4) As part of the permit review, the FDOT may likely require review and approval of the traffic impact analysis for the Twisted Oaks development adjacent to the intersection. This Agreement assumes, per direction from the BOARD, that the preparation of that analysis, coordination with FDOT during the permitting process, responding to comments from FDOT regarding that analysis, etc. will all be handled by other consultants.

Task 7 –Permit Application Fee Allowance

- A. At the request of the BOARD, Kimley-Horn has included an amount to be utilized as a governmental permit fee expense reimbursement. Up to the amount noted, Kimley-Horn will provide application fee checks to the permit agencies noted in the above Scope of Services. Because this Task is an estimate only, if for any reason any fees beyond the amount noted are required for the Project, the BOARD will execute a contract amendment for those additional amounts prior to Kimley-Horn expending the funds.
- B. At this time, we expect the following permit application fees to be needed for this Project, at each intersection:
 - 1) Two SWFWMD Permit Applications (one for each intersection)
 - 2) Newspaper Publication Fees associated with SWFWMD Permitting

Task 8 – Optional Services

Under this Task Kimley-Horn will perform optional design and permitting services that are not expected to be necessary but could become necessary or if desired by the BOARD. Should any of the listed Optional Services become necessary a separate scope and fee Amendment to this Agreement will prepared for review by the BOARD.

- A. C 472 at US 301 Intersection Design Variation Package (Optional Services) - Based on coordination with FDOT District V, this project may require a Design Variation Package to be prepared and submitted to FDOT for not meeting their deflection through an intersection criterion. The ENGINEER will meet with the BOARD prior to the 60% submittal to review the proposed design

and to determine if the project meets FDOT's design criteria for deflection through an intersection. If this criterion cannot be met, then a Design Variation Package will be prepared in accordance with the FDOT Design Manual and submitted to FDOT for review and approval. The ENGINEER will respond to one round of comments on the Design Variation Package.

- B. C 472 at US 301 Intersection Lighting Design and Plans (Optional Services) - The intersection of C 472 and US 301 currently has existing roadway lighting. Based on coordination with FDOT District V during permitting, FDOT may require the BOARD to evaluate the east leg of the intersection to meet their intersection lighting criteria due to the proposed widening. If required, the ENGINEER will perform a lighting photometric analysis for the east leg of the intersection and determine modifications or additions to light poles. The ENGINEER will document the lighting analysis in a Lighting Design Analysis Report and will submit to FDOT for approval. The ENGINEER will coordinate with the power company for any modifications or additions to light poles and prepare Lighting Plans accordingly. The ENGINEER will respond to one round of comments from FDOT on the Lighting Design Analysis Report and Lighting Plans.
- C. C 462 at US 301 Intersection Lighting Design and Plans (Optional Services) - The intersection of C 462 and US 301 currently does not have existing roadway lighting. Based on coordination with FDOT District V during permitting, FDOT may require the BOARD to provide lighting at the intersection. If required, the ENGINEER will perform a lighting photometric analysis for the intersection to meet criteria in the FDOT Design Manual and prepare Lighting Plans accordingly. The ENGINEER will document the lighting analysis in a Lighting Design Analysis Report and will submit to FDOT for approval. The ENGINEER will coordinate with the power company for the light poles to be added at the intersection. The ENGINEER will respond to two rounds of comments from FDOT on the Lighting Design Analysis Report and Lighting Plans.
- D. C 472 at US 301 Intersection Surveying and Mapping Services (Optional Services) - Based on the traffic analysis and coordination with the adjacent developer, survey limits may need to be extended along C 472 to support the design. If required, the topographic survey will be extended by 600 feet and the topographic route survey will be updated.
- E. C 462 at US 301 Intersection Surveying and Mapping Services (Optional Services)
 - 1) Based on coordination with FDOT, survey limits may need to be extended along US 301 to support the design. If required, the topographic survey will be extended by 500 feet both north and south of US 301 and the topographic route survey will be updated.
 - 2) The existing stormwater pond which serves C 462 may need to be modified to accommodate the additional impervious area. If required, the topographic survey will be updated to include the stormwater pond and associated pipes and structures.

Schedule:

The design and permitting tasks will be completed within a mutually agreeable schedule. A schedule will be presented at the kickoff meeting and will be maintained and updated throughout the execution of the Project.

Additional Services if Required:

Services requested that are not specifically included in this Agreement will be provided under a new and

separate task order Agreement or can be performed on an hourly basis upon written authorization.

Method of Compensation:

The ENGINEER will perform the services described in Tasks 1 - 7 of the Scope of Services for a lump sum fee of \$526,630.00. A permit fee allowance is included in Task 7 to provide permit application fees on behalf of the BOARD. If additional permit fees are required above the \$8,000.00 provided by this task, those will be provided directly by the BOARD.

Task 8 describes optional service tasks and are not included in this Agreement.

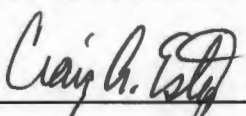
A breakdown by Task is provided in the attached Table A.

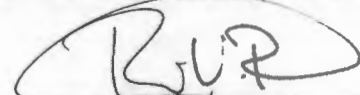
Services provided under this will be invoiced monthly. All invoices will include a description of services provided.

Attachments: Table A; Exhibits A and B

BOARD OF SUMTER COUNTY COMMISSIONERS

KIMLEY-HORN AND ASSOCIATES, INC.

BY: 
CHAIRMAN

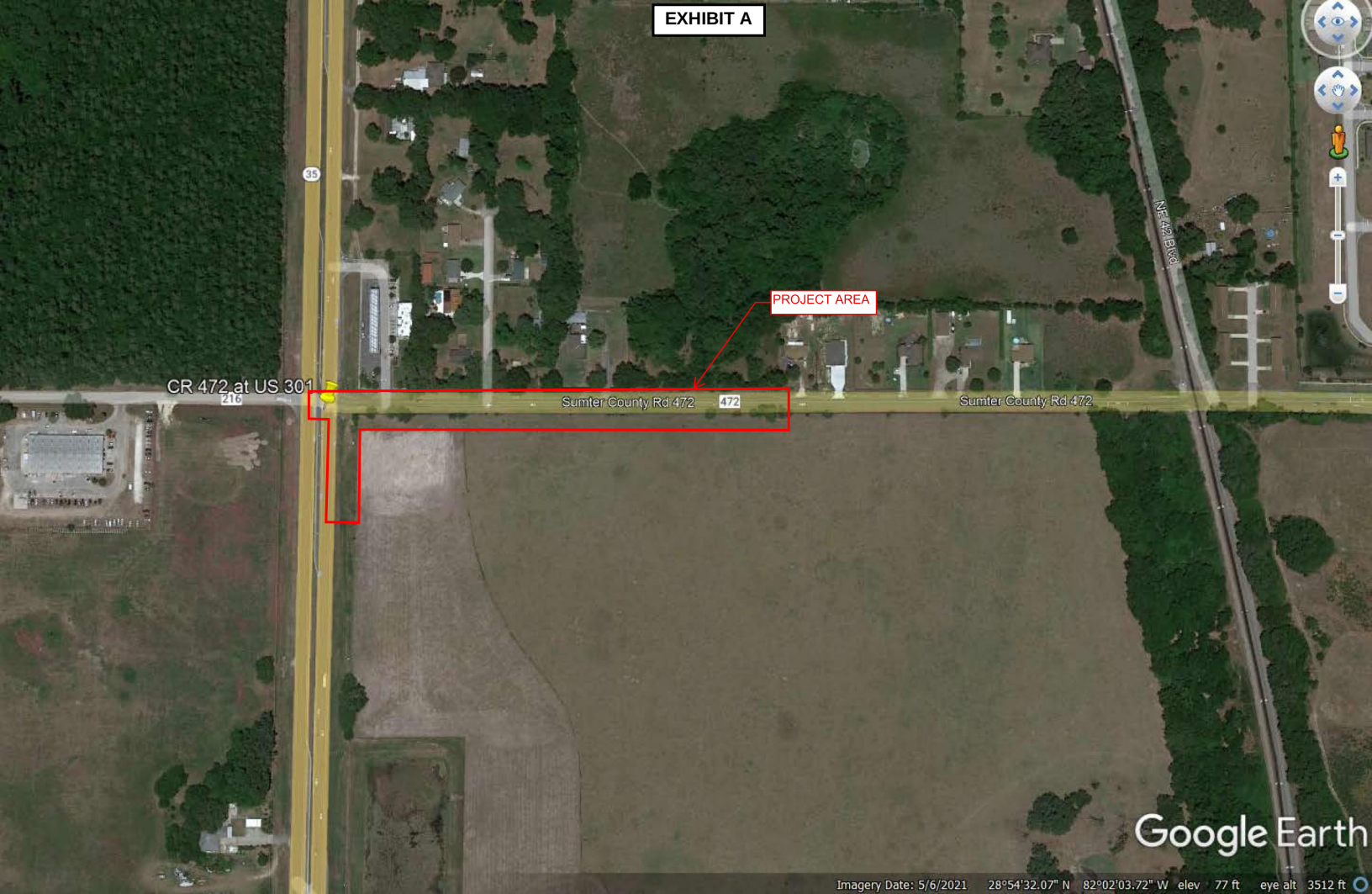
BY: 
Richard V. Busche, PE

TITLE: _____

TITLE: Senior Vice President

DATE: 7/26/22

DATE: July 18, 2022



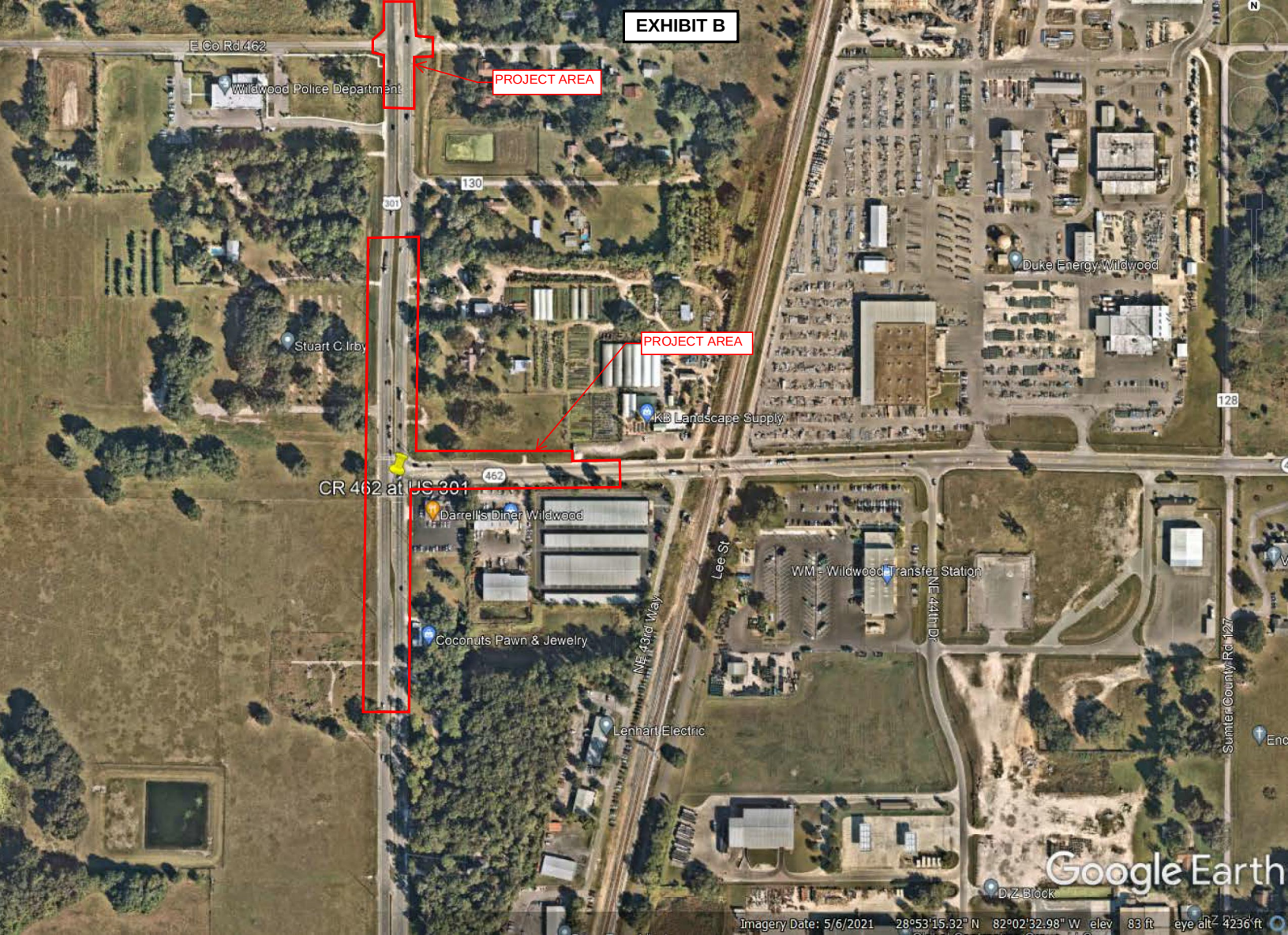
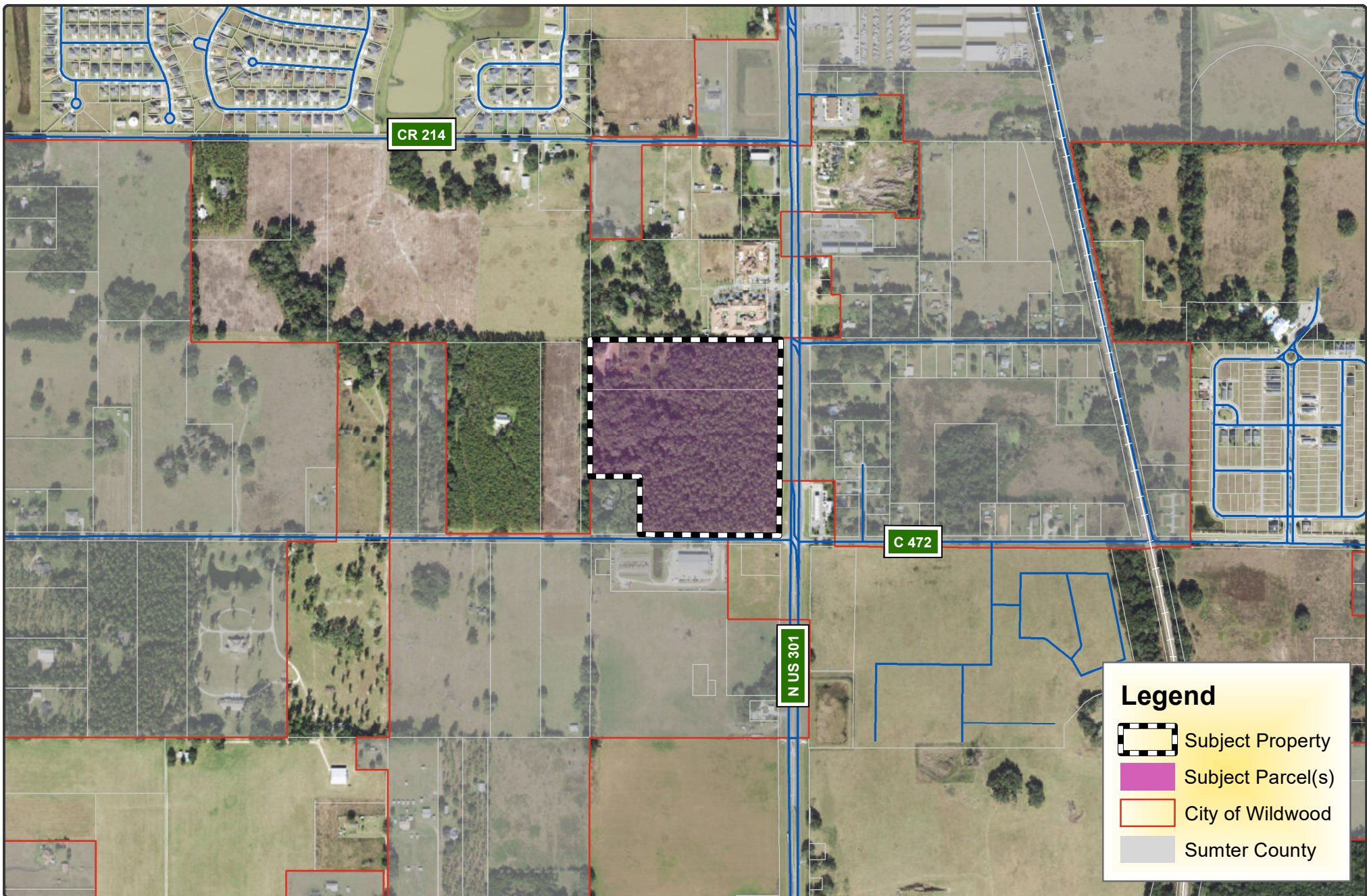


**TABLE A
FEE ESTIMATE FOR PROFESSIONAL SERVICES**

PROJECT: US 301 INTERSECTION IMPROVEMENTS AT C 472 AND C 462	FILE NO. IPO 29
CLIENT: SUMTER COUNTY BOARD OF COUNTY COMMISSIONERS	DATE: JULY 2022
KH PM: MOHAMMAD ANSARI, P.E.	
BASIS FOR ESTIMATE: APPROVED RATES PER RFQ 030-0-2020/RS	

TASK NO.	DESCRIPTION	DIRECT LABOR (MAN-HOURS)										
		Principal Engineer	Sr. Engineer Project Manager	Senior Engineer	Project Engineer	Engineering Intern	Senior Designer	CAD Draftsperson	Support Staff	LABOR HOURS	SUB (\$)	LABOR TOTAL
		\$ 225.00	\$ 195.00	\$ 150.00	\$ 135.00	\$ 105.00	\$ 130.00	\$ 85.00	\$ 70.00	--	--	--
1	PROJECT ADMINISTRATION		24		60	20			10	114		\$ 15,580
2	SURVEYING AND MAPPING SERVICES		4		4			4		12	\$ 58,200	\$ 59,860
3	SUBSURFACE UTILITY ENGINEERING		4		4			4		12	\$ 34,500	\$ 36,160
4	GEOTECHNICAL EXPLORATIONS		2		4			4		10	\$ 7,550	\$ 8,820
5	US 301 / C 472 DESIGN AND PERMITTING											
5A	C 472 AT US 301 INTERSECTION TRAFFIC ANALYSIS		10		10	45			5	70		\$ 8,375
5B	C 472 AT US 301 INTERSECTION DRAINAGE ANALYSIS & DESIGN	6	20	10	40	60	10	20	8	174		\$ 22,010
5C	C 472 AT US 301 INTERSECTION ROADWAY DESIGN & PLANS	15	80	20	220	140	30	50	30	585		\$ 76,625
5D	C 472 AT US 301 INTERSECTION PERMITTING	8	40		40	30		16	10	144		\$ 20,210
6	US 301 / C 462 DESIGN AND PERMITTING											
6A	C 462 AT US 301 INTERSECTION TRAFFIC ANALYSIS		20		20	50			5	95		\$ 12,200
6B	C 462 AT US 301 INTERSECTION DRAINAGE ANALYSIS & DESIGN	8	40	16	60	80	16	20	8	248		\$ 32,840
6C	C 462 AT US 301 INTERSECTION ROADWAY DESIGN & PLANS	40	210	40	450	410	100	140	40	1430		\$ 187,450
6D	C 462 AT US 301 INTERSECTION PERMITTING	10	80	10	80	50		20	20	270		\$ 38,500
7	PERMIT APPLICATION FEE ALLOWANCE										\$ 8,000	\$ 8,000
8	OPTIONAL SERVICES (NOT INCLUDED)											
TOTALS		87	534	96	992	885	156	278	136	3164	\$ 108,250.00	\$ 526,630.00



ORDINANCE NO. O2022-XX

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

WHEREAS, the first application for the Wildwood Place Planned Development Agreement was filed with the City of Wildwood on or about June 6, 2022;
the City now wishes to enact Ordinance O2022-XX in its entirety;

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

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

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

The application filed by CHW on behalf of HWY 301/216, LLC, a Florida Limited Liability Company (hereinafter referred to as the "Developer"), for a Planned Development was heard by and before the City Commission, Wildwood, Florida on this [DAY] day of [MONTH], 2022³. Based upon the verified application and supporting documents, analyses, maps, charts, other evidence and instruments, the advice, report and recommendations of the Project Review Committee and the testimony adduced, and evidence received at the Public Hearing by the Planning and Zoning Board on [MONTH DAY], 2022 and otherwise being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1: GENERAL FINDINGS

- A. That the Wildwood Place Planned Development Application (hereinafter referred to as the "Project") was duly and properly filed herein on June 6, 2022 by the Developer.
- B. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule.

5th DRAFT: January 31, 2022³

- C. That the Project was reviewed by the Project Review Committee and found to meet or exceed the minimum standards of the City's Comprehensive Plan, Land Development Regulations, Code of Ordinances, and all other applicable ordinances and regulations.
- D. That the Developer intends to develop a Project consisting of 34.75 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in "Exhibit A" attached hereto.
- E. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations (LDR).
- F. That the City has complied with the due notice requirements of subsection 8.2 (E) and (F) ~~3.3(B)(3)~~ of the Land Development Regulations.

SECTION 2: FINDINGS REGARDING PLANNED DEVELOPMENT OVERLAY

A. That the Developer has applied for a Planned Development of the lands described in "Exhibit A".

B.
That the zoning districts of the subject land described in "Exhibit A" are classified as "R-4: ~~Medium High Density Residential~~" and "C-3: ~~General Commercial — Highway~~" on the City of Wildwood Zoning Map.

C. That the Project is consistent with both the City of Wildwood Comprehensive Plan, the intent and purpose of the City of Wildwood Land Development Regulations, and does promote the public health, safety, morals, welfare, and orderly growth of the City of Wildwood.

D. That the City of Wildwood Land Development Regulations are consistent with the provisions of the "Planned Development Agreement" as hereinafter set forth in Section 3 of this Ordinance. With respect to any conflict between the Land Development Regulations and the "Planned Development Agreement", the provisions of the "Planned Development Agreement" shall govern. Unless specific conditions are included in the "Planned Development Agreement" waiving or replacing the terms and conditions of the Land Development Regulations, the terms and conditions of the most current Land Development Regulations shall prevail.

E. This Ordinance shall become effective immediately upon its approval and adoption by the City Commission.

SECTION 3: PLANNED DEVELOPMENT AGREEMENT: GENERAL PROVISIONS

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

1. The conceptual development plan illustrates general location of the following land uses:
 - a. ~~Multi-family Residential-residential~~ uses
 - a-b. Single-family attached residential uses
 - b-c. Commercial retail and office uses
 - e-d. Stormwater Management Facility (SMF) (master planned, shared by all uses)
 - d-e. Transportation systems and parking facilities
 - e-f. Existing potable water and sanitary sewer locations
2. The conceptual development plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by floodplain management regulations, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, or conservation easements, or market conditions that shall determine specific commercial retail and/or office end users. If there are any inconsistencies between the written ordinance and the conceptual development plan, the written ordinance will supersede.

C. Development Program. ~~The Project is currently undeveloped.~~ The Project shall be developed in a single phase or in two (2) phases. If two (2) phases, the first phase will include Land Use Area A (~~multi-family residential~~) and primary and/or shared infrastructure, including the master SMF and internal drives. ~~while the second phase~~. Phase 2 development will be the remainder of Land Use Area B (commercial) ~~at an unknown time~~.

1) TYPE OF DEVELOPMENT.

1. Phasing Schedule:

Phase	Timeframe
1	<u>5 years</u> <u>24 months</u>
2	<u>15 years</u>

The following shall apply:

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

Land Use	Total (Acres)	Percentage of Total Site
~~Multi-Family Residential~~	<u>25.00</u>	<u>72%</u>
<u>Commercial Retail & Office</u>	<u>9.75</u>	<u>28%</u>
<u>Open Space</u>	<u>6.95</u>	<u>20%</u>
<u>Total Site</u>	<u>34.75</u>	<u>100%</u>

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

4.3. Maximum Development Potential. Commercial and ~~Industrial-Residential~~ development shall not exceed the following:

~~Multi-Family Residential~~	<u>Commercial</u>

Commented [RT1]: Market conditions will dictate commercial/office end users. Therefore, it is important to allow modifications to meet their unique site layout needs while adhering to City LDR requirements.

Commented [RR2R1]: We don't need to know specific commercial retail or office end users for the PD agreement. This plan is conceptual in nature and we understand details may change.

Commented [j3]: Please justify the original timeframe of 5 years when the agreement dictates significant construction within 24 months of execution of agreement.

Commented [RT4R3]: OK. Clarification is that significant construction must begin within 24 months, not construction completed within 24 months.

Commented [j5]: These calculations are off.

The numbers add up to 41.7 acres and 120% of the total site.

Commented [RT6R5]: Open Space is contained within both the residential and commercial area. Table revised for clarity.

Density, max. (unit/acre):	12
No. of dwelling units, max.:	300
Living area, min. (square feet):	600

No. of square feet, max.:	110,000
Floor Area Ratio, max.:	±0.26
Lot area and lot width, min.:	None

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

C-D. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review by the Project Review Committee, review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development. The Development Services Director, or designee, shall have the authority to approve non-substantial changes to the conceptual development plan without a public hearing. The determination of what constitutes a non-substantial change shall be at the Development Services Director's, or designee's discretion. All modifications requiring an amendment to the Planned Development Agreement shall require review by the Project Review Committee, review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.

E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever Chapter is applicable.

1. Developer's Agreement. Prior to approval of a site plan or a subdivision preliminary plan, the City and the Developer agree to enter into Utility or Developer's Agreements to address the provision of water, wastewater and reuse water to the Project. Said agreement(s) shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.

D-F. ~~Permitted, Conditional, and Special Exception~~ principal Uses. ~~Principal uses~~ permitted, Conditional, and Special Exception include all permitted uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the respective R-4 (~~Medium High Density Residential~~) and C-3 (~~General Commercial—Highway~~) zoning districts shall be permitted within the project. Additional permitted uses in the C-3 zoning district may include the following ~~Special Exception~~ uses:

1. Independent living facility (ILF)
2. Community residential home with 7 or more residents
3. Assisted living facility (ALF)
4. Nursing home
5. Private or nonprofit organizations providing schooling and/or training programs with associated facilities and dormitories
6. Public buildings owned, operated, and used by a government entity such as city hall, city hall annexes, police and fire stations, libraries, post office, and other similar uses
- ~~7. Outdoor storage facilities for RVs, boats, campers, vehicles, machinery, equipment, or other similar items~~
- ~~8. Tower and wireless communication services~~

E-G. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district

Commented [RR7]: It is best to name the special exception uses you want allowed in the development. For example, RV parks is a special exception in C-3. The City is not in favor of RV parks within the city limits and has changed the code requirements recently to reflect this. In addition, the city has recently changed code requirements for internet cafes to locate in C-3 as a conditional use to discourage that use in a commercial district.

standards prescribed in Chapter 3 of the Land Development Regulations for the ~~R-4 and C-3 M-1 (Industrial)~~ zoning districts on land designated as such and shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the C-3 (General Commercial – Highway) zoning district on land designated as such.

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

Multi-family Residential		Commercial	
Front, min.	N/A	Front, min.	25'
Rear, min.	N/A	Rear, min.	15'
Side, min.	N/A	Side, min.	15'
Building Separation	10'	Accessory Structures	
		Rear and Side, min.	8'

~~1. Signage. The Developer may construct signage meeting the City's Land Development Regulations.~~

~~2. Landscaping Standards. All trees, shrubs, hedges, ground cover, lawn grasses, berms and other landscaping treatments existing on the Property shall be preserved to the maximum extent practicable, as determined by the Developer. The Developer shall install additional landscaping to meet the applicable landscape standards.~~

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

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

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

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

~~1. Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may also include trails, plazas, courtyards, and other qualifying common areas. Open space may also include recreation areas and amenities, even amenities or area enclosed within conditioned space. For purposes of meeting open space requirements, up to 50% of the drainage retention areas (stormwater management areas) may be included in the open space calculation; however, the amount of open space credit from the drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include open bodies of water, rights of way, yards or lots of record per plat, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.~~

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

Direction	Width (Ft)
North	20

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

~~The Project shall maintain the Buffers and shall contain landscape material in accordance with the Design District Standards. No buffer is required between the residential and commercial uses PD Land Use Areas is required but may be provided to serve as open space. All trees, shrubs, hedges, ground cover, lawn grasses, berms and other landscaping treatments existing on the Property shall be preserved to the maximum extent practicable, as determined by the Developer. The Developer shall install additional landscaping to meet the applicable landscape standards. Existing trees located within the required buffer area may not be removed unless approved by a certified arborist due to disease or natural disaster. Tree protection must occur consistent with LDR Section 6.10. A tree removal permit shall be obtained from the Development Services Department, per LDR Subsection 6.10(E).~~

Commented [RR8]: Please revise this language to meet the definition of buffer in the LDRs, acknowledge the standards in LDR Sec. 6.10 and acknowledge that a tree permit will be required.

Commented [RT9R8]: Addressed

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

~~Amenities. The following amenities are planned for the Project:~~

- ~~a. Amenity building~~
- ~~a. Pool~~
- ~~a. Dog Park~~
- ~~a. Pavilions~~

~~H.J. Environmental Considerations. An ecological site assessment was conducted in April 2022 by Modica & Associates, Inc. (M&A) and is attached hereto as Exhibit C. The intent of this Ecological Assessment was to preliminarily evaluate on-site habitats and vegetative communities, to identify the presence or potential for presence of protected wildlife species, to identify potential environmentally related development constraints associated with the property, and to outline regulatory permitting requirements for the property, specifically pertaining to ecological resources. No federally listed or threatened species were identified onsite. The Project contains no documented environmental features, including FEMA floodplain or National Wetland Inventory wetlands, that warrant protection or preservation. No further assessment is warranted based on said site assessment.~~

Commented [j10]: Please verify that this statement is correct.

Commented [RT11R10]: Verified by April 2022 M&A report

~~I.K. Public Facilities.~~

~~1. Potable Water, Wastewater, and Reuse Water. The Project shall be will-connected to the City's Potable Water and Sanitary Sewer systems Wastewater prior to any certificates of occupancy being issued issuance of any Certificate of Occupancy. The Project will also connect to the City's reuse water system prior to certificates of occupancy being issued.~~

if available. Reuse water is not currently available to the Project ~~and shall may not be required.~~

Commented [RR12]: Per utilities, reuse may be required in the future

Commented [RT13R12]: Understood; note on PD Plan also revised

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

J.L. Access, Parking, and Transportation.

1. Access. ~~The~~ Project's main commercial area access is centrally located on US 301 with through access to the ~~multi-family~~ residential area. One (1) additional commercial access is at the site's north end on US 301 at a directional median opening and another full access one on CR 216. The Project's primary access to the ~~multi-family~~ residential area is located on the southern boundary of the Property on CR 216. Driveway permits for access on US 301 and CR 216 will be obtained from Florida Department of Transportation (FDOT) and Sumter County, respectively.
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 [RR14]: Will need finalized TIA to confirm

Commented [RT15R14]: Revised to reflect the TIA

Commented [RR16]: Vacant property is along the western boundary. Is cross access possible along the undeveloped property to the north?

Commented [RT17R16]: Unfortunately not. The vacant parcel to the north is adjacent to the residential portion and shared SMF.

Commented [RR18R16]: The stormwater facility should be clearly marked on the concept plan. Can a stub out be provided to the undeveloped property to the north with a gate to allow for future cross access? Property to the north has a commercial FLU. This would allow residents to access a future commercial development without using 301.

Commented [RT19R16]: Pedestrian connection only may be permitted.

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

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

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

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

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

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

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

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

5. Parking. Commercial parking shall be shared by patrons/tenants within the Project while residential parking shall be gated and used exclusively by Project residents and property management staff. Parking areas may be considered Common Area as provided below in section 3.4M.

The minimum number of parking spaces required for residential uses:

Ordinance
PD O2022-XX Wildwood Place PD
Page 8

Commented [RR20]: Will the main entrance off 301 have a roadway name? How will addresses be assigned?

Commented [RT21R20]: Addressing will be off US 301 for both nonresidential and residential uses. There will be no internal roadways.

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

Commented [RT22]: Attached units are anticipated to have at least a single-car parking garage to count towards the parking requirement.

The minimum number of parking spaces required for commercial uses:

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

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

~~3.1. Internal vehicular circulation. Internal vehicular circulation will be provided by single or double-loaded parking drive aisles, not roadways.~~

~~External Transportation System Improvements. The TIA approved on [DATE] recommends [INSERT RECOMMENDATIONS] modifications to the following intersections:~~

- ~~US HWY 301/CR 462 Intersection~~
- ~~US HWY 301/CR 216 (CR 472) intersection~~
- ~~US HWY 301/CR 466 intersection~~

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

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

~~K. Energy and Water Conservation. Water and energy conservation measures taken may include material choices for lighting, low flow or dual flush toilets, plumbing fixtures, Florida Friendly Landscaping, and Water and Energy Star appliances. The Florida Energy Conservation Code 2017 edition and the Florida Plumbing Code 2020 edition will be used in the design of the project, or the then-current edition of such codes at the time of building permit submission if such codes have been updated between the Effective Date of this Agreement and such time, will be used in the design of the project. Specific measures are uncertain currently due to both production and supply issues that have caused wide fluctuations in cost and availability. Determinations will be made during development plan review when price and availability are timed with construction.~~

L.M. Maintenance of Common Areas and Open Spaces. Maintenance and repair of structures, paved areas (internal roadways and parking), lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the property owner or its designee such as a property owners association, at no cost or obligation to the City. The Developer, its successors and/or assigns, shall provide guidelines to the City for approval, not to be reasonably withheld, conditioned, or delayed, for the maintenance of common areas. The City will conduct annual inspections of the approved landscaping. The City will be granted the right to enforce the common areas maintenance obligations against the Developer, its successors and/or

5th DRAFT: January 31, 2022

assigns, as may be applicable, and to be reimbursed for the reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.

M.N. **Enforcement of Rules and Regulations.** For the maintenance of the common areas referenced in Section 3. MN above, the applicable provisions in the Guidelines: (i) shall be made applicable to the Project; and (ii) shall be reviewed/approved by the City of Wildwood and a certificate of occupancy being issued for completed improvements; and (iii) will provide that the City of Wildwood shall have the right, but not the obligation, to enforce such maintenance obligations against a violating party and that the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.

N.O. **Impact Fees.** The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any impact fees adopted by the City of Wildwood, Sumter County, or the Sumter County School Board prior to issuance of building permits shall also be applicable to the Planned Development.

O.P. **Expiration of Planned Development Agreement.** Significant construction must begin within the Project boundary (as legally described in "Exhibit A") within 24 months of the final adoption of the Planned Development Agreement. If no significant construction has started on the approved Project within 24 months, the Planned Development shall lapse and be of no further effect. The City Commission may extend the Planned Development for periods of up to twelve (12) months provided the applicant can show good cause why the said Project was delayed under the originally approved Planned Development Agreement. However, the City Commission shall not allow extensions beyond 48 months after the effective date of this Ordinance.

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

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

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

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

ED WOLF, MAYOR

ATTEST: _____
Susan Patterson, City Clerk

Ordinance
PD O2022-XX Wildwood Place PD
Page 10

5th DRAFT: January 31, 2022

First Reading: _____

Second Reading: _____

Approved as to Form:

City Attorney

DRAFT

Exhibit A

LEGAL DESCRIPTION: (BY SURVEYOR)

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

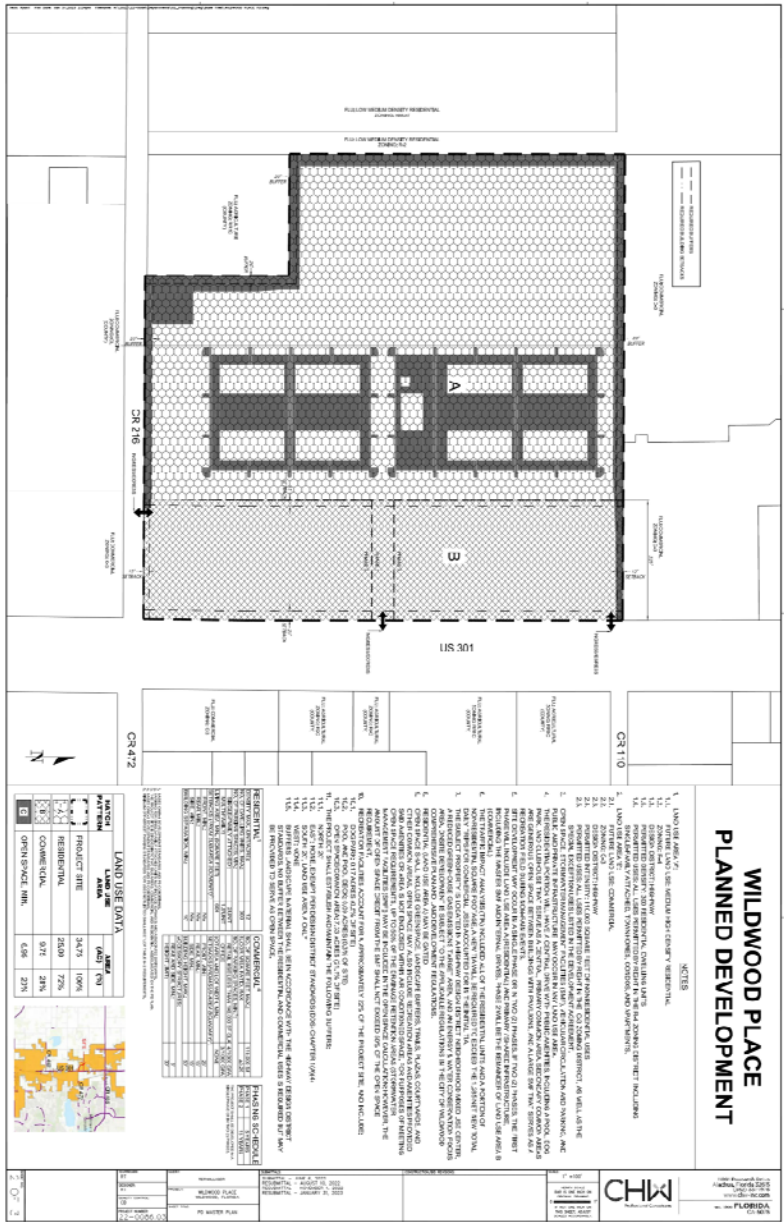
THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

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

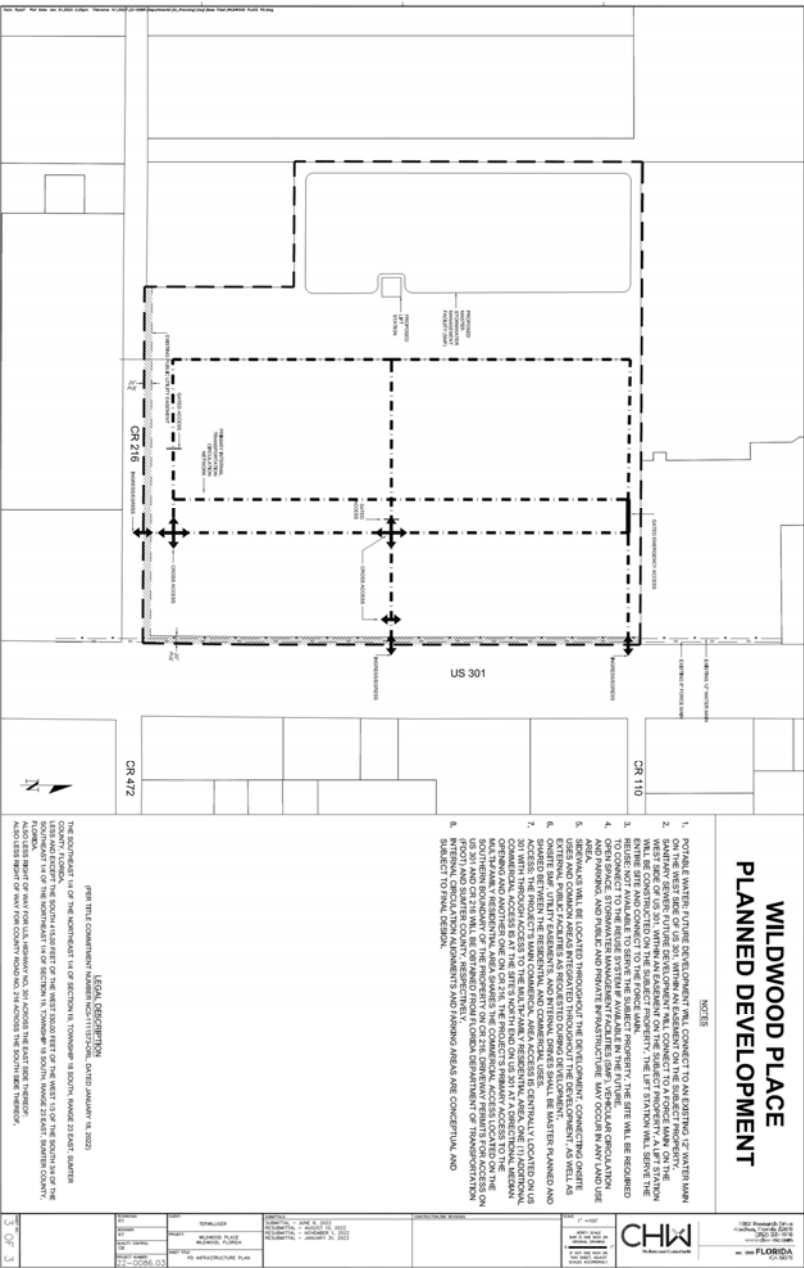
ALSO LESS RIGHT OF WAY FOR U.S. HIGHWAY NO. 301 ACROSS THE EAST SIDE THEREOF;

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

Exhibit B



Ordinance
PD 02022-XX Wildwood Place PD
Page 13



DRAFT

Exhibit C

[INSERT TIA]

DRAFT

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, April 4, 2023, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for O2023-9. The parcel is generally located at the northwest intersection of US 301 and CR 216.

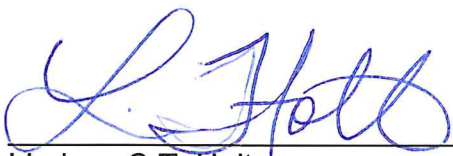
Case #	PD 2206-001 Wildwood Place
Parcel(s)	D19-014 and D19-043
Applicant	Ryan Thompson
Owner	HWY 301/216 LLC

Under Land Development Regulation (LDR) § 8.2(E), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed planned development amendments.

Based upon the testimony, evidence and information presented as to the criteria set forth in LDR § 8.2(G), the Special Magistrate recommends approval of the planned development amendment.

The Special Magistrate gives a favorable recommendation of Ordinance O2023-9 to the City Commission for final determination.

Dated: April 4, 2023



Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PD 2301-001 Trailwinds Village Planned Development Amendment

REQUESTED ACTION: Special Magistrate recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

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

The owner/applicant Word Family, LLC seeks approval from the City Commission 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.

Special Magistrate recommends approval and a favorable recommendation of Ordinance O2023-13.

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

Shaun Raja,
Planner, Development Services Department

ORDINANCE NO. O2023-13

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

WHEREAS, the Word Family LLC Planned Development Application was filed on October 31 2011;

WHEREAS, the City Commission of the City of Wildwood, Florida passed and ordained Ordinance O2012-07 on February 27, 2012;

WHEREAS, said Ordinance was recorded April 11, 2012, in OR. Book 2433, Page 689, Public Records of Sumter County, Florida;

WHEREAS, the first Word Family LLC Planned Development Amendment Application was filed on September 30, 2013;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2014-18 on April 28, 2014, thereby amending and restating Ordinance O2012—07 in its entirety;

WHEREAS, said Ordinance was recorded May 19, 2014, in OR. Book 2779, Page 657, Public Records of Sumter County, Florida;

WHEREAS, the second Word Family LLC Planned Development Amendment Application was filed on August 31, 2015;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2015-44 on October 26, 2015, thereby amending and restating Ordinance O2014-18 In its entirety;

WHEREAS, said Ordinance was recorded November 5, 2015, in OR. Book 3031, Page 367, Public Records of Sumter County, Florida;

WHEREAS, the third Word Family LLC Planned Development Amendment Application, was filed on September 30, 2016;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2017-01 on January 9, 2017, thereby amending and restating Ordinance O2015-44 in its entirety;

WHEREAS, the fourth Word Family LLC Planned Development Amendment Application was filed on July 26, 2017;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2017-50 on September 25, 2017, thereby amending and restating Ordinance O2017-01 in its entirety;

WHEREAS, the fifth Word Family LLC Planned Development Amendment Application was filed on November 21, 2019;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2020-1 on January 27, 2020, thereby amending and restating Ordinance O2017-50 in its entirety;

WHEREAS, the sixth Word Family LLC Planned Development Amendment Application was filed on January 5, 2022;

WHEREAS, the City Commission of the City of Wildwood Florida passed and ordained Ordinance O2022-8 on February 28, 2022, thereby amending and restating Ordinance O2020-1 in its entirety;

WHEREAS, the seventh Word Family LLC Planned Development Amendment Application was filed on January 17, 2023;

WHEREAS, it is the intention of the City for this amendment and restatement to supersede Ordinance O2022-8.

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

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

SECTION 1: GENERAL FINDINGS

- A. That the Word Family LLC Planned Development Amendment Application (hereinafter referred to as the "Project") was duly and properly filed herein on September 30, 2013;
- B. That the second Word Family LLC Planned Development Amendment Application was duly and properly filed on August 31, 2015;
- C. That the third Word Family LLC Planned Development Amendment Application was duly and properly filed on September 30, 2016;
- D. That the fourth Word Family LLC Planned Development Amendment Application was duly and properly filed on July 26, 2017;
- E. That the fifth Word Family LLC Planned Development Amendment Application was duly and properly filed on November 21, 2019;
- F. That the sixth Word Family LLC Planned Development Amendment Application was duly and properly filed on January 5, 2022;
- G. That the seventh Word Family LLC Planned Development Amendment Application was duly and properly filed on January 17, 2023;
- H. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule;
- I. That the Project was reviewed by the Project Review Committee and found to meet or exceed the minimum standards of the City's Comprehensive Plan, Land Development Regulations, Code of Ordinances, and all other applicable ordinances and regulations;
- J. That the Developer intends to develop a Project consisting; of 165.4 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in "Exhibit A" attached hereto
- K. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations; and
- L. That the City has complied with the due notice requirements of subsection 3.3(C)(3) of the Land Development Regulations.

SECTION 2: FINDINGS REGARDING PLANNED DEVELOPMENT OVERLAY

- A. That the Applicant has applied for a Mixed Use Planned Development (MUPD) of the lands described in "Exhibit A";

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

SECTION 3: PLANNED DEVELOPMENT AGREEMENT: GENERAL PROVISIONS

- A. Development Concept. The Project shall be developed as a Planned Development substantially in accordance with this Ordinance. This Planned Development Agreement shall govern the development of the Project.
- B. Conceptual Development Plan. The Project includes a conceptual development plan pursuant to Section 8.4 of the Land Development Regulations. The conceptual development plan prepared by JBrown Professional Group, Inc. dated January 2022, as amended, is incorporated into this Ordinance as “Exhibit B” attached hereto. The conceptual development plan is substantially consistent with City of Wildwood Comprehensive Plan.
 - 1) The conceptual development plan illustrates the general location of the following land uses:
 - a. Residential: Assisted Living Facility (ALF) and Independent Living Facility (ILF);
 - b. Commercial Office and Medical Office;
 - c. Commercial Sales and Retail; and
 - d. Recreational (Parks)

- 2) The conceptual development plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by compensating storage capacity requirements in flood prone areas, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, or conservation easements. If there are any inconsistencies between the written ordinance and the conceptual development plan, the written ordinance will supersede.

C. Development Program. The Project shall be developed in a single phase in accordance with the conceptual development plan and this Section.

- 1) Residential Development. The residential component of the Project shall contain a mix of two (2) or more housing types. Assisted Living Facilities and Independent Living Facilities each count as one (1) housing type. Conversions of ALF beds and ILF units to other residential units are permitted. Three (3) ALF beds shall equal one (1) residential unit. One (1) ILF unit shall equal one (1) residential unit.
- 2) Land Use Breakdown. Acreages devoted to each land use over the life of the Project shall be in accordance with the following table:

Land Use	Total (Acres)
Residential (ALF and ILF)	33.1
Commercial and Medical Office	12.2
Commercial Sales and Retail	73.8
Recreation	12.4
Total	131.5

Note: There are 33.9 acres within the nonresidential areas that consist of drainage retention areas, open space, and right-of-way, for a total project acreage of 165.4+/- acres.

- 3) Maximum Development Potential. Residential and non-residential development within the Project shall not exceed the following:

Land Use	Square Feet (SF)	Beds/Units
Residential		462 (ALF beds) 296 (dwelling units)
Office	151,500	

Retail	572,750	

- 4) Land Use (Trip) Equivalency Matrix. Land uses may be converted in accordance with the following Table provided doing so does not exceed Development of Regional Impact thresholds for the Regional Activity Center, as established by F.S. § 380.06(2)(d) and Chapter 28-24, Florida Administrative Code. The coefficients are based on the trip generation, per the Institute of Transportation Engineers Trip Generation Manual, 9th Edition.

		Change To						
		Residential, Condo/ Townhome (Per Unit)	Residential, Apartment/ Multi-Family (Per Unit)	Residential, ACLF (Per Bed)	Residential, ILF (Per Unit)	Commercial Sales (1,000 SF)	General Office (1,000 SF)	Medical Office (1,000 SF)
C h a n g e F r o m	Residential, Condo/ Townhome (Per Unit)	N/A	1.701	0.616	0.762	8.505	4.219	10.039
	Residential, Apartment/ Multi-Family (Per Unit)	0.588	N/A	0.362	0.448	5.001	2.480	5.902
	Residential, ACLF (Per Bed)	1.625	5.763	N/A	1.239	13.818	6.854	16.310
	Residential, ILF (Per Unit)	1.312	2.231	0.807	N/A	11.155	5.533	13.167
	Commercial Sales (1,000 SF)	0.118	0.200	0.072	0.090	N/A	0.496	1.180
	General Office (1,000 SF)	0.237	0.403	0.146	0.181	2.016	N/A	2.380
	Medical Office (1,000 SF)	0.100	0.169	0.061	0.076	0.847	0.420	N/A

As development needs arise, amendments to the land use (trip) equivalency matrix may be carried out through approval of an updated matrix incorporated as an exhibit to the Planned Development Agreement.

“Exhibit E” - “Traffic Memorandum” amends the land use (trip) equivalency matrix to include “hospital” use through traffic impact equivalency. Section 3(F)(7) identifies “hospitals” as a permitted use. Additionally, “Exhibit E” updates the equivalency factors to the PM peak—hour trips rates from 10th Edition of the ITE Trip Generation Manual. In the event of any inconsistency between the terms of this Planned Development Agreement and language set forth in “Exhibit E”, the inconsistency shall be resolved by giving precedence to this Planned Development Agreement.

5) Signage.

- a. The Project may contain up to four (4) Shopping/Office Center signs. The signs shall be located within the landscaped medians at the project entrances at C-466A.
- b. The Shopping/Office Center signs shall be monument signs and shall consist of one (1) Type A sign and three (3) Type B signs as shown on “Exhibit C.”
- c. All other signage, including directional and occupant identification, is required to meet the City’s Design District Standards for signage.
- d. Monument signage setback for parcels CO-5 through CO-11 along CR 466A is reduced from 10' to 5' due to substantial elevation change based on the elevation of CR 466A.

D. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.

E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever ‘Chapter is applicable:

- 1) Developer’s Agreement. Prior to approval of a site plan or a subdivision preliminary plan, the City and the Developer agree to enter into Utility or Developer’s Agreements to address the provision of water, wastewater and reuse water to the Project. The agreement shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.

F. Principal Uses. The following uses shall be allowed within the Project.

- 1) All permitted; principal uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the CMU zoning district.
- 2) Retail and wholesale commercial establishments for lumber, building and landscaping supplies, equipment, and other similar uses. However, the outside storage of goods must be:
 - a. Located contiguous either behind or flanking the principal structure;
 - b. Enclosed by a screen or other similar material; and
 - c. Architecturally compatible with the principal structure.
- 3) Indoor shooting range and gun shop, including the sale, rental, and repair/service; of firearms, ammunition, and other shooting accessories and sporting goods. The indoor gun range shall be designed to contain projectiles, debris and pollution within the building through the use of baffles, backstops, HVAC systems, soundproofing, or other barriers. Noise levels measured at the property line shall not exceed sixty (60) dBA. Parking requirements shall be 1 parking space per shooting lane, plus 4 spaces per 1,000 sq. ft. of retail sales and office area, plus 10 spaces per instructional classroom, if any.
- 4) Single and multi-story Indoor self-storage facility. No outdoor storage of RVs, boats, campers, vehicles, other similar equipment and items is allowed unless completely enclosed and screened by a wall that is architecturally compatible with the principal structure.
- 5) Temporary sales/leasing office (modular building or trailer).
- 6) Service Repair Center or Golf Cart Sales shall be permitted as long as the subject lot(s) comply with the following requirements:
 - a. The use and all associated activities must be in completely enclosed building.
 - b. Additional buffering and screening may be required.
- 7) Medical facilities, hospitals, and urgent care centers which shall not require a separate Conditional Use approval. Parking requirements for hospitals shall be two (2) spaces per bed.

G. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the Central Mixed Use (CMU) zoning district.

H. Design District Standards. Unless otherwise noted, the Project shall adhere to the Community Design District Standards pursuant to Section 6.12 of the Land Development Regulations.

I. Recreation and Open Space. The Project shall maintain a minimum of 15% open space.

1) Parks and Recreation. The Project shall contain a minimum of 9.5 acres of parks which may include both passive and active recreation parks.

2) Buffers.

a. The Project shall contain a 25' perimeter landscape buffer along CR 466A and along the northern boundary where it abuts platted single-family subdivision lots within The Villages of Sumter. The buffer is intended to protect the privacy and well-being of the adjacent homes within The Villages and to mitigate potential visual and noise impacts of the Project. The buffer will be continuous and contain canopy and understory trees as well as a 3' tall hedge in conformance with the buffer detail sections incorporated into this Ordinance as part of "Exhibit B."

b. The width of the perimeter buffer described above may be reduced to 20' on eastern and western property lines, along NE 57th Drive, and on the northern property line where the property does not border a home within The Villages. The perimeter buffer along the western boundary of parcels G04LCO-001, G04LOF-001, G04LOF-002, and G04LRI-002 shall be 5' as long as the proposed uses are similar to the adjacent uses.

c. The Project will also contain 10' wide interior buffers in instances where there is a change of land use and along both sides of internal roadways (public and private) as depicted on "Exhibit B" and the typical internal roadway section as depicted on "Exhibit B".

d. Any on-site booster pumps, tanks, or lift stations needed to serve the Project shall be screened, buffered and located outside of the perimeter buffer.

3) Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may also include trails, plazas, courtyards, and other public similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed within air conditioned space. For purposes of meeting

open space requirements, up to 50% of the drainage retention areas (stormwater management areas) may be included in the open space calculation; however, the amount of open space credit from the drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include rights-of-way, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.

J. Environmental Consideration.

- 1) Gopher Tortoise Survey. As stated in the Preliminary Protected Species Assessment submitted with the Planned Development Application, a gopher tortoise survey is required 90 days prior to any construction activities taking place. If tortoises are found on the Project, a relocation permit from the Florida Fish and Wildlife Conservation Commission may be required.
- 2) Wetlands. The Project contains a 0.36 acre wetland as shown on the conceptual development plan. A 15' minimum, 25' average buffer is required along the preserved wetland. The wetland and associated wetland buffer may be utilized as a passive recreation park.

K. Public Facilities.

- 1) Potable Water, Wastewater, and Reuse Water. The Project shall be connected to the City's Potable Water and Sanitary Sewer systems prior to any certificates of occupancy being issued. The Project will also connect to the City's reuse water system prior to certificates of occupancy being issued, if available. Expansion of the City's Potable Water and Sanitary Sewer systems, including necessary utility easements, shall be negotiated by a separate Developer's Agreement between the City and the Developer. Said agreement shall specify cost, ownership and maintenance, and timetables for delivery of services.
- 2) Solid Waste. Solid waste services shall be provided by the City or the City's contracted refuse service provider.
- 3) Stormwater. The Project shall contain a stormwater management system which meets the requirements of the Southwest Florida Water Management District, and Chapter 6, Section 6.4 of the City's Land Development Regulations.
- 4) Underground Utilities. All on site utilities shall be underground. Developer is responsible for running utilities underground for the Project. The City shall insure that any utilities within any public utilities' easement serving lands other than the Planned Development shall be underground.

- 5) Lighting. Exterior lighting of all buildings and parking lots shall be designed so that light is not directed off the Project. Exterior light fixtures should be fully shielded or designed with light-angle cut-offs so as to eliminate spill light, trespass light, and glare.
- 6) Transportation Concurrency: There is sufficient roadway capacity available to accommodate the Project at buildout. The responsibility to fund the improvements listed in Section L of this ordinance, in part or whole, will be the responsibility of the Applicant/Developer.

L. Access and Transportation

1) Access.

- a. CR 466A. CR 466A is owned, operated, and maintained by Sumter County. Eight (8) access points to the Project may be permitted along CR 466A if approved by Sumter County.
- b. CR 133. To ensure the traffic generated by the Project does not adversely impact the existing residents along CR 133, the Project shall construct an internal roadway parallel to CR 133 as indicated on the conceptual development plan as shown in "Exhibit B" unless superseded by a future agreement. This internal roadway shall be buffered from CR 133 as described herein.
- c. NE 57th Drive. NE 57th Drive is an unimproved road that currently provides ingress and egress to several homes along CR 133 (north of the Project). The Project shall ensure two (2) access points to CR 133 are provided along the Project's internal roadways as shown on the conceptual development plan.
- d. Interconnectivity to the West. The Project is required to provide one (1) road stub-out for future connection through the adjoining property to the west for future connectivity to C-462 as shown on the conceptual development plan. The Developer shall cooperate with the adjoining property owner and/or owner's agent or assign to effect the required interconnection points.
- e. The Developer will comply with terms of the Site Plan Access Review Memorandum of Understanding dated September 16, 2015 and attached as "Exhibit D", unless otherwise deemed necessary and agreed to in writing by both parties.
- f. Secondary Driveway #6 shall be minimum distance of 260' from primary driveway measured from the Western most curb of the

primary driveway to the Eastern most curb of the proposed secondary driveway.

- g. Primary Driveway #4 shall be a right in/right-out with a left in directional median opening. Upon the vertical development of the residential Tract R-1, the directional median opening shall be converted to full access median opening.

2) Transportation System Improvements. The Developer shall be fully responsible for the following improvements to the transportation system to mitigate transportation impacts of the Project. These improvements were identified in the Traffic Impact Analysis submitted with the Planned Development amendment application.

- a. The Developer shall construct a second westbound turn lane on CR 466A to Powell Road in order to maintain a level of service (LOS) "C" at the intersection of CR 462/Powell Road and CR 466A.
- b. The Developer shall construct left and right turn deceleration lanes at all site access points to ensure safe and efficient operations to and from the Project.
- c. The Developer shall install a traffic signal at the main access point to the Project (Primary Driveway #2 on the conceptual development plan) prior to the Project reaching 40% of buildout.
- d. The Developer shall upgrade the traffic signal at the CR 466A/Pinellas Place intersection (if approved by Sumter County) if the Developer constructs the off-site access connection to the Project.
- e. The Developer acknowledges that C-466A and C-462 are receiving transportation system improvements by Sumter County that are not yet complete. At 40% of the Project buildout, the Developer is required to conduct a Traffic Impact Study to re-evaluate the Project's traffic impacts. Additional mitigation may be required as determined by the study.

3) Internal Roadways and Multi-Use Trails.

- a. Individual development pods and land uses shall be interconnected by a series of roadways and trails within the Project. Internal roadways and trails shall be developed in accordance with the conceptual development plan and the typical

roadway section incorporated into this Ordinance as part of "Exhibit B."

- b. The Project shall provide a system of multi-use trails and sidewalks that encourage walking and bicycling within the development as shown on the conceptual development plan as part of "Exhibit B." One side of the road shall contain an 8' wide (minimum) multi-use path which may be reduced to 5' south of the frontage road to provide a transition to the sidewalk along CR 466A.
- c. Golf carts. Golf carts may be allowed to utilize the multi-use paths or internal roadways within the Project pending final engineering approval at the time of site plan. The Developer is aware that golf carts are not allowed to access or cross CR 466A per the regulations of Sumter County.

M. Maintenance of Common Areas. Maintenance and repair of structures, lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the property owner or its designee such as a property owners association, at no cost or obligation to the City. The Developer, its successors and/or assigns, shall provide Guidelines to the City for approval. not to be reasonably withheld, conditioned or delayed, for the maintenance of common areas. The City will be granted the right to enforce the common areas maintenance obligations against the Developer, its successors and/or assigns, as may be applicable, and to be reimbursed for the reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.

N. Enforcement of Rules and Regulations. For the maintenance of the common areas referenced in Section 3(M) above, the applicable provisions in the Guidelines: (i) shall be made applicable to the Project; and (ii) shall be reviewed/approved by the City of Wildwood and a certificate of occupancy being issued for completed improvements; and (iii) will provide that the City of Wildwood shall have the right, but not the obligation, to enforce such maintenance obligations against a violating party and that the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.

O. Impact Fees. The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any impact fees adopted by the City of Wildwood, Sumter County or the Sumter County School Board prior to issuance of building permits shall also be applicable to the Planned Development.

P. Expiration of Planned Development Agreement. Significant construction has begun within the Project boundary (as legally described in "Exhibit A"). This project is considered active and has no expiration date.

PASSED AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this _____ day of _____, 2023.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

ED WOLF, MAYOR

ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to Form:

City Attorney

EXHIBIT A

TRAILWINDS VILLAGE - LEGAL DESCRIPTION

THE WEST 1/2 OF THE NORTHEAST 1/4 OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST; AND THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST; AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 23 EAST, ALL LYING AND BEING IN SUMTER COUNTY, FLORIDA. LESS AND EXCEPT ROAD RIGHT-OF-WAY FOR COUNTY ROAD 466-A.

AND

THE NORTHERLY 50.00 FEET OF THE NORTHWEST 1/4 OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, ALL LYING AND BEING IN SUMTER COUNTY, FLORIDA. LESS AND EXCEPT ROAD RIGHT-OF-WAY FOR COUNTY ROAD 462.

AND

BEGIN AT THE SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, RUN NORTH 210 FEET, EAST 210 FEET, SOUTH 210 FEET, THENCE WEST 210 FEET TO THE POINT OF BEGINNING. ALL IN SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

AND

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

EXHIBIT B

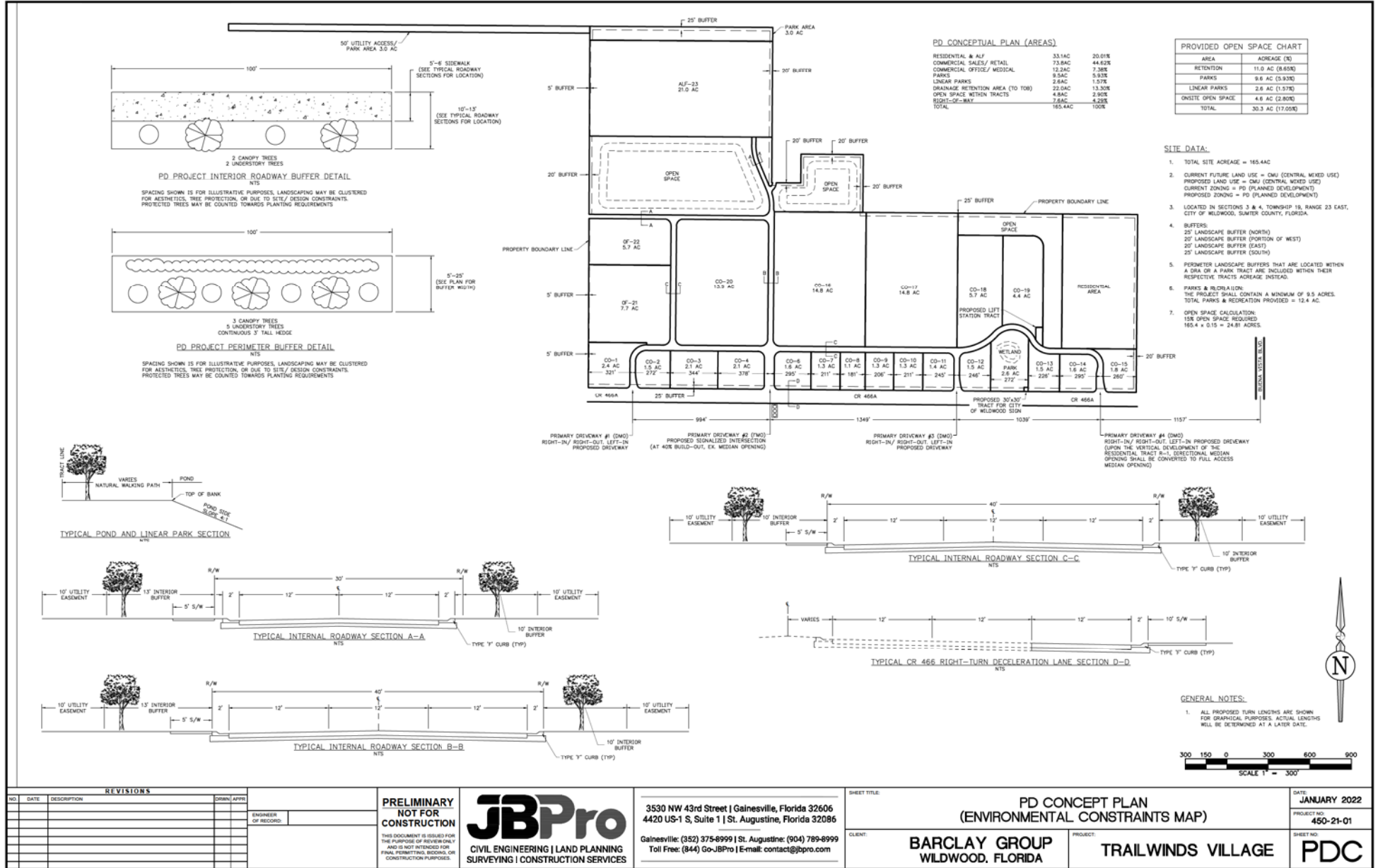
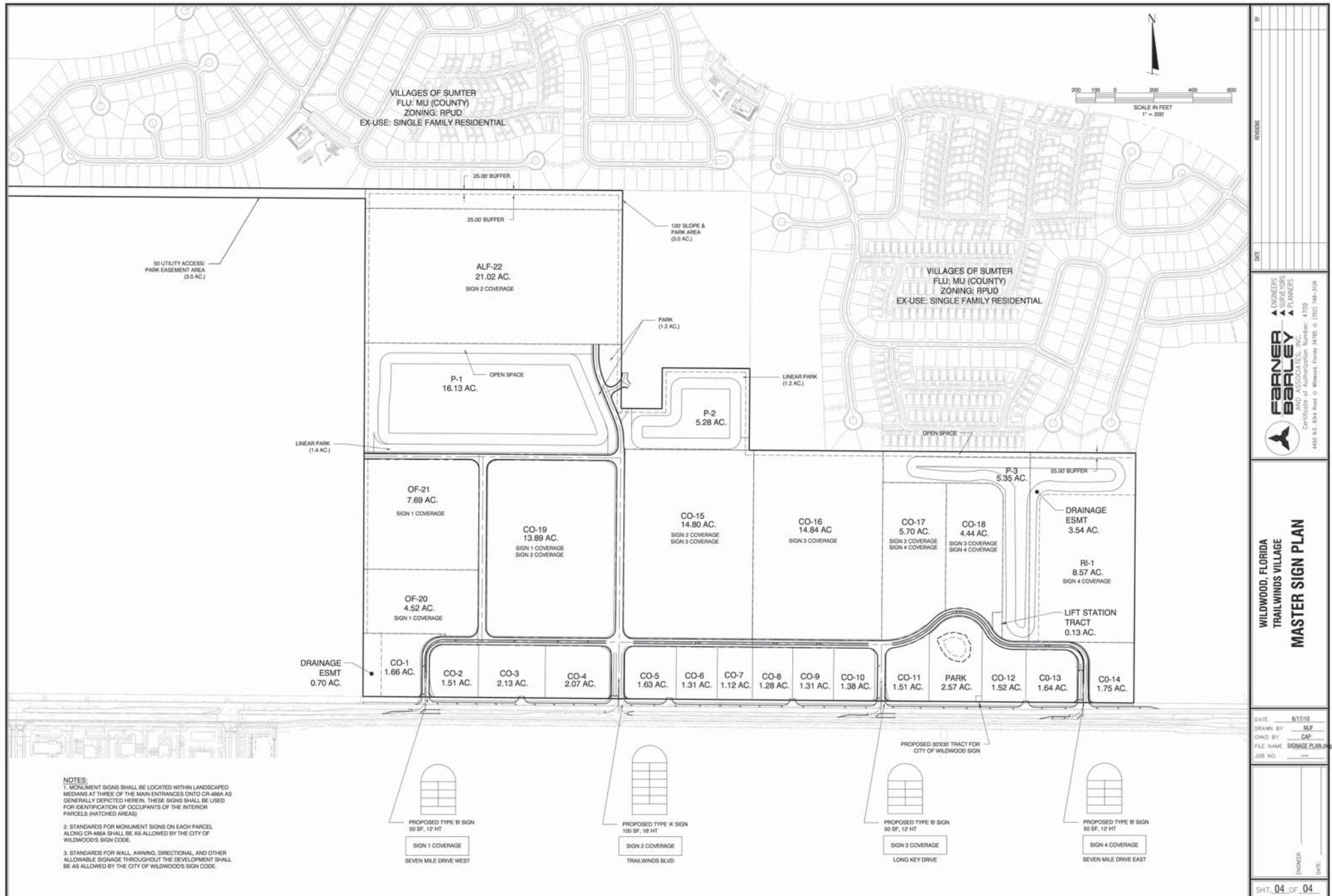


EXHIBIT "C"





MEMORANDUM OF UNDERSTANDING

Date: September 16, 2015

To: Richard Baier, P.E. - Sumter County Department of Public Works
Esle Oxendine - Sumter County Department of Public Works

From: Jane A. Caldera, P.E. - TRUCKIN TRAFFIC, LLC

Copy To: Chris Potts, P.E. - Farner Barley
Jerry Hart - Barclay Group

Subject: Trailwinds Village PUD
Site Access Plan Review

The purpose of the memorandum is to document the results of the master site access plan review for Trailwinds Village.

After the initial review meeting held between the Barclay Group development team and Public County Department for Public Works staff, and several follow up discussions, the Master Site Access Plan for Trailwinds Village as shown on Attachment A, and described below was mutually agreed to.

- Four (4) right in/out driveways will be permitted.
- Two (2) directional median openings will be permitted. These directional median openings will be designed to prohibit SB left turn movements.
- One (1) full median opening that will be signalized when the developer can demonstrate that traffic signal warrants are met.
- One (1) directional median opening that will be modified to a full median opening, when the 10 acre residential development tract (R-1) is constructed; based on the following conditions.
 - 1) Upon the vertical development of the residential tract R-1 the developer will provide the County with a Letter of Credit and or Bond
 - 2) Once this median opening is converted to a full median opening, the developer will have 12 months to conduct a traffic signal warrant study to demonstrate that traffic signal warrants are met. If traffic signal warrants are met the developer will be allowed to signalization this driveway, if signal warrants are not met, then the developer will convert this driveway back to a directional median opening.

w/ Attachment A

ATTACHMENT A

(to Memo of Understanding, dated 9/16/2015)

MASTER SITE ACCESS PLAN TRAILWINDS VILLAGE PUD

Legend

- Right In/Out Driveway
- Directional Median Opening
- Full Median Opening / Traffic Signal
- Directional Median Opening, with special conditions

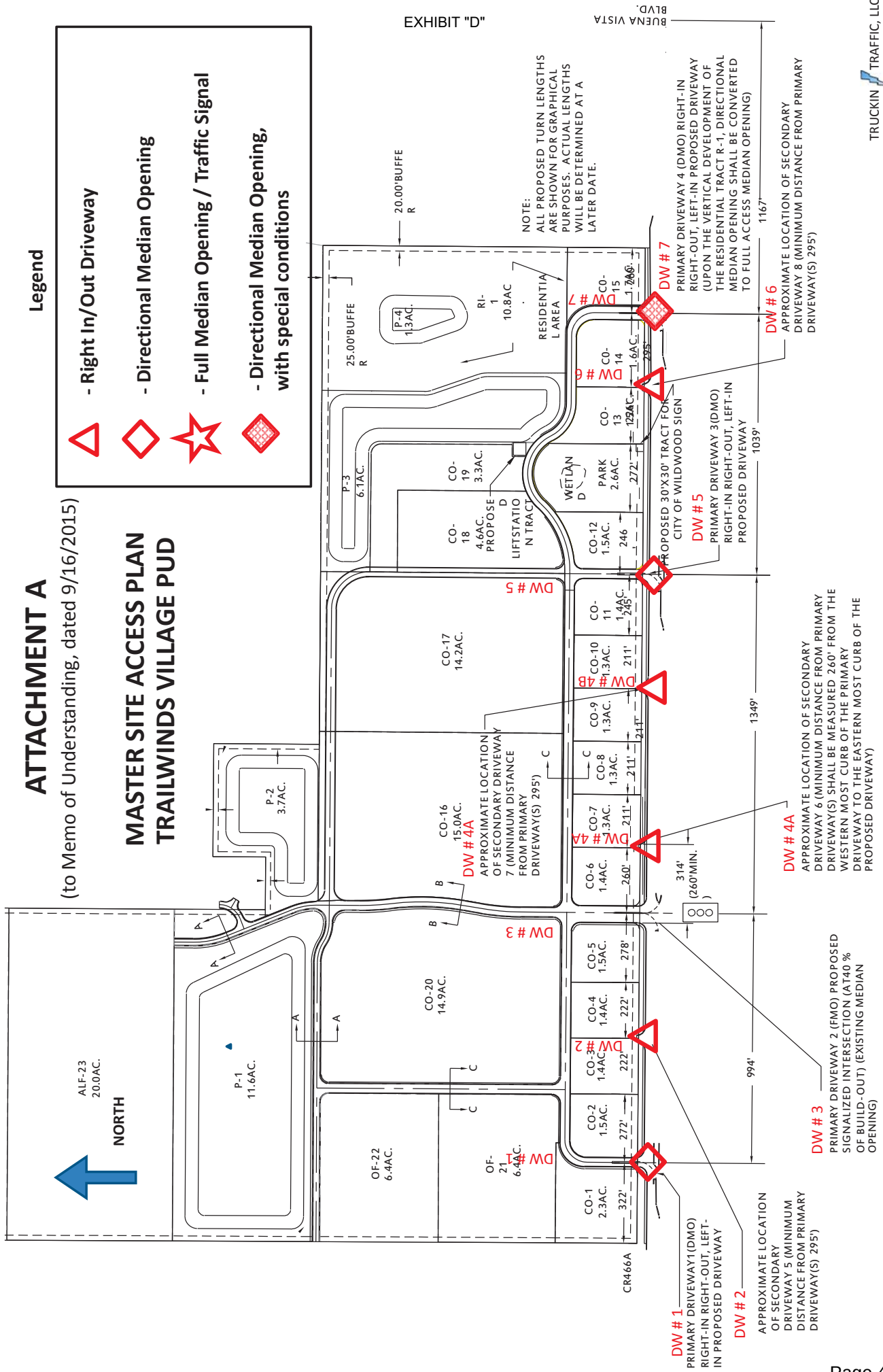


EXHIBIT "D"



TRAFFIC MEMORANDUM

Date: December 20, 2019

To: Melanie Peavy, AICP - City of Wildwood, Development Services Director

From: Jane A. Caldera, P.E. - TRUCKIN TRAFFIC, LLC

Copy To: Chris Potts, P.E. - Farner Barley
Jerry Hart - Barclay Group

Subject Trailwinds Village PD Modification December 2019 Traffic Impact Analysis



The purpose of this memorandum is to evaluate the traffic impacts associated with the proposed development plan for the Trailwinds Village PD Modification 2019; to document that the trip generation estimates from the previously approved Traffic Impact Analysis (dated 8/31/2015) are not exceeded.

The development program that the approved 2015 Traffic Impact Analysis was based on is listed below.

Commercial/Retail/Service
Shopping Center - 572,750 SF

Office
General Office - 31,500 SF
Medical Office - 120,000 SF

Residential
Apartments - 332 DU
Assisted Living - 462 BEDS

The development program associated with the 2019 PD Modification is summarized below.

Commercial/Retail/Service
Shopping Center - 285,001 SF

Office
General Office - 95,630 SF
Medical Office - 120,000 SF

Residential
Apartments - 425 DU
Assisted Living - 125 BEDS

Medical
Hospital - 300 BEDS

Detailed trip generation estimates for the 2019 PD development plan were performed. **Attachment A** to this memorandum contains the detailed trip generation calculations for the 2109 PD development plan.

Table 1 below compares the approved trips from the 2015 Traffic Impact Analysis to the new trip estimates for the 2019 development plan. As shown in Table 1, the 2019 PD development plan will generate less trips than the previously approved development plan.

TABLE 1
TRIP GENERATION COMPARISON SUMMARY
TRAILWINDS VILLAGE PD

DESCRIPTION	Total Trips 2-Way (vph)	External Trips 2-Way (vph)	Net-New Trips 2-Way (vph)
2015 APPROVED DEVELOPMENT PLAN	2,712	2,360	2,092
2019 PROPOSED DEVELOPMENT PLAN	2,542	2,212	1,904
Net Change (Approved - Proposed)	170 LESS TRIPS	148 LESS TRIPS	188 LESS TRIPS

Attachment B to this memorandum contains the relevant pages from the approved 2015 Traffic Impact Analysis.

The number of trips associated with current development plan (i.e. open businesses, under construction, or in the design and permitting phase) are listed in Table 2. The purpose of Table 2 is to provide a table that "tracks" the trips linked with current development plan.

TABLE 2 - TRIP TRACKING
TRAILWINDS VILLAGE PD - APPROVED DEVELOPMENTS

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

(1) The Trip Generation Rates were obtained from ITE Trip Generation Manual, 10th Edition.

Date Prepared: 12/20/2019

(2) Reflects the current development plan (i.e. open businesses, under construction, or in the design and permitting phase)

Trailwinds Village PD Modification December 2019 Traffic Impact Analysis

The Land Use (Trip) Equivalency Matrix was also updated to reflect new land-use equivalency factors based on the PM peak-hour trips rates from the ITE Trip Generation Manual, 10th Edition. Table 2 contains the updated land-use equivalency factors. Please note, the land-use descriptions for the residential components were revised to match up with the ITE 10th ED land-use descriptions.

Table 3
Land Use (Trip) Equivalency Matrix

Land-Use			CHANGE TO								
			Residential, Multi Family/Low-Rise	Residential, Multi Family/Mid-Rise	Residential, IL-Senior Adult Housing /Attached	Residential, IL-Congregate Care Facility	Residential, Assisted Living	Commercial Sales	General Office	Medical Office	Hospital
			Dwelling Unit	Dwelling Unit	Dwelling Unit	Dwelling Unit	Bed	1,000 SF	1,000 SF	1,000 SF	Bed
CHANGE FROM	Residential, Multi Family/Low-Rise	Dwelling Unit	1.00	0.79	0.46	0.32	0.46	7.39	2.05	6.18	3.38
	Residential, Multi Family/Mid-Rise	Dwelling Unit	1.27	1.00	0.59	0.41	0.59	9.41	2.61	7.86	4.30
	Residential, IL-Senior Adult Housing /Attached	Dwelling Unit	2.15	1.69	1.00	0.69	1.00	15.92	4.42	13.31	7.27
	Residential, IL-Congregate Care Facility	Dwelling Unit	3.11	2.44	1.44	1.00	1.44	23.00	6.39	19.22	10.50
	Residential, Assisted Living	Bed	2.15	1.69	1.00	0.69	1.00	15.92	4.42	13.31	7.27
	Commercial Sales	1,000 SF	0.14	0.11	0.06	0.04	0.06	1.00	0.28	0.84	0.46
	General Office	1,000 SF	0.49	0.38	0.23	0.16	0.23	3.60	1.00	3.01	1.64
	Medical Office	1,000 SF	0.16	0.13	0.08	0.05	0.08	1.20	0.33	1.00	0.55
	Hospital	Bed	0.30	0.23	0.14	0.10	0.14	2.19	0.61	1.83	1.00

NOTE: THE EQUIVALENCY FACTORS IN THE TABLE ARE BASED ON THE PM PEAK-HOUR TRIPS RATES FROM THE ITE TRIP GENERATION MANUAL, 10th EDITION

Example #1: To convert from Commercial Sales to Medical Office

Take the desired sq.ft. of Medical Office and multiply by the equivalency factor to get the equivalent sq.ft. of Commercial Sales
 20,000 sq.ft. of Medical Office * 1.20 (Commercial Sales equiv. Factor) = 24,000 sq.ft. of Commercial Sales

To add 20,000 sq.ft. of Medical Office, you reduce Commercial Sales by 24,000 sq.ft.

Example #2: To convert from Commercial Sales to Assisted Living Beds

Take the desired Assisted Living Beds and multiply by the equivalency factor to get the equivalent sq.ft. of Commercial Sales
 200 Assisted Living Beds * 0.06 (Commercial Sales equiv. factor) = 12.0 * 1,000 = 12,000 sq.ft. Commercial Sales

To add 200 Assisted Living Beds, you reduce Commercial Sales by 12,000 sq.ft.

In summary, the trip generation estimates associated with the 2019 PD Modification for Trailwinds Village are less than trip generation estimates contained in the previously approved traffic study.

Please feel free to contact me if you have any questions or need additional information to process the Trailwinds Village PD Modification December 2019.

w/ Attachments A and B

ATTACHMENT A

PM PEAK HOUR TRIP GENERATION ESTIMATES TRAILWINDS VILLAGE PD MODIFICATION - 2019

2019 CURRENT PROPOSAL

Land-Use	ITE Land-Use Category	ITE Land-Use (Code)	Indep. Variable	ITE Rate or Eqn. (1)	Size	Total 2-Way (vph)	Trips In (vph)	Trips Out (vph)	Int. Cap. Rate (2)	Internal Trips (vph)	Net External (vph)	Pass-By Capture Rate (3)	Pass-By 2-Way (vph)	Pass-By Trips In (vph)	Pass-By Trips Out (vph)	Net-New 2-Way (vph)	Net-New Trips In (vph)	Net-New Trips Out (vph)
PROPOSED DEVELOPMENT																		
Commercial/ Retail/Service	Shopping Center	820 ITE /E	SQUARE FEET	$\ln(T)=0.74 \cdot \ln(X)+2.89$	285,001	1,179	566	613	13%	153	1,026	30%	308	148	160	718	345	374
Office	General Office	710 ITE/R	SQUARE FEET	1.15	95,630	110	18	92	13%	14	96	0%	0	0	0	96	15	80
Office	Medical-Office	720 ITE /R	SQUARE FEET	3.46	120,000	415	116	299	13%	54	361	0%	0	0	0	361	101	260
Residential	Multi-Family/Low-Rise (Framework)	220 ITE /R	DWELL UNITS	0.56	425	238	150	88	13%	31	207	0%	0	0	0	207	130	77
Residential	Assisted Living (Legacy)	254 ITE /R	BEDS	0.26	125	33	14	18	13%	4	28	0%	0	0	0	28	12	16
Medical	Hospital	610 ITE /R	BEDS	1.89	300	567	159	408	13%	74	493	0%	0	0	0	493	138	355
Total						2,542	1,023	1,519		330	2,212		308	148	160	1,904	742	1,162

EXHIBIT "E"

(1) The Trip Generation Rates were obtained from ITE Trip Generation Manual, 10th Edition.

(2) The Internal Capture Rate was based on the recommended rates from the ITE Trip Generation Handbook, 2nd Edition. For consistency purposes the rate keep at 13%.

(3) The Pass-By Capture Rate was adjusted down from the recommended the ITE Trip Generation Handbook, 2nd Edition rate of 34%, to comply with MPO guideline that states the pass-by rate can not exceed 10% of adjacent street traffic future volume. The pass by check calculations are shown on the lower right corner of this table.

Pass By Capture Rate Check (10% Rule)	
Adj street 2-way total volume	3,056 vph
10% of adj street volume rule	306 vph
Cap Pass-By Rate at 10% of adj st.	306 vph
Shopping Center External Trips	1,026 vph
Max. Pass-By Rate based on 10% rule	30%

TRAFFIC IMPACT ANALYSIS

TRAILWINDS VILLAGE PUD MODIFICATION (fka Word Property PUD)

C-466A
(East of Powell Road, Northside)

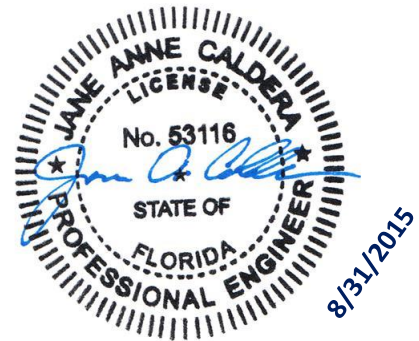
Prepared for:
BGV Limited, LLP

Prepared By:
TRUCKIN TRAFFIC, LLC



Submitted To:
City of Wildwood

August 31, 2015



Jane A. Caldera, P.E.
P.E. # 53116

1. INTRODUCTION

This Traffic Impact Analysis has been prepared to support the Planned Unit Development (PUD) Modification Application for Trailwinds Village (fka Word Property). The property is located on the northside of C-466A, midway between Powell Road and Buena Vista Boulevard. The site is located within city limits of the City of Wildwood. The site location is displayed on Figure 1.

This TIA is an update to the TIA that was prepared in March of 2022¹⁴ the previously approved Trailwinds Village PUD. The Trailwinds Village PUD was approved for the following land-uses in 2014:

Commercial/Retail/Service

Shopping Center - 485,000 s.f.

Office

General Office - 40,000 s.f.

Medical Office - 160,000 s.f.

Residential

Adult Senior Housing (Detached) - 332 d.u.

Assisted Living - 462 beds

The current development program for the Trailwinds Village PUD continues to be a “mixed-use” plan consisting of retail/commercial, office and residential land-uses. The proposed densities for these land-uses are as follows:

Commercial/Retail/Service

Shopping Center - 572,750 s.f.

Office

General Office - 31,500 s.f.

Medical Office - 120,000 s.f.

Residential

Apartments - 332 d.u.

Assisted Living - 462 beds

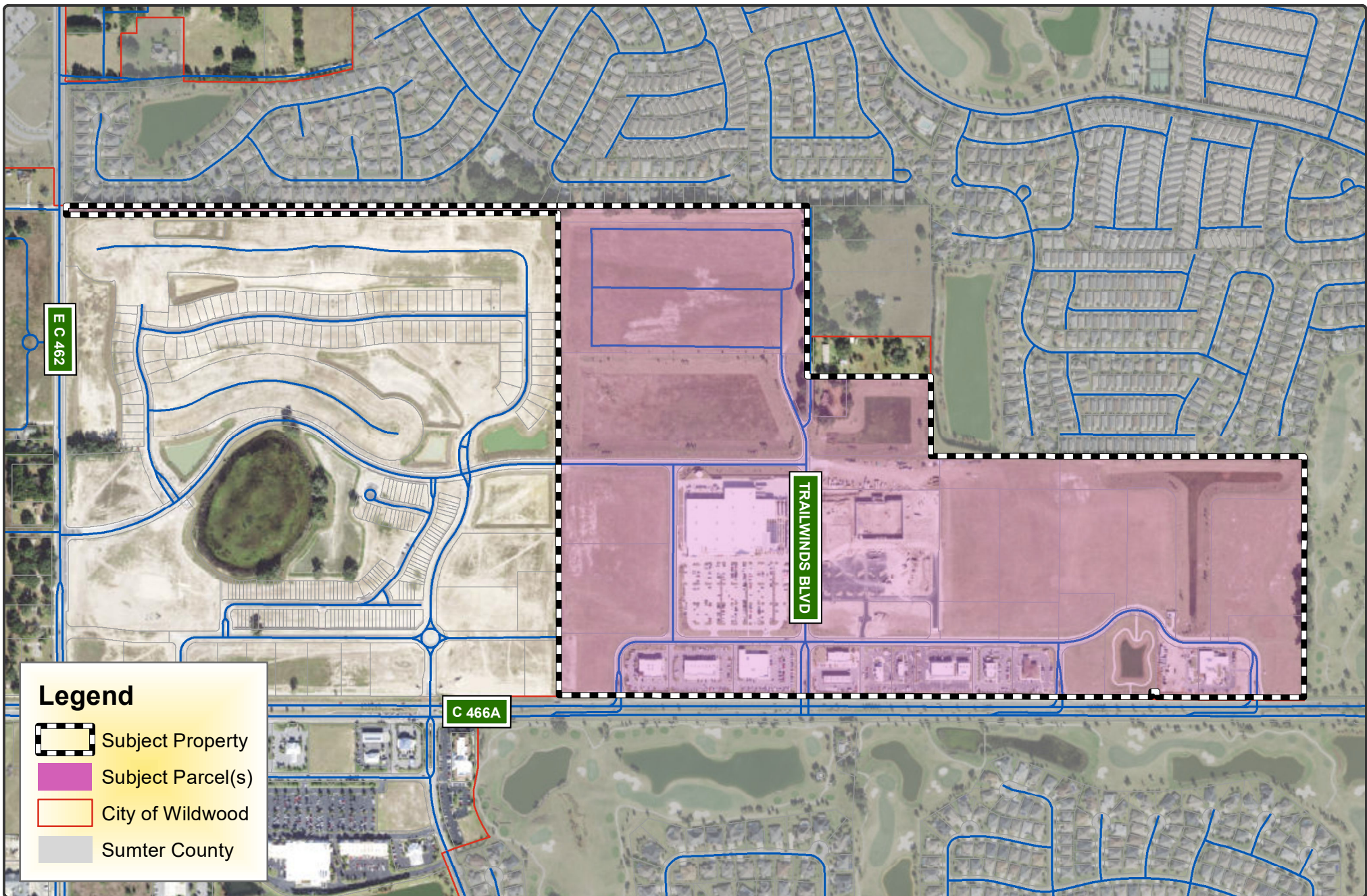
The buildout Year for the Trailwinds Village PUD is Year 2020.

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

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

Land-Use	ITE Land-Use Category	ITE Land-Use (Code)	ITE 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)
PROPOSED DEVELOPMENT																		
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

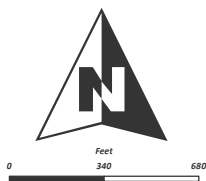


Legend

-  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



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
Total	131.5

Note: There are 33.9 acres within the nonresidential areas that consist of drainage retention areas, open space, and right-of-way, for a total project acreage of 165.4+/- acres.

- 3) Maximum Development Potential. Residential and non-residential development within the Project shall not exceed the following:

Land Use	Square Feet (SF)	Beds/Units
Residential		462 (ALF beds) 296 (dwelling units)
Office	151,500	
Retail	572,750	

- 4) Land Use (Trip) Equivalency Matrix. Land uses may be converted in accordance with the following Table provided doing so does not exceed Development of Regional Impact thresholds for the Regional Activity Center, as established by F.S. § 380.06(2)(d) and Chapter 28-24, Florida Administrative Code. The coefficients are based on the trip generation, per the Institute of Transportation Engineers Trip Generation Manual, 9th Edition.

		Change To						
		Residential, Condo/ Townhome (Per Unit)	Residential, Apartment/ Multi-Family (Per Unit)	Residential, ACLF (Per Bed)	Residential, ILF (Per Unit)	Commercial Sales (1,000 SF)	General Office (1,000 SF)	Medical Office (1,000 SF)
C h a n g e F r o	Residential, Condo/ Townhome (Per Unit)	N/A	1.701	0.616	0.762	8.505	4.219	10.039
	Residential, Apartment/ Multi-Family (Per Unit)	0.588	N/A	0.362	0.448	5.001	2.480	5.902
	Residential,	1.625	5.763	N/A	1.239	13.818	6.854	16.310

m	ACLF (Per Bed)							
	Residential, ILF (Per Unit)	1.312	2.231	0.807	N/A	11.155	5.533	13.167
	Commercial Sales (1,000 SF)	0.118	0.200	0.072	0.090	N/A	0.496	1.180
	General Office (1,000 SF)	0.237	0.403	0.146	0.181	2.016	N/A	2.380
	Medical Office (1,000 SF)	0.100	0.169	0.061	0.076	0.847	0.420	N/A

As development needs arise, amendments to the land use (trip) equivalency matrix may be carried out through approval of an updated matrix incorporated as an exhibit to the Planned Development Agreement.

“Exhibit E” - “Traffic Memorandum” amends the land use (trip) equivalency matrix to include “hospital” use through traffic impact equivalency. Section 3(F)(7) identifies “hospitals” as a permitted use. Additionally, “Exhibit E” updates the equivalency factors to the PM peak—hour trips rates from 10th Edition of the ITE Trip Generation Manual. In the event of any inconsistency between the terms of this Planned Development Agreement and language set forth in “Exhibit E”, the inconsistency shall be resolved by giving precedence to this Planned Development Agreement.

5) Signage.

- a. The Project may contain up to four (4) Shopping/Office Center signs. The signs shall be located within the landscaped medians at the project entrances at C-466A.
- b. The Shopping/Office Center signs shall be monument signs and shall consist of one (1) Type A sign and three (3) Type B signs as shown on “Exhibit C.”
- c. All other signage, including directional and occupant identification, is required to meet the City’s Design District Standards for signage.
- d. Monument signage setback for parcels CO-5 through CO-11 along CR 466A is reduced from 10' to 5' due to substantial elevation change based on the elevation of CR 466A.

D. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.

E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever 'Chapter is applicable:

- 1) Developer's Agreement. Prior to approval of a site plan or a subdivision preliminary plan, the City and the Developer agree to enter into Utility or Developer's Agreements to address the provision of water, wastewater and reuse water to the Project. The agreement shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.

F. Principal Uses. The following uses shall be allowed within the Project.

- 1) All permitted; principal uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the CMU zoning district.
- 2) Retail and wholesale commercial establishments for lumber, building and landscaping supplies, equipment, and other similar uses. However, the outside storage of goods must be:
 - a. Located contiguous either behind or flanking the principal structure;
 - b. Enclosed by a screen or other similar material; and
 - c. Architecturally compatible with the principal structure.
- 3) Indoor shooting range and gun shop, including the sale, rental, and repair/service; of firearms, ammunition, and other shooting accessories and sporting goods. The indoor gun range shall be designed to contain projectiles, debris and pollution within the building through the use of baffles, backstops, HVAC systems, soundproofing, or other barriers. Noise levels measured at the property line shall not exceed sixty (60) dBA. Parking requirements shall be 1 parking space per shooting lane, plus 4 spaces per 1,000 sq. ft. of retail sales and office area, plus 10 spaces per instructional classroom, if any.
- 4) Single and multi-story Indoor self-storage facility. No outdoor storage of RVs, boats, campers, vehicles, other similar equipment and items is allowed unless completely enclosed and screened by a wall that is architecturally compatible with the principal structure.
- 5) Temporary sales/leasing office (modular building or trailer).
- 6) Service Repair Center or Golf Cart Sales shall be permitted as long as the subject lot(s) comply with the following requirements:

- a. The use and all associated activities must be in completely enclosed building.
 - b. Additional buffering and screening may be required.
- 7) Medical facilities, hospitals, and urgent care centers which shall not require a separate Conditional Use approval. Parking requirements for hospitals shall be two (2) spaces per bed.
- G. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the Central Mixed Use (CMU) zoning district.
- H. Design District Standards. Unless otherwise noted, the Project shall adhere to the Community Design District Standards pursuant to Section 6.12 of the Land Development Regulations.
- I. Recreation and Open Space. The Project shall maintain a minimum of 15% open space.
 - 1) Parks and Recreation. The Project shall contain a minimum of 9.5 acres of parks which may include both passive and active recreation parks.
 - 2) Buffers.
 - a. The Project shall contain a 25' perimeter landscape buffer along CR 466A and along the northern boundary where it abuts platted single-family subdivision lots within The Villages of Sumter. The buffer is intended to protect the privacy and well-being of the adjacent homes within The Villages and to mitigate potential visual and noise impacts of the Project. The buffer will be continuous and contain canopy and understory trees as well as a 3' tall hedge in conformance with the buffer detail sections incorporated into this Ordinance as part of "Exhibit B."
 - b. The width of the perimeter buffer described above may be reduced to 20' on eastern and western property lines, along NE 57th Drive, and on the northern property line where the property does not border a home within The Villages. The perimeter buffer along the western boundary of parcels G04LCO-001, G04LOF-001, and G04LOF-002, and G04LRI-002 shall be 5' as long as the proposed uses are similar to the adjacent uses.
 - c. The Project will also contain 10' wide interior buffers in instances where there is a change of land use and along both sides of internal roadways (public and private) as depicted on "Exhibit B"

and the typical internal roadway section as depicted on “Exhibit B”.

- d. Any on-site booster pumps, tanks, or lift stations needed to serve the Project shall be screened, buffered and located outside of the perimeter buffer.
- 3) Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may also include trails, plazas, courtyards, and other public similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed within air conditioned space. For purposes of meeting open space requirements, up to 50% of the drainage retention areas (stormwater management areas) may be included in the open space calculation; however, the amount of open space credit from the drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include rights-of-way, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.

J. Environmental Consideration.

- 1) Gopher Tortoise Survey. As stated in the Preliminary Protected Species Assessment submitted with the Planned Development Application, a gopher tortoise survey is required 90 days prior to any construction activities taking place. If tortoises are found on the Project, a relocation permit from the Florida Fish and Wildlife Conservation Commission may be required.
- 2) Wetlands. The Project contains a 0.36 acre wetland as shown on the conceptual development plan. A 15' minimum, 25' average buffer is required along the preserved wetland. The wetland and associated wetland buffer may be utilized as a passive recreation park.

K. Public Facilities.

- 1) Potable Water, Wastewater, and Reuse Water. The Project shall be connected to the City's Potable Water and Sanitary Sewer systems prior to any certificates of occupancy being issued. The Project will also connect to the City's reuse water system prior to certificates of occupancy being issued, if available. Expansion of the City's Potable Water and Sanitary Sewer systems, including necessary utility easements, shall be negotiated by a separate Developer's Agreement between the City and the Developer. Said agreement shall specify cost, ownership and maintenance, and timetables for delivery of services.
- 2) Solid Waste. Solid waste services shall be provided by the City or the City's contracted refuse service provider.

- 3) Stormwater. The Project shall contain a stormwater management system which meets the requirements of the Southwest Florida Water Management District, and Chapter 6, Section 6.4 of the City's Land Development Regulations.
- 4) Underground Utilities. All on site utilities shall be underground. Developer is responsible for running utilities underground for the Project. The City shall insure that any utilities within any public utilities' easement serving lands other than the Planned Development shall be underground.
- 5) Lighting. Exterior lighting of all buildings and parking lots shall be designed so that light is not directed off the Project. Exterior light fixtures should be fully shielded or designed with light-angle cut-offs so as to eliminate spill light, trespass light, and glare.
- 6) Transportation Concurrency: There is sufficient roadway capacity available to accommodate the Project at buildout. The responsibility to fund the improvements listed in Section L of this ordinance, in part or whole, will be the responsibility of the Applicant/Developer.

L. Access and Transportation

- 1) Access.
 - a. CR 466A. CR 466A is owned, operated, and maintained by Sumter County. Eight (8) access points to the Project may be permitted along CR 466A if approved by Sumter County.
 - b. CR 133. To ensure the traffic generated by the Project does not adversely impact the existing residents along CR 133, the Project shall construct an internal roadway parallel to CR 133 as indicated on the conceptual development plan as shown in "Exhibit B" unless superseded by a future agreement. This internal roadway shall be buffered from CR 133 as described herein.
 - c. NE 57th Drive. NE 57th Drive is an unimproved road that currently provides ingress and egress to several homes along CR 133 (north of the Project). The Project shall ensure two (2) access points to CR 133 are provided along the Project's internal roadways as shown on the conceptual development plan.
 - d. Interconnectivity to the West. The Project is required to provide one (1) road stub-out for future connection through the adjoining property to the west for future connectivity to C-462 as shown on the conceptual development plan. The Developer shall cooperate with the adjoining property owner and/or owner's agent or assign to effect the required interconnection points.

- e. The Developer will comply with terms of the Site Plan Access Review Memorandum of Understanding dated September 16, 2015 and attached as "Exhibit D", unless otherwise deemed necessary and agreed to in writing by both parties.
- f. Secondary Driveway #6 shall be minimum distance of 260' from primary driveway measured from the Western most curb of the primary driveway to the Eastern most curb of the proposed secondary driveway.
- g. Primary Driveway #4 shall be a right in/right-out with a left in directional median opening. Upon the vertical development of the residential Tract R-1, the directional median opening shall be converted to full access median opening.

2) Transportation System Improvements. The Developer shall be fully responsible for the following improvements to the transportation system to mitigate transportation impacts of the Project. These improvements were identified in the Traffic Impact Analysis submitted with the Planned Development amendment application.

- a. The Developer shall construct a second westbound turn lane on CR 466A to Powell Road in order to maintain a level of service (LOS) "C" at the intersection of CR 462/Powell Road and CR 466A.
- b. The Developer shall construct left and right turn deceleration lanes at all site access points to ensure safe and efficient operations to and from the Project.
- c. The Developer shall install a traffic signal at the main access point to the Project (Primary Driveway #2 on the conceptual development plan) prior to the Project reaching 40% of buildout.
- d. The Developer shall upgrade the traffic signal at the CR 466A/Pinellas Place intersection (if approved by Sumter County) if the Developer constructs the off-site access connection to the Project.
- e. The Developer acknowledges that C-466A and C-462 are receiving transportation system improvements by Sumter County that are not yet complete. At 40% of the Project buildout, the Developer is required to conduct a Traffic Impact Study to re-evaluate the Project's traffic impacts. Additional mitigation may be required as determined by the study.

3) Internal Roadways and Multi-Use Trails.

- a. Individual development pods and land uses shall be interconnected by a series of roadways and trails within the Project. Internal roadways and trails shall be developed in accordance with the conceptual development plan and the typical roadway section incorporated into this Ordinance as part of "Exhibit B."
- b. The Project shall provide a system of multi-use trails and sidewalks that encourage walking and bicycling within the development as shown on the conceptual development plan as part of "Exhibit B." One side of the road shall contain an 8' wide (minimum) multi-use path which may be reduced to 5' south of the frontage road to provide a transition to the sidewalk along CR 466A.
- c. Golf carts. Golf carts may be allowed to utilize the multi-use paths or internal roadways within the Project pending final engineering approval at the time of site plan. The Developer is aware that golf carts are not allowed to access or cross CR 466A per the regulations of Sumter County.

M. Maintenance of Common Areas. Maintenance and repair of structures, lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the property owner or its designee such as a property owners association, at no cost or obligation to the City. The Developer, its successors and/or assigns, shall provide Guidelines to the City for approval. not to be reasonably withheld, conditioned or delayed, for the maintenance of common areas. The City will be granted the right to enforce the common areas maintenance obligations against the Developer, its successors and/or assigns, as may be applicable, and to be reimbursed for the reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.

N. Enforcement of Rules and Regulations. For the maintenance of the common areas referenced in Section 3(M) above, the applicable provisions in the Guidelines: (i) shall be made applicable to the Project; and (ii) shall be reviewed/approved by the City of Wildwood and a certificate of occupancy being issued for completed improvements; and (iii) will provide that the City of Wildwood shall have the right, but not the obligation, to enforce such maintenance obligations against a violating party and that the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.

O. Impact Fees. The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any impact fees adopted by the City of Wildwood, Sumter County or the Sumter County School Board prior to issuance of building permits shall also be applicable to the Planned Development.

P. Expiration of Planned Development Agreement. Significant construction has begun within the Project boundary (as legally described in "Exhibit A"). This project is considered active and has no expiration date.

PASSED AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this _____ day of _____, 202~~3~~².

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

ED WOLF, MAYOR

ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to Form:

City Attorney

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, April 4, 2023, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for O2023-13. The parcel is generally located along the intersection of Trailwinds Blvd and Wilds Loop.

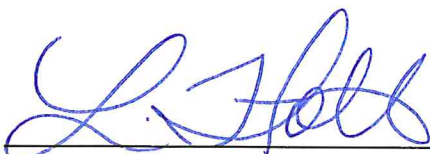
Case #	PD 2301-001 Trailwinds Village Planned Development
Parcel(s)	G04LRI-002
Applicant	Word Family LLC
Owner	Word Family LLC

Under Land Development Regulation (LDR) § 8.2(E), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed planned development amendments.

Based upon the testimony, evidence and information presented as to the criteria set forth in LDR § 8.2(G), the Special Magistrate recommends approval of the planned development amendment.

The Special Magistrate gives a favorable recommendation of Ordinance O2023-13 to the City Commission for final determination.

Dated: April 4, 2023



Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: AN 2303-001 Blount Development at Peppertree

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

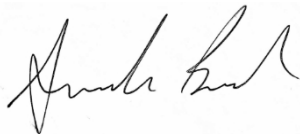
HISTORY/FACTS/ISSUES:

The applicant, LPG Urban & Regional Planners, Inc on behalf of the owners, Israel and Lucinda Daves, Rick Blount & Company, Inc, and Blount Development Peppertree, LLC, has submitted a voluntary annexation application for parcels D30-016, D30-043, D30-083, and D30-097. The property to be annexed totals 23.79 acres MOL and is located south along CR 222, approximately 0.38 miles west of N US 301, and approximately 0.40 miles east of CR 209 in section 30, township 18 south, range 23 east.

Annexation into the City is appropriate because the properties are contiguous to the City of Wildwood limits and located within the City's Joint Planning Area with Sumter County, which allows for voluntary annexations within the planning area that would otherwise not be permissible under statute due to the creation of a "pocket" or "enclave."

The applicant would like to construct a townhome development.

City water and sewer are available for the subject property. The applicant will work with the City Utilities Department to connect to water and sewer services.



DATED: 04/17/2023

Amanda Bush

Planner, Development Services

ORDINANCE NO. O2023-17

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 23.79 ACRES LOCATED SOUTH ALONG CR 222, APPROXIMATELY 0.38 MILES WEST OF N US 301, AND APPROXIMATELY 0.40 MILES EAST OF CR 209, IN SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST; WHICH IS CONTIGUOUS TO THE CITY OF WILDWOOD LIMITS AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION 1. Based upon the petition of the owners of the following described real property, which is located south along CR 222, approximately 0.38 miles west of N US 301, and approximately 0.40 miles east of CR 209 to be annexed into the City, the property is hereby annexed into the City of Wildwood pursuant to Sections 171.044 and 171.204, Florida Statutes. The City Commission finds that the property is contiguous to the City of Wildwood; is located within the City's Joint Planning Area with Sumter County; and meets all legal requirements for annexation. The annexed property lying in Sumter County, Florida, owned by Israel and Lucinda Daves, Rick Blount & Company, Inc, and Blount Development Peppertree, LLC, is more particularly described as follows:

Parcels D30-016, D30-043, D30-083, & D30-097
Israel and Lucinda Daves, Rick Blount & Company, Inc, & Blount Development
Peppertree, LLC
23.79 +/-

LEGAL DESCRIPTION

W ½ OF THE NW ¼ OF THE NE ¼, LESS BEGIN AT THE NE CORNER OF THE W ½ OF THE NW ¼ OF THE NE ¼, RUN SOUTH ALONG BOUNDARY 104.00 FEET,

THENCE WEST ALONG BOUNDARY 215.00 FEET, THENCE NORTH ALONG BOUNDARY 104.00 FEET, THENCE EAST ALONG BOUNDARY 215.00 FEET TO THE POB, AND LESS ROAD R/W FOR CR 222A.

AND

THE SOUTH 314.43 FEET OF THE EAST 567.42 FEET OF THE N $\frac{1}{2}$ OF THE NW $\frac{1}{4}$. SUBJECT TO PUBLIC ROAD, ALL IN SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

AND

BEGIN AT THE NE CORNER OF THE W $\frac{1}{2}$ OF THE NW $\frac{1}{4}$ OF THE NE $\frac{1}{4}$ OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, RUN SOUTH ALONG BOUNDARY 104.00 FEET, THENCE WEST ALONG BOUNDARY 215.00 FEET, THENCE NORTH ALONG BOUNDARY 104.00 FEET, THENCE EAST ALONG BOUNDARY 215.00 FEET TO THE POB, AND LESS ROAD R/W FOR CR 222A; SAID LAND SITUATE, LYING AND BEING IN SUMTER COUNTY, FLORIDA.

AND

COMMENCE AT THE NORTHEAST CORNER OF THE WEST $\frac{1}{2}$ OF THE NORTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA; THENCE S00°40'10" W ALONG THE EAST LINE OF THE SAID WEST $\frac{1}{2}$, A DISTANCE OF 104.00 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUE S00°40'10" W ALONG THE EAST LINE OF THE SAID WEST $\frac{1}{2}$, A DISTANCE OF 304.00 FEET; THENCE N89°08'15" W PARALLEL WITH THE NORTH LINE OF THE SAID WEST $\frac{1}{2}$, A DISTANCE OF 215.00 FEET; THENCE N00°00'10" E PARALLEL WITH THE EAST LINE OF SAID WEST $\frac{1}{2}$, A DISTANCE OF 304.00 FEET; THENCE S89°08'15" E PARALLEL WITH THE NORTH LINE OF SAID WEST $\frac{1}{2}$, A DISTANCE OF 215.00 FEET TO THE POINT OF BEGINNING.

AND

A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE SOUTHWEST CORNER OF LOT 17, BLOCK E, PEPPER TREE VILLAGE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN THE PLAT BOOK 16, PAGES 1 THROUGH 1B, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE SOUTH 00°00'27" EAST, A DISTANCE OF 30.00 FEET ALONG

THE WESTERLY RIGHT OF WAY LINE OF PEPPER TREE TRAIL AS DESCRIBED ON AFORESAID PLAT 16, PAGES 1 THROUGH 1B TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WESTERLY RIGHT OF WAY LINE SOUTH 00°00'27" EAST, A DISTANCE OF 30.00 FEET TO THE WESTERLY EXTENSION OF THE SOUTH RIGHT OF WAY LINE OF PEPPER TREE TRAIL; THENCE NORTH 89°49'37" WEST, A DISTANCE OF 122.78 FEET ALONG SAID WESTERLY EXTENSION LINE TO A POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 12.00 FEET, THENCE SOUTHWESTERLY ALONG ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", A DISTANCE OF 18.85 FEET TO A POINT OF TANGENCY; THENCE SOUTH 00°10'23" WEST, A DISTANCE OF 19.87 FEET; THENCE NORTH 89°49'37" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 00°10'23" EAST, A DISTANCE OF 61.85 FEET TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 30; THENCE SOUTH 89°49'59" EAST, A DISTANCE OF 184.69 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING.

LESS AND EXCEPT AS CONVEYED TO ISRAEL P. DAVES AND LUCINDA K. DAVES IN OFFICIAL RECORDS BOOK 3535, PAGE 272, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

SECTION 2. All of the above described annexed property shall be liable for its proportionate share of the future and existing indebtedness of the City of Wildwood.

SECTION 3. All of the above described annexed property shall be subject to the laws and ordinance of the City of Wildwood as if this territory had been a part of the City of Wildwood at the time of passage and approval of said laws and ordinances.

SECTION 4. Until such time as the City amends its comprehensive plan, the current Sumter County zoning classification and future land use regulations will remain in full force and effect.

SECTION 5. Section 1-14 of the City of Wildwood Code of Ordinances is hereby amended to include the legal description of the annexed parcel pursuant to this Ordinance. The location map identifying the property to be annexed are attached hereto as "Exhibit A" and incorporated herein by reference.

SECTION 6. If any portion of this Ordinance is declared invalid for any purpose, the remaining portion shall remain valid and in full force and effect

SECTION 7. This Ordinance shall take effect upon final approval by the City Commission.

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

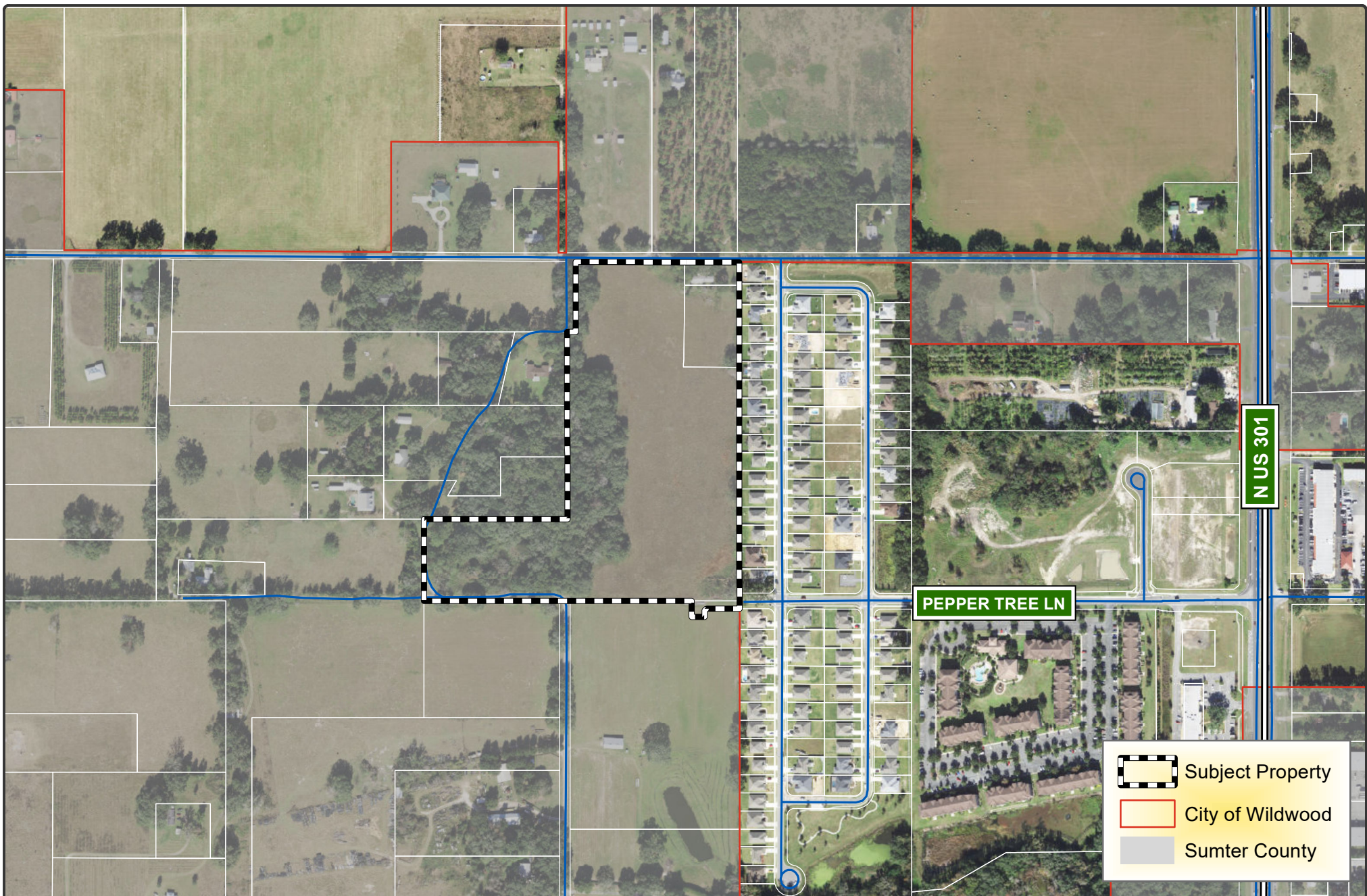
ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to form:

City Attorney



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 Feet 0 250 500	AN 2303-001 BLOUNT DEVELOPMENT AT PEPPERTREE PARCELS D30-016, D30-043, D30-083 & D30-097	MAP 1B LOCATION MAP MARCH 2023

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: AN 2303-002 Pen-a-ckle Pickleball Pavilion

REQUESTED ACTION: Staff recommends approval

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The applicant, Lamar Underwood, on behalf of the owners, MGE Holdings, LLC, has submitted a voluntary annexation application for parcel G16-107. The property to be annexed totals 4 acres MOL and is located south along C 44A. Approximately 0.14 miles north of E SR 44.

Annexation into the City is appropriate because the properties are contiguous to the City limits and are within the City's Joint Planning Area with Sumter County, which allows for voluntary annexations within the planning area that would otherwise not be permissible under statute due to the creation of a "pocket" or "enclave."

The applicant plans to modify the existing property from Agricultural (County) to Commercial (City) and incorporate it into parcel G16-073.

The parcel is within the 2019 Utility Service Boundary. The applicant will need to work with the City Utilities department to connect to utilities when development is proposed.

Staff recommends approval of Ordinance O2023-18.



Shaun Raja, Planner I,
Development Services Department

ORDINANCE NO. O2023-18

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 4 ACRES LOCATED SOUTH ALONG C 44A, APPROXIMATELY 0.14 MILES NORTH OF E SR 44, IN SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST; WHICH IS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF WILDWOOD AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION 1. Based upon the petition of the owner of the following described real property, which is located on E CR 470, approximately 0.38 miles west of Marsh Bend Trail, to be annexed into the City, the property is hereby annexed into the City of Wildwood pursuant to Sections 171.044 and 171.204, Florida Statutes. The City Commission finds that the property is contiguous to the City of Wildwood; is located within the City's Joint Planning Area with Sumter County; and meets all legal requirements for annexation. The annexed property lying in Sumter County, Florida, owned by the Village Center Community Development District, is more particularly described as follows:

Parcel G16-107
MGE Holdings LLC (OWNER)
4 Acres +/-

LEGAL DESCRIPTION

PARCEL G16-107:

COMMENCE AT THE NORTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 16, TOWNSHIP 19

SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA. SAID POINT ALSO BEING THE NORTHEAST CORNER OF OAK PARK ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 4, PAGE 32, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE S. 00°41'38" W., 871.83 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD NO. 44; THENCE S. 68°56'13" E. ALONG SAID NORTHERLY RIGHT OF WAY LINE, 249.98 FEET; THENCE N. 21°02'46" E., 686.20 FEET TO A POINT ON THE EAST LINE OF LANDS RECORDED IN OFFICIAL RECORDS BOOK 3229, PAGE 138, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA AND THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE N. 21°00'37" E. ALONG SAID EAST LINE, A DISTANCE OF 448.94 FEET TO THE SOUTHERLY LINE OF FORMER S.A.L.R.R. RIGHT-OF-WAY LINE; THENCE S. 51°24'52" E. ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 542.95 FEET; THENCE S. 38°35'54" W. DEPARTING SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 299.15 FEET; THENCE N. 68°57'55" W., A DISTANCE OF 427.21 FEET TO THE POINT OF BEGINNING.

SECTION 2. All of the above described annexed property shall be liable for its proportionate share of the future and existing indebtedness of the City of Wildwood.

SECTION 3. All of the above described annexed property shall be subject to the laws and ordinance of the City of Wildwood as if this territory had been a part of the City of Wildwood at the time of passage and approval of said laws and ordinances.

SECTION 4. Until such time as the City amends its comprehensive plan, the current Sumter County zoning classification and future land use regulations will remain in full force and effect.

SECTION 5. Section 1-14 of the City of Wildwood Code of Ordinances is hereby amended to include the legal description of the annexed parcel pursuant to this Ordinance. The location map identifying the property to be annexed are attached hereto as "Exhibit A" and incorporated herein by reference.

SECTION 6. If any portion of this Ordinance is declared invalid for any purpose, the remaining portion shall remain valid and in full force and effect

SECTION 7. This Ordinance shall take effect upon final approval by the City Commission.

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



AN 2303-002

PEN-A-CKLE PICKLEBALL PAVILION

PARCEL G16-107

MAP 1B

**LOCATION
MAP**

**APRIL
2023**

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: RFQ #2023-08 Continuing Architectural Services

REQUESTED ACTION: Staff recommends that the Commission accept the review committee's rankings of the RFQ submittals and authorize the city manager to enter into negotiations with CPH, LLC and Ohlson Lavoie Corporation (OLC).

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

BUDGET IMPACT: Services are budgeted within individual department's budgets for contractual services, or will be included in approved capital project expenses.

HISTORY/FACTS/ISSUES:

The City recently issued an RFQ for continuing professional architectural services. There were six firms that submitted qualifications packages. On Thursday, April 6th, the evaluation committee met to review and score the submittals. The evaluation committee consisted of Public Works Director Jeremy Hockenbury, Development Services Director Melanie Peavy, Capital Projects Coordinator Hector Hernandez, Parks & Recreation Director Amanda Salazar, and Assistant City Manager/CFO Cassandra Smith. The results of the scoring were: 1. CPH, LLC; 2. Ohlson Lavoie Corporation; 3. Bentley Group; 4. Borrelli Partners; 5. The Lunz Group; 6. kw systems. Further discussion of the committee led to a decision to recommend that the Commission authorize the city manager to enter into negotiations with the top two firms (CPH, LLC and Ohlson Lavoie Corporation) to provide a thorough complement of services to the City when needed.

CITY OF WILDWOOD

PROJECT NAME:

FINAL RANKING



Project Name: Professional Architectural Services

RFQ # 2023-08

	EVALUATORS						
	Jeremy Hockenbury	Melanie Peavy	Hector Sanchez	Amanda Salazar	Cassandra Smith	Total Points	Ranking
APPLICANTS							
<u>Bentley Group</u>	87	85	86	90	88	436	3
<u>Borrelli Partners</u>	90	75	85	80	86	416	4
<u>CPH, LLC</u>	92	95	90	95	93	465	1
<u>kw systems LLC</u>	35	40	44	50	35	204	6
<u>Ohlson Lavoie Corporation</u>	92	95	87	95	90	459	2
<u>The Lunz Group, LLC</u>	88	70	83	75	75	391	5



CITY OF WILDWOOD

PROFESSIONAL ARCHITECTURAL SERVICES

SELECTION EVALUATION

Continuing Architectural Services
RFQ# 2023-08

Jeremy Hockenbury
Name:

4-6-23
Date:

Notes:	COMPLIANCE W/RFQ				Total Points
	Capability of Consultant	Relevant Experiences	Experience of Key Proposed Personnel	Minority Business Enterprise	
1. Capability of the Consultant: Capability of the Consultant to perform the services required. 2. Relevant Experiences: Relevant experience in comparable projects/services and experience with similar size and type jurisdictions in similar environments, including client references. 3. Experience of Key Proposed Personnel: Qualifications, skillset, and experience of key personnel and ability to provide qualified services.	30 pts	35 pts	30 pts	5 pts	
APPLICANTS					
<u>Bentley Group</u>	27	33	27	0	87
<u>Borrelli Partners</u>	28	30	27	5	90
<u>CPH, LLC</u>	29	34	29	0	92
<u>kw systems LLC</u>	10	15	10	0	35
<u>Ohlson Lavoie Corporation</u>	29	34	29	0	92
<u>The Lunz Group, LLC</u>	26	34	28	0	88



CITY OF WILDWOOD

PROFESSIONAL ARCHITECTURAL SERVICES

SELECTION EVALUATION

Continuing Architectural Services
RFQ# 2023-08

Melanie Peavy 4.5.23
Name: Date:

Notes:	COMPLIANCE W/RFQ				Total Points
	Capability of Consultant	Relevant Experiences	Experience of Key Proposed Personnel	Minority Business Enterprise	
1. Capability of the Consultant: Capability of the Consultant to perform the services required. 2. Relevant Experiences: Relevant experience in comparable projects/services and experience with similar size and type jurisdictions in similar environments, including client references. 3. Experience of Key Proposed Personnel: Qualifications, skillset, and experience of key personnel and ability to provide qualified services.					
APPLICANTS	30 pts	35 pts	30 pts	5 pts	
<u>Bentley Group</u>	25	30	30	0	85 ~~80~~
<u>Borrelli Partners</u>	20	25	25	5	80 ~~85~~
<u>CPH, LLC</u>	30	35	30	0	95 ~~90~~
<u>kw systems LLC</u>	10	20	10	0	40
<u>Ohlson Lavoie Corporation</u>	30	35	30	0	95 ~~90~~
<u>The Lunz Group, LLC</u>	20	20	30	0	70 ~~75~~

15 08



CITY OF WILDWOOD

PROFESSIONAL ARCHITECTURAL SERVICES

SELECTION EVALUATION

Continuing Architectural Services
RFQ# 2023-08

Hector R. Sanchez

Name:

4/4/2023

Date:

Notes: 1. Capability of the Consultant: Capability of the Consultant to perform the services required. 2. Relevant Experiences: Relevant experience in comparable projects/services and experience with similar size and type jurisdictions in similar environments, including client references. 3. Experience of Key Proposed Personnel: Qualifications, skillset, and experience of key personnel and ability to provide qualified services.	COMPLIANCE W/RFQ				Total Points
	Capability of Consultant	Relevant Experiences	Experience of Key Proposed Personnel	Minority Business Enterprise	
APPLICANTS	30 pts	35 pts	30 pts	5 pts	
<u>Bentley Group</u>	28	31	27	0	86
<u>Borrelli Partners</u>	26	27	27	5	85
<u>CPH, LLC</u>	30	32	28	0	90
<u>kw systems LLC</u>	10	8	26	0	44
<u>Ohlson Lavoie Corporation</u>	27	32	28	0	87
<u>The Lunz Group, LLC</u>	25	30	28	0	83



CITY OF WILDWOOD

PROFESSIONAL ARCHITECTURAL SERVICES

SELECTION EVALUATION

Continuing Architectural Services
RFQ# 2023-08

Name: Mandy Delongue

Date: 4/6/2023

Notes:	COMPLIANCE W/RFQ				Total Points
	Capability of Consultant	Relevant Experiences	Experience of Key Proposed Personnel	Minority Business Enterprise	
1. Capability of the Consultant: Capability of the Consultant to perform the services required. 2. Relevant Experiences: Relevant experience in comparable projects/services and experience with similar size and type jurisdictions in similar environments, including client references. 3. Experience of Key Proposed Personnel: Qualifications, skillset, and experience of key personnel and ability to provide qualified services.					
APPLICANTS	30 pts	35 pts	30 pts	5 pts	
<u>Bentley Group</u>	30	35	25	0	90 ₀
<u>Borrelli Partners</u>	25	25	25	5	80 ₀
<u>CPH, LLC</u>	30	35	30	0	95 ₀
<u>kw systems LLC</u>	15	20	15	0	50 ₀
<u>Ohlson Lavoie Corporation</u>	30	35	30	0	95 ₀
<u>The Lunz Group, LLC</u>	25	30	20	0	75 ₀



CITY OF WILDWOOD
PROFESSIONAL ARCHITECTURAL SERVICES

SELECTION EVALUATION

Continuing Architectural Services
RFQ# 2023-08

Name: _____

Date: _____

Notes:	COMPLIANCE W/RFQ				Total Points
	Capability of Consultant	Relevant Experiences	Experience of Key Proposed Personnel	Minority Business Enterprise	
1. Capability of the Consultant: Capability of the Consultant to perform the services required. 2. Relevant Experiences: Relevant experience in comparable projects/services and experience with similar size and type jurisdictions in similar environments, including client references. 3. Experience of Key Proposed Personnel: Qualifications, skillset, and experience of key personnel and ability to provide qualified services.					
APPLICANTS	30 pts	35 pts	30 pts	5 pts	
<u>Bentley Group</u>	28	35	25	0	88
<u>Borrelli Partners</u>	25	28	28	5	86
<u>CPH, LLC</u>	28	35	30	0	93
<u>kw systems LLC</u>	10	10	15	0	35
<u>Ohlson Lavoie Corporation</u>	28	34	28	0	90
<u>The Lunz Group, LLC</u>	20	30	25	0	75

RFQ COVER PAGE

Name of Firm, Entity or Organization:

CPH Consulting, LLC. dba CPH LLC.

Federal Employer Identification Number (FEIN): 59-2068806

State of Florida License Number (If Applicable): 3215

Name of Contact Person: Nikhel Jindal, GCC, Assoc. DBIA, ENV SP

Title: Chief Strategy and Success Officer

E-Mail Address: njindal@cphcorp.com

Mailing Address: 500 West Fulton Street

Street Address (if different):

City, State, Zip: Sanford, FL 32771

Telephone: 407.322.6841

Fax: 407.330.0639

Organizational Structure – Please Check One:

Corporation ☐ Partnership ☐ Proprietorship ☐ Joint Venture ☐ Other ☒ Limited Liability Company

If Corporation:

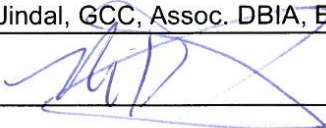
Date of Incorporation:

State of Incorporation: Delaware

States Registered in as Foreign Corporation: Florida

Authorized Signature:

Print Name: Nikhel Jindal, GCC, Assoc. DBIA, ENV SP

Signature: 

Title: Chief Strategy and Success Officer

Phone: 407.322.6841

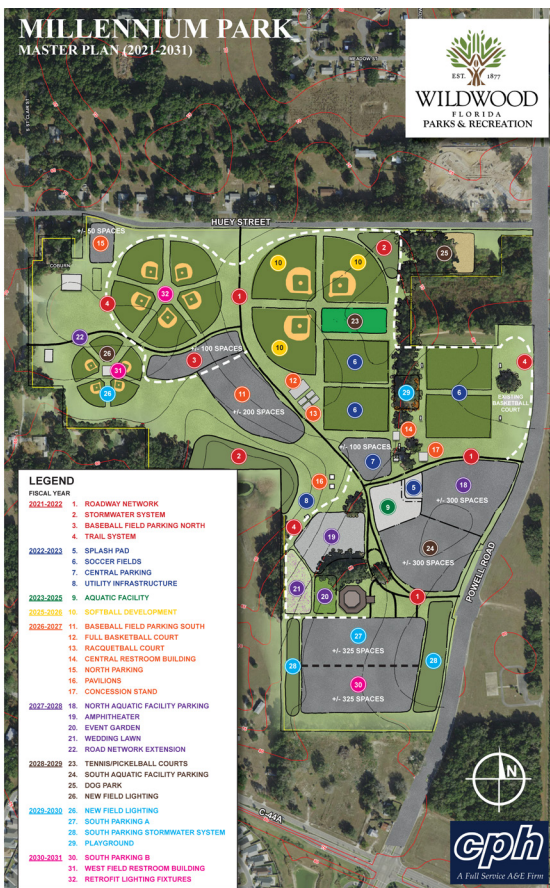
This document must be completed and returned with your Submittal.



REQUEST FOR QUALIFICATIONS

Architectural Continuing Professional Services

DUE DATE: 3.29.2023 | RFQ #2023-08



CPH, LLC | 500 W Fulton St. Sanford, FL 32771 |
407.322.6841 | info@cphcorp.com | www.cphcorp.com

TABLE OF CONTENTS

A	STATEMENT OF INTEREST.....	05
B	FORM 1 – FIRM PROFILE.....	08
C	TEAM COMPOSITION AND RESUMES.....	12
D	FORM 2 – OUTSIDE KEY CONSULTANTS.....	46
E	FORM 3 – LOCATION.....	48
F	FORM 4 – ILLUSTRATIVE WORK.....	53
G	REFERENCES.....	69
H	ADDITIONAL INFORMATION.....	75
I	MBE PREFERENCE.....	81
J	ADDITIONAL REQUIRED DOCUMENTS.....	83

STATEMENT OF INTEREST



A. STATEMENT OF INTEREST

March 29, 2023

City of Wildwood
100 N Main Street
Wildwood, FL 34785

RE: "ARCHITECTURAL CONTINUING PROFESSIONAL SERVICES" | RFQ # 2023-08

Dear Selection Committee Members:

We have enjoyed our relationship with the City of Wildwood and appreciate the opportunity to submit our team and qualifications for consideration for the renewal of the architectural continuing services contract. In the last six years we have been working with the City, our team has grown significantly and we are proud of the expanded resources and capabilities we can offer the City. Our team has grown from 240 staff members to over 305 full time employees, with most of the growth coming within our Sanford and Orlando offices. This expansion now provides exhaustive resources related to licensed architects, mechanical/electrical/plumbing engineers, civil engineers, and structural engineers. This allows us to continue to work as an extension of your staff and quickly react to needs that the City may have under the master services agreement.

Our firm provides the City with a diversity of skills through our on-staff resources. For instance, when the City had concerns about the settlement in the Commission Chambers, our in-house structural engineers were able to mobilize within 24 hours, and our team was able to capitalize on our relationships with Geotechnical firms to get on-site evaluation within the week. Our team was able to assist the City in determining the best course of action within the two weeks of the identification of the problem. This Level of Service is a CPH standard for our clients—immediate response for immediate needs. The Commission Chambers project is just one example of our "drop everything" approach to helping out our clients, such as the City of Wildwood, in a pinch.

Another example of our approach is our desire to be the best stewards of the City's funds and act as an extension of City staff. During the Millennium Park Phase I Design, when we also realized that a developer was building adjacent to the park, we approached the City about the potential of a joint-use pond. The agreement ultimately included increased stormwater capacity without impact to the City's park property, and additional connectivity, providing an enhanced quality as well—all while saving the City money. Though coordination with the developer did slow down our process a bit, as we adapted for their schedule and design, the project was an overall success in the cost savings to the City of Wildwood and increased value added to the end product. A win-win all around. Over the past six years, CPH has developed a history with the City of Wildwood focused on service, and we're prepared to grow that approach through this renewal.

We have assembled a team composed of architects, engineers, environmental scientists, contractors, inspectors, surveyors, and administrative staff, which will bring a significant assortment of knowledge to the contract. CPH's architectural practice began in 2004 with the addition of one architect, and has grown to over 25 team members (including six licensed architects). The firm also added in-house mechanical/electrical/plumbing engineers in 2012, and structural engineers in 2014. This, combined with our already established design practice that includes civil/utility/transportation engineers, planners, landscape architects, surveyors, and construction managers, offers our clients a full range of in-house experts. The team is fully staffed to provide Architecture, Urban Planning and Design, LEED Analysis and Design, Master Planning, Interior Design, Urban Design, Programming, Space Needs Assessment and Planning, Cost Estimating, and Program Management services.



500 W. Fulton Street
Sanford, FL 32771
Phone: 407.322.6841
Fax: 407.330.0639
www.cphcorp.com



Multi-Disciplined Team



Thorough Understanding
of City Capital Plan and
Infrastructure



Ranked in Top 300
Architecture Firms in
the United States

Our team has been creating sustainable places to live, work, learn, and play. Our portfolio of completed projects, has given us the insight and expertise that will allow us to successfully complete any project under this contract for the City of Wildwood. Our architects have provided space planning and complete design services for over 300 buildings, including numerous fire stations, EOC's, police stations, parks, civic centers, public works facilities, fire aid centers, training facilities, and medical complexes. Our projects have included new projects as well as expansions and remodel programs. We have developed a thorough understanding of the City's upcoming capital program and past efforts. Our established portfolio of completed similar projects will allow us to hit the ground running to assist the City in completing the planned projects.

CPH has ample resources and availability that will be dedicated to the development of the City's projects. We have a history of successfully meeting our clients' goals and budgets for their projects, and make a commitment to assisting the City to meet budgetary and schedule goals for assigned tasks.

We appreciate the opportunity to submit our qualifications and look forward to continuing our successful relationship with the City of Wildwood.

Sincerely,
CPH, LLC

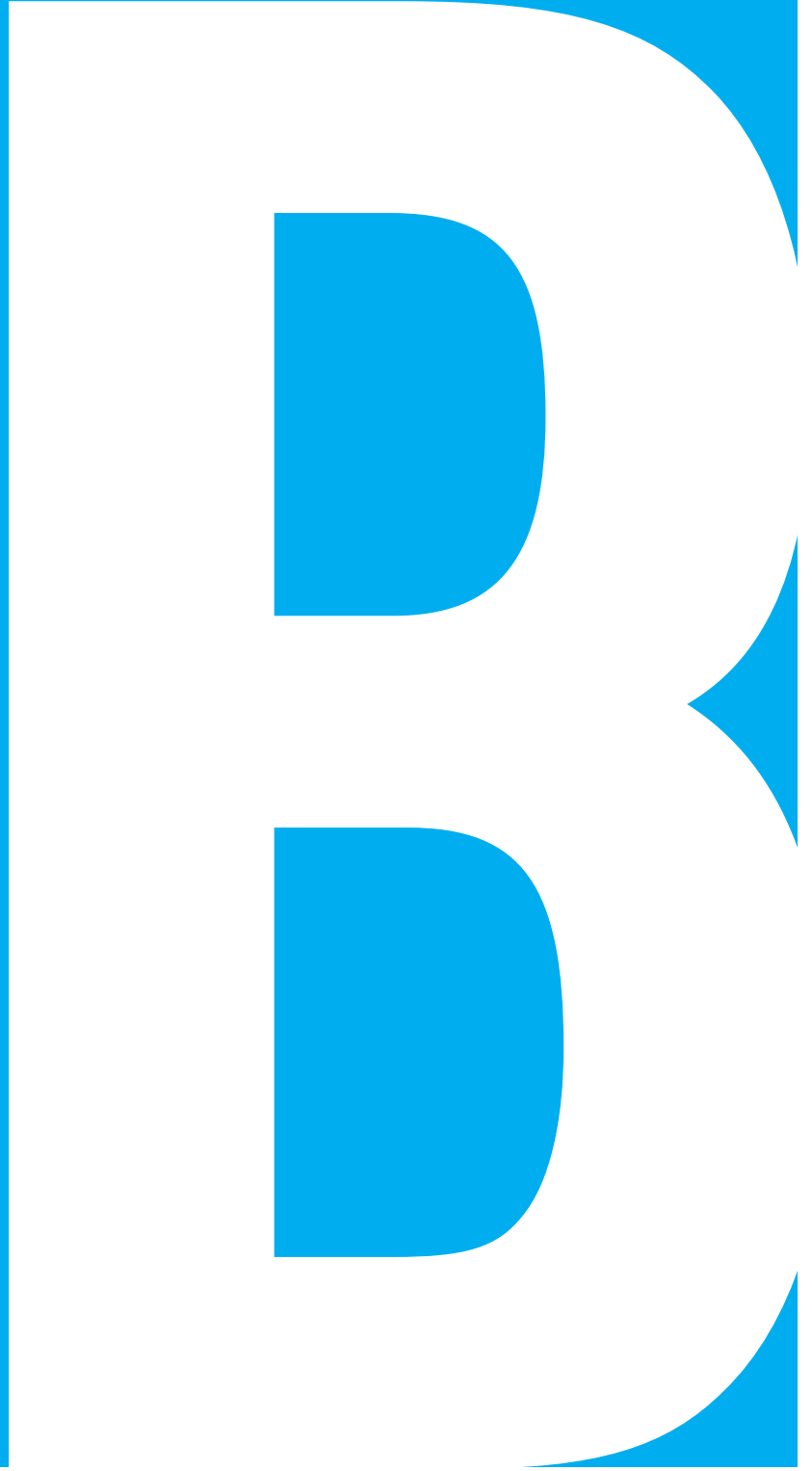


Nikhel Jindal, GCC, Assoc. DBIA, ENV SP | Chief Strategy and Success Officer



Past Successful
Relationship With The
City of Wildwood

FIRM PROFILE



B. FIRM PROFILE

FORM 1

FIRM PROFILE

1. Firm (or joint venture) Name & Address CPH Consulting, LLC. dba CPH LLC. 500 West Fulton Street, Sanford, FL 32771	1c. Licensed to do business in the State of Florida <u> X </u> Yes <u> </u> No
1a. Firm is <u> X </u> National <u> </u> Regional <u> </u> Local FEIN # <u> 59-2068806 </u>	1d. Name, Title & Telephone Number of Principal to Contact Nikhel Jindal, GCC, Assoc. DBIA, ENV SP Chief Strategy and Success Officer 407.322.6841
1b. Firm is a Certified Minority Business Enterprise <u> </u> Yes <u> X </u> No	1e. Address of office to perform work, if different from Item 1
2. If submittal is by joint venture list participating firms and outline specific areas of responsibility (including administrative, technical, and financial) for each firm: N/A	
3a. Has this joint venture previously worked together? <u> </u> Yes <u> </u> No	

State of Florida

Department of State

I certify from the records of this office that CPH, LLC is a Delaware limited liability company authorized to transact business in the State of Florida, qualified on May 31, 2022.

The document number of this limited liability company is M22000008499.

I further certify that said limited liability company has paid all fees due this office through December 31, 2023, that its most recent annual report was filed on January 5, 2023, and that its status is active.

I further certify that said limited liability company has not filed a Certificate of Withdrawal.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the Fifth day of January, 2023*




Secretary of State

Tracking Number: 5848158904CC

To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.

<https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>

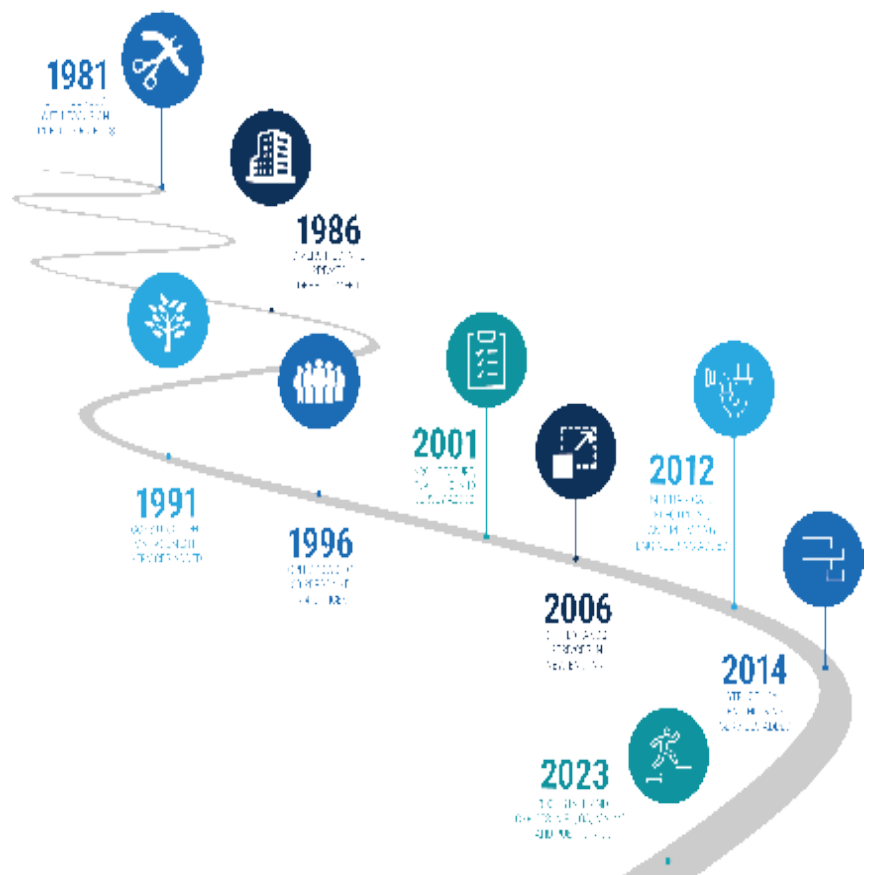


CPH is a leading national architecture and engineering firm that works with our clients to Build Stronger Communities Together. For over 40 years, our team has been working with public agencies in the development of projects that include civic centers, complete streets, parks and recreation, public works facilities, fire/police stations, municipal office facilities, and utility infrastructure projects. For these projects our team has provided the following types of services from our in-house staff:

- Architectural Services/Landscape Architecture
- Engineering Services (Civil, Structural, and Utilities)
- Transportation Engineering, including Traffic Planning and Design
- Construction Engineering and Inspection/Construction Management
- Master Planning
- Water/Wastewater/Reclaimed/Stormwater Systems
- Hydraulics and Hydrology
- Environmental Sciences
- Land Planning/Zoning
- Surveying & Mapping

In keeping with the company's philosophy to assure responsive and cost-effective service, CPH has grown with branch offices housing approximately 300+ employees in Florida, Georgia, Maryland, Massachusetts and Puerto Rico with the firm's Headquarters located in Sanford, Florida.

CPH's architectural practice began in 2004 with the addition of one architect and has grown to over 25 team members (including five (5) licensed architects). The firm also added in-house MEP engineers in 2012, and structural engineers in 2014. Combined with our already established design practice that included civil/utility/transportation engineers, planners, landscape architects, surveyors, and construction managers, CPH provides a comprehensive architecture and engineering team. Our team has been creating sustainable places to live, work, learn, and play.



AREAS OF SERVICE



ARCHITECTURE



ENVIRONMENTAL



LAND PLANNING



SURVEY



ENGINEERING

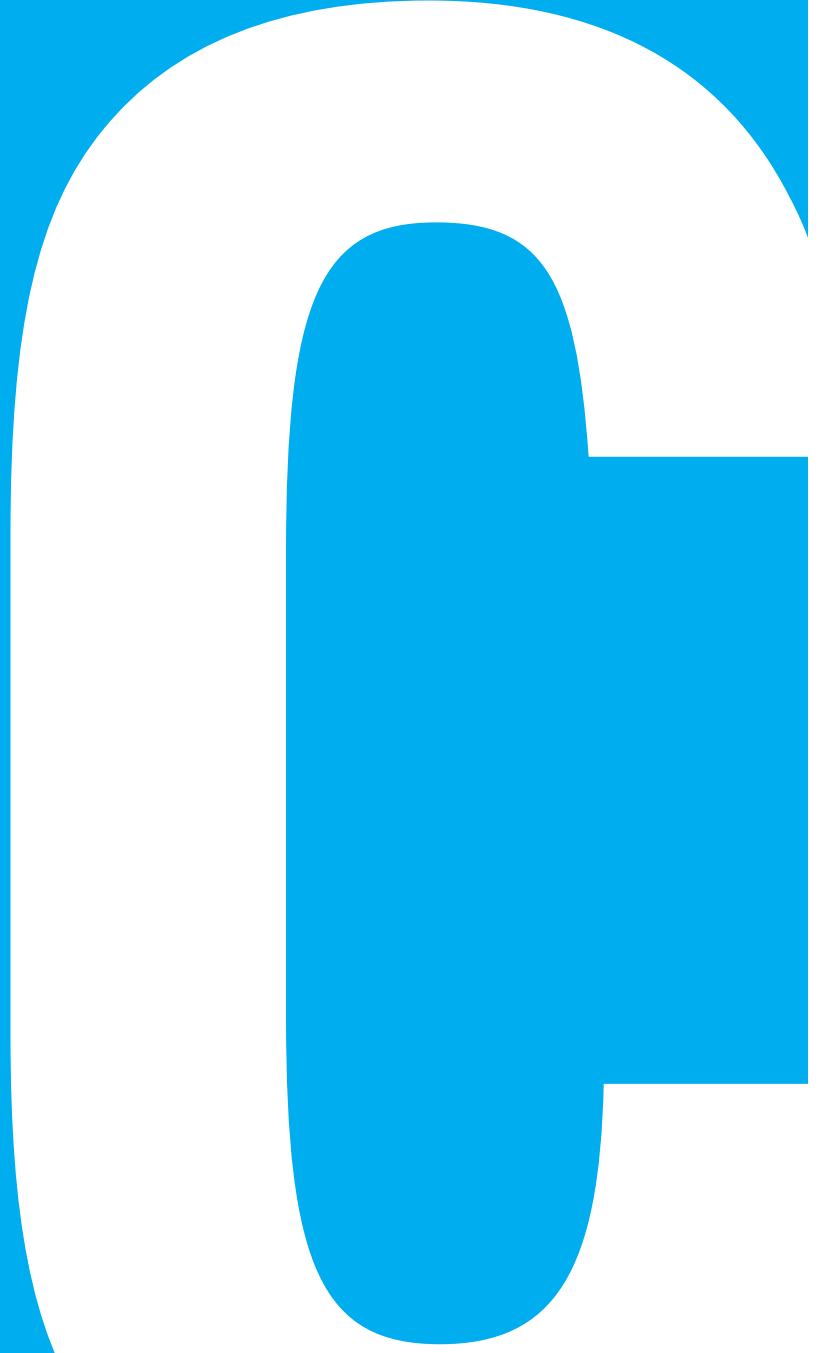


LANDSCAPE
ARCHITECTURE



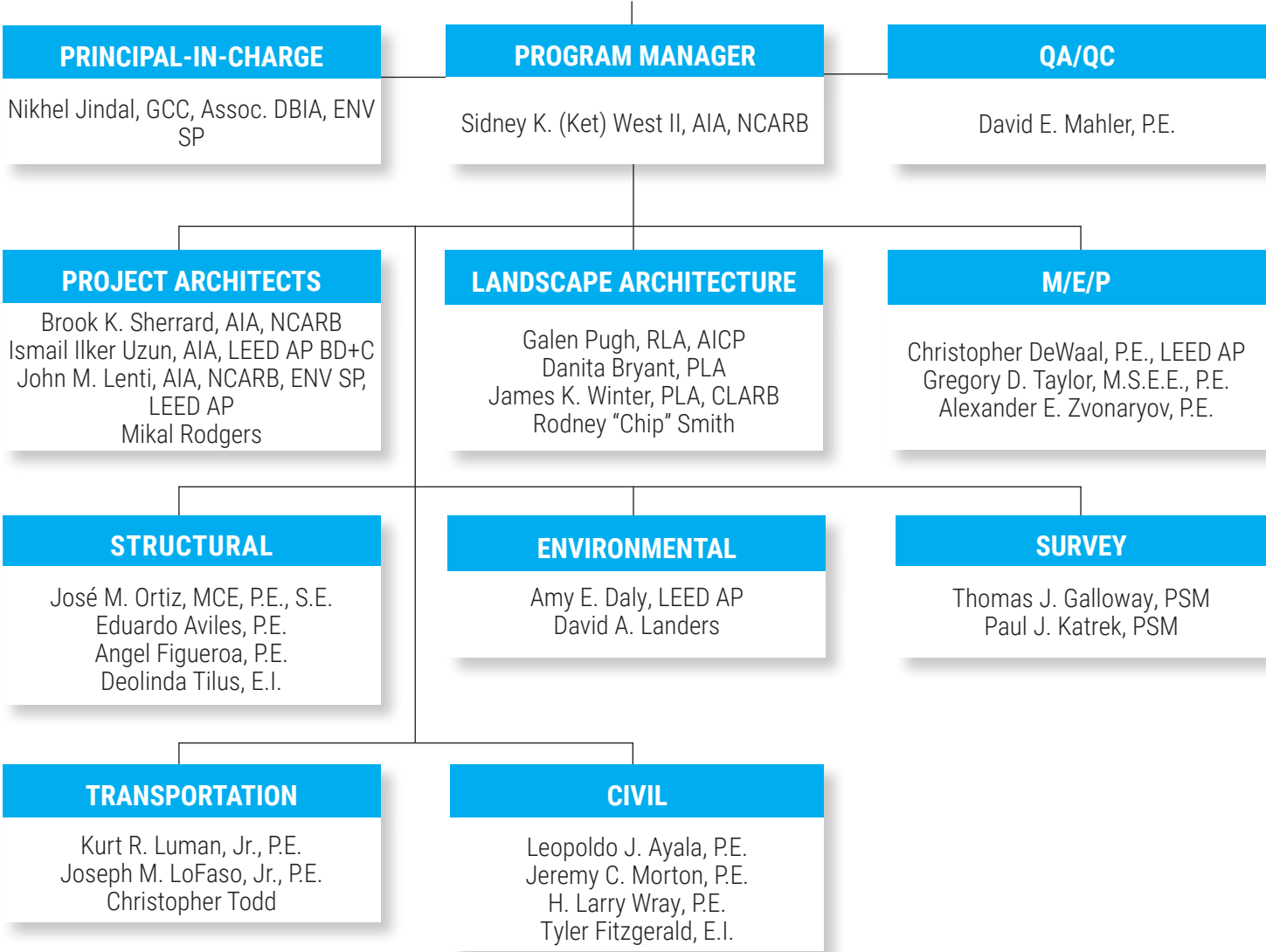
PERMITTING

TEAM COMPOSITION AND RESUMES



C. TEAM COMPOSITION AND RESUMES

CPH has assembled a vastly diverse and highly qualified team with extensive experience in all discipline areas requested by the City of Wildwood. Our team has the capabilities and expertise to complete the “Architectural Continuing Professional Services” contract successfully. The CPH Team Organizational Chart (provided below) depicts the overall reporting and communication hierarchy as well as project roles and responsibilities in relation to the City’s scope of services.



1.



2.



3.



1. CITY OF WILDWOOD – MILLENNIUM PARK MASTER PLANNING AND PHASES 1 & 2 DEVELOPMENT

- Vision and Master Plan Update for 90+ Acre Park to include new amenities and recreational programming as well as optimization for the user experience. 5 and 10 Year Capital Plan Development for Implementation. CPH is working with the City team on the first two (2) phases of the park development which consists of designing the internal roadway network, parking, trails, softball and soccer fields, covered basketball courts building design (Airtorium), tennis courts, racquetball courts, food truck parking, and utility and drainage improvements.

2. LEESBURG AQUATIC COMPLEX - Planning, design, and permitting for the development of a regional aquatic facility. The facility included an eight (8) lane competition facility designed to USA Swimming standards for high school competitions. The facility also included a recreational pool with interactive play features, zero entry and a “free” swim area that can be utilized for swim education. Along with the recreational pool was a water slide, shaded areas for party rentals, and shower facilities. The complex included an entry/ticket building, concession building, changing/locker facilities, and mechanical/equipment areas.

3. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.



NIKHEL JINDAL, GCC, ASSOC. DBIA,
ENV SP

PRINCIPAL-IN-CHARGE

Years of Experience: 24

Education:

A.S. in Multimedia Design, Valencia Community College
B.A. in Organizational Communications, Rollins College

Licenses & Certifications:

Design-Build Certification - AS-2897
Envision Sustainability Professional - 42882
Government Contractor Certificate - 0047

Key Skills / Qualifications:

- Conceptual Design
- Cost Estimation
- Purchasing
- Public Involvement

Overview: Mr. Jindal serves the firm of CPH as Chief Strategy and Success Officer and assists the team with the development of projects ranging from complete streets to building development projects. He has over 24 years of experience in public and private projects, with project values ranging from \$75,000 to over \$100 million in construction value. Mr. Jindal has been part of the team that has completed projects that include streetscapes, trails/pedestrian improvements, parks, stormwater improvements, pipeline and pump stations, and water/wastewater treatment plant projects. He has assisted the CPH team with project coordination and management, conceptual design, and public outreach and communication. In addition, Mr. Jindal has assisted the team in alternative delivery projects that include Design-Build, Progressive Design-Build and Construction Manager At Risk. Mr. Jindal holds his Associate DBIA certification from the Design-Build Institute of America and is an Envision Sustainability Professional recognized by the Institute for Sustainable Infrastructure.



SIDNEY K. (KET) WEST II, AIA, NCARB
PROGRAM MANAGER

Years of Experience: 31

Education:

Bachelor of Architecture, University of Tennessee
School of Architecture and Design

Licenses & Certifications:

Registered Architect – FL (pending), TN #100831,
AL #4610, Indiana #AR11600175, Kentucky #7629,
Michigan #1301064890, North Carolina #13793,
Ohio #ARC1817472
NCARB Certified

Key Skills / Qualifications:

- Architecture Design
- Project Leadership
- Municipal Facilities
- Office Buildings
- Industrial Buildings
- Logistics Facilities
- K-12 Educational Facilities
- Higher Education Facilities
- Owner Representative Services

Overview: Mr. West serves CPH as a Principal Architect for municipal and special projects. With over 31 years of experience in Architecture, Mr. West has extensive experience working on projects from a few hundred square feet to over 1.5 million square feet in multiple markets throughout the United States.

1. AFRICAN AMERICAN MUSEUM OF THE ARTS EXPANSION

- Space programming and design services for the expansion of the African American Museum of the Arts in DeLand. As part of the project, the new expansion expected to contain approximately 2,000-2,500 SF of conditioned space to include gallery space, a meeting/lecture room, a lobby, restrooms, storage area and a mechanical room. CPH services include assistance with grant applications, stakeholder workshops to determine space needs and preferences, code analysis including ADA analysis, preliminary design and cost analysis, preparation of construction documents, bidding assistance, permitting, and post design services.

2. SANFORD CITY HALL – BREEZEWAY ADDITION/RENOVATIONS

- Design services for an expansion and renovation to the first floor of Sanford, Florida's City Hall facility. Working with the City, CPH is creating a new "state of the art" experience for visitors visiting the facility including heightened security. The project will also relocate the Sanford Building Official's office facilities on the first floor of the building. In addition, expanded parking capacity is being created adjacent to the building entrance for this cornerstone to the City of Sanford. CPH is providing Architecture, Civil, Structural, Mechanical, Plumbing, and Electrical Engineering services for the project.

3. SANFORD UTILITIES BUILDING - Design services for a new Utilities Support Facility for the Sanford Public Works Department. This facility will be utilized as the primary offices for the Utilities Department staff and inspectors. The facility includes meeting space for the Utilities teams, vehicle storage and repair space, and storage for utility equipment. CPH is providing Architecture, Civil, Structural, Mechanical, Plumbing, and Electrical Engineering services for the project.

1.



2.



3.



DAVID E. MAHLER, P.E.

QUALITY CONTROL/ASSURANCE

Years of Experience: 33

Education:

B.S. in Environmental Engineering, University of Central Florida

Licenses & Certifications:

Professional Engineer - FL (No. 50041)

Key Skills / Qualifications:

- Large Diameter Pressurized Pipeline Design in Urbanized Areas
- Utility System Relocations, including several projects due to FDOT roadway widening
- Water Supply, Treatment, Pumping, Storage and Distribution
- Wastewater Collection, Treatment and Pumping
- Reclaimed Water Storage, Pumping and Distribution
- Utility Systems Hydraulic Modeling

Overview: Mr. Mahler serves CPH as Chief Operations Officer and Branch Manager of the Orlando Office. He is a Principal for municipal and private clients. Mr. Mahler has been involved with numerous utility system installation, rehabilitation, and relocation projects for both municipal and private clients. He has also been involved with the evaluation of utility systems from small service lines to major collection and transmission systems. In addition, he specializes in relocation of existing utilities associated with roadway projects. He has also been involved with land development and roadway design and permitting for private clients.

1. CASSEBERRY WIRZ PARK PLANNING & PRELIMINARY DESIGN

- Planning, conceptual design, final design, and construction for the reinvestment and updating Wirz Park, a regional facility with multiple uses. As part of the overall improvements, the new design included a New entrance, Relocation of maintenance building, Expansion of the existing community building, New outdoor terrace, Event patio with 20' x 20' pavilion, Splash pad, Zero entry pool with interactive features, 5-lane/25-meter pool, Shade structures, Volleyball courts, Basketball courts, Playground, and Trail upgrades.

2. WILDWOOD WRF - CPH provided process evaluation to develop options for the City of Wildwood to meet current and future demands. The analysis included analyzing options for upgrade and expansion as well as the evaluation of the development of a new facility. Currently CPH is in the design stage of the proposed improvement to the existing Wildwood WRF, which includes potential expansion to at least a 6.0 MGD AWT. The project includes replacing aging/obsolescent equipment that is at or past its service life, infrastructure that is corroded, resolving hydraulic and operational issues that currently exist, resolving wastewater treatment capacity issues and ensure that growth within the service area is not limited, meet current and future regulatory requirements, providing Class I Reliability, and meeting BNR and AWT standards. It is intended to construct the new WRF in a phased-approach to better match growth within the wastewater management system service area and minimize capital expenditures.

3. CAPE CORAL SE 47TH TERRACE STREETScape IMPROVEMENTS

- The improvements included sidewalks with pavers, landscaping, road reconstruction, removal of on-street parking to increase the width of the pedestrian area, off-street parking modification, streetlights, traffic analysis and calming including adding a roundabout at one of the busiest intersections, raised mid-block pedestrian crossings, street furniture, ADA improvements, and drainage modifications/upgrades. CPH also designed the utility upgrades/modifications, including a new upsized water main, new force main, and a new reclaimed water main. Design services also included modifications to the City's Club Square, such as added sidewalks, bio-retention swales, entrance feature, ADA improvements, landscaping, and streetlights.

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1. LEESBURG TEEN CENTER - Planning, design, and permitting of a 10,000 SF addition to an existing recreation center. The addition consisted of a Teen Center Multi-use Facility that houses after school programs for youths ages 5-18. The addition also serves as a re-imaging of the main entry into the existing recreation center.

2. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

3. PASCO COUNTY FACILITIES & MAINTENANCE CENTRAL OFFICE AND WAREHOUSE - The new central office and warehouse located on the Pasco County Land O' Lakes Public Safety Campus is a shared use facility to serve the needs of the Counties Operations and Maintenance (O&M), Construction & Renovation (C&R) and Real Property Planning (RPP) departments. The 20,000 SF facility is organized with a central high-bay warehouse space wrapped on two sides with office and support spaces. Arranged departmentally, the office areas utilize strategies such as open plan "hot desks" and "touch-down" offices to efficiently accommodate the needs of a staff population that are coming and going throughout the day. A two-bay, dual level, loading dock provides safe and effective access for equipment and materials handling and is configured to accommodate a future 10,000 SF EOC warehouse addition.



BROOK K. SHERRARD, AIA, NCARB

PROJECT ARCHITECT

Years of Experience: 24

Education:

M.S. in Architecture, University of South Florida,
School of Architecture and Community Design
B.S. in Applied Technology/Business, Florida
Institute of Technology
A.S. in Life Sciences, Harrisburg Area Community
College

Licenses & Certifications:

Registered Architect – FL (No. AR92948)
American Institute of Architects (AIA)
National Council of Architectural Registration Boards
(NCARB)

Key Skills / Qualifications:

- Industrial/Warehouse Facilities
- Civic Centers
- Completed more than 6.4 million SF of projects
- Building Information Modeling (BIM) and sustainability initiatives
- Experience designing projects according to LEED® Certification guidelines
- Educational Facilities

Overview: Mr. Sherrard services CPH as a Senior Architect, with more than 24 years of experience. Mr. Sherrard has completed more than 6.4 million SF of projects and is leading the firm's Building Information Modeling (BIM) and sustainability initiatives. Mr. Sherrard's leadership has ensured that our clients are provided with a coordinated set of documents and 3D models to communicate the design intent at all phases of the project. He has also provided training to in-house architects and has set up standards and procedures to create consistency in document production throughout the firm. In addition, Mr. Sherrard has experience designing projects according to LEED® Certification guidelines, including the first new complete high school to achieve a Silver rating under the LEED® for Schools 2.0 rating system in the State of Florida at Weeki Wachee High School in Hernando County.



**ISMAL ILKER UZUN, AIA, LEED AP
BD+C**

PROJECT ARCHITECT

Years of Experience: 32

Education:

M.A., Yıldız Technical University
B.A., Yıldız Technical University
Florida Atlantic University (Non Degree Courses)

Licenses & Certifications:

Registered Architect - FL (No. AR95507)
LEED Accredited Professional

Key Skills / Qualifications:

- Fire Stations and Critical Facilities
- Water/Wastewater Administration and Pumping Buildings
- Architectural Project Management
- Design / Build
- Medical / Healthcare Facilities
- Financial Institutions
- Industrial / Warehouse Facilities
- Educational Facilities
- Sustainable Design
- Retrofits and Renovations

Overview: Mr. Ilker serves CPH as a Project Architect and has more than 32 years of experience in project management and architecture. Mr. Ilker has successfully managed and designed various development programs including commercial/retail, mixed-use, office, financial, industrial, and residential projects. Mr. Ilker has been instrumental in the development and maintenance of the development program for one of CPH's large national retail clients. Mr. Ilker manages all phases of development from Schematic Design through to Construction Administration for new facilities, redevelopment, and ADA compliance. Located in our Miami office, Mr. Ilker is specially skilled in South Florida design challenges and permit expediting.

1. MONROE COUNTY FIRE STATION – CUDJOE KEY - CPH provided pre-design phase/programming, schematic design, design development, construction documents, bidding and permitting assistance, and construction administration for a new 7,500 SF fire station on Cudjoe Key. The overall project included 3 Drive Thru Bays, native landscape materials requiring minimum irrigation, work out room, large kitchen, outdoor spaces for building users, roof materials with high solar reflectance, hurricane resistant glazing, door and roof systems, building insulation with high R-value, low E glazing system, site lighting and interior lighting with LED fixtures, HVAC equipment with high efficiency, water heaters with high efficiency, construction waste control and recycling, flood protection, and a diesel generator.

2. CITY OF LAKE WORTH BEACH - OFFICE ADDITION - CPH has successfully completed conversion of an existing porch to office space under our current continuing services contract with the City of Lake Worth. The project involved closing the existing porch with a new metal panel wall, insulating the walls and roof, as well as new HVAC and lighting systems.

3. BN HEADQUARTERS BUILDING, TRANSIENT TRAINING DESIGN SNAKE CREEK - CPH is contracted by the Department of Military Affairs to provide full Architecture and Engineering design services for a new building that will be approximately 7,669 square feet and will include administrative spaces, classroom, latrine/shower, vending/breakroom, and vault. Other items integral to the facility are sidewalks, detached sign, utilities: electric, potable water, waste water/sewer, and storm water drainage, information systems, exterior fire protection, site improvements, and anti-terrorism/force protection. These facilities will require utilization of construction materials and equipment offering the greatest degree of maintenance-free longevity and operational energy efficiency.



**JOHN M. LENTI, AIA, NCARB, ENV SP,
LEED AP**

PROJECT ARCHITECT

Years of Experience: 32

Education:

University Of Saint Francis, Fort Wayne, Indiana, 2017, MBA
University Of Illinois, Chicago, Illinois, 1996, M.S. Architecture
University Of Wisconsin, Milwaukee, Wisconsin, 1990, B.S Architecture

Licenses & Certifications:

Registered Architect - FL (No. AR100548)
National Council of Architectural Registration Boards (NCARB)
ISI ENV SP
ISI Trainer
ISI Verifier
LEED AP BD+C

Key Skills / Qualifications:

- Revit
- AutoCAD
- SketchUp
- Photoshop
- Navisworks
- Tally
- Microsoft Suite

Overview: A driven and forward-thinking architect with extensive experience in sustainable and resilient design and planning, client management, business development, stakeholder facilitation, and life-cycle costing. Fosters long-lasting relationships with clients, colleagues, and interdisciplinary team members through utilization of exceptional interpersonal communication capabilities. An innovative leader skilled at developing strategic plans that promote short- and long-term growth, as well providing guidance on complex municipal facilities and infrastructure projects.

1. CASSELBERRY WIRZ PARK PLANNING & PRELIMINARY DESIGN

- Planning, conceptual design, final design, and construction for the reinvestment and updating Wirz Park, a regional facility with multiple uses. As part of the overall improvements, the new design included a New entrance, Relocation of maintenance building, Expansion of the existing community building, New outdoor terrace, Event patio with 20' x 20' pavilion, Splash pad, Zero entry pool with interactive features, 5-lane/25-meter pool, Shade structures, Volleyball courts, Basketball courts, Playground, and Trail upgrades.

2. CONNOLLY HOUSE CONCEPT STUDY AND PROGRAMMING

- Preliminary Analysis and Conceptual Design of a 5,000 SF civic center and park improvements. Park improvements will include trails, gazebos, pavillions, parking, boardwalks, and overlooks. Programming for new Civic Center to include multi-pose room, catering kitchen, outdoor space, and offices.

3. APOPKA - PUBLIC SERVICES DEPARTMENT FLEET FACILITY DESIGN

- Provided design services for a 20,000 SF fleet maintenance facility. Coordinated with City personnel to assess current and long-term fleet maintenance needs. Developed solution that accommodated a wide range of vehicle types to be serviced in a manner that improved over-all operations.

4. APOPKA - PUBLIC SERVICES DEPARTMENT SITE MASTER PLAN

- Coordinated with City personnel to assess current and long-term operational needs. Developed strategic master plan to upgrade facilities to meet future needs in a manner that did not negatively impact current operations. Developed phased master plan aligned to City's capital investment goals.

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MIKAL RODGERS

ARCHITECTURAL DESIGNER

Years of Experience: 2

Education:

Bachelor of Science in Architecture, Florida A&M University
Master of Architecture, Florida A&M University

Licenses & Certifications:

FL Architect Registration In Progress

Key Skills / Qualifications:

- Architectural Design
- Architectural Drafting
- 3-D Modeling
- Rendering

Overview: Ms. Rodgers serves CPH as an architectural designer for municipal projects and the Walmart Program. As a graduate of Florida A&M's School of Architecture and Engineering Technology, Ms. Rodgers has internship experience in architectural design, project management and civil engineering.

1. AFRICAN AMERICAN MUSEUM OF THE ARTS EXPANSION

- Space programming and design services for the expansion of the African American Museum of the Arts in DeLand. As part of the project, the new expansion expected to contain approximately 2,000-2,500 SF of conditioned space to include gallery space, a meeting/lecture room, a lobby, restrooms, storage area and a mechanical room. CPH services include assistance with grant applications, stakeholder workshops to determine space needs and preferences, code analysis including ADA analysis, preliminary design and cost analysis, preparation of construction documents, bidding assistance, permitting, and post design services.

2. CLERMONT ELEMENTARY ADAPTIVE REUSE MASTER PLAN AND DESIGN

- The project includes creating a master plan for the redevelopment and reuse of the old Clermont Elementary School site as a vocational/technical high school and college. The project will be completed in multiple phases, with Phase I consisting of the new master plan as well as the implementation of improvements at Building 5 and Building 18 to activate the Alternative.

3. GREGG HALL REPLACEMENT DESIGN CRITERIA PACKAGE -

CPH was selected to assist the School in the development of a design criteria package for the Gregg Hall Replacement Project. The goal of the project included providing upgraded dormitories for middle school students and replacement of facilities that have aged beyond their useful life. CPH's role included performing program verification and serving as owner's representative through the procurement process to design-build of a new dormitory that will house 48 students. The 19,000 SF new dormitory building includes bedrooms, living spaces, bathrooms, and residential kitchens.



GALEN PUGH, RLA, AICP
LANDSCAPE ARCHITECT

Years of Experience: 32

Education:

B.A. Landscape Architecture, Louisiana State University

Licenses & Certifications:

Registered Landscape Architect - FL (No. LA 1522)

CPTED Course Completion

Certified Planner (AICP)

Key Skills / Qualifications:

- Landscape Architecture
- Land Planning
- Commercial Development Recreation Planning
- Irrigation Design
- Urban Design
- Lighting
- Sustainable Design
- Gateways/Entry Features
- Streetscapes
- Trails and Multi-Use Paths

Overview: Mr. Pugh serves the firm and its clientele in the capacity of Registered Landscape Architect. Mr. Pugh has over 32 years of governmental and private Landscape Architecture experience. This experience includes working as a Sr. Landscape Architect and a Sr. Planner. He additionally provided professional services such as procurement of consultants, directing and reviewing the preparation of site plans, construction documents and landscape plans. Mr. Pugh coordinated the public participation process and conducted public and steering committee meetings.



DANITA BRYANT, PLA
LANDSCAPE ARCHITECT

Years of Experience: 18

Education:

AAS in Drafting and Design, Wytheville Community College

Licenses & Certifications:

Professional Landscape Architect - FL (No. LA6667318)

Key Skills / Qualifications:

- Landscape Architecture
- Trails/Multi-Use Paths and Parks
- Gateways/Entry Features
- Streetscapes
- Municipal Planning
- Streetscape and Corridor
- Municipal & Institutional

Overview: Ms. Bryant serves CPH as a Landscape Architect and Landscape Designer. She has more than 18 years of experience in Landscape Architecture. Ms. Bryant has extensive experience in the design of parks, streetscapes, and commercial/retail properties.

1. LEESBURG AQUATIC COMPLEX - Planning, design, and permitting for the development of a regional aquatic facility. The facility included an eight (8) lane competition facility designed to USA Swimming standards for high school competitions. The facility also included a recreational pool with interactive play features, zero entry and a "free" swim area that can be utilized for swim education. Along with the recreational pool was a water slide, shaded areas for party rentals, and shower facilities. The complex included an entry/ticket building, concession building, changing/locker facilities, and mechanical/equipment areas.

2. ZORA NEALE HURSTON PLAZA - CPH provided planning, landscape architecture and engineering services for the redevelopment of an approximately two (2) acre park space. The plaza space was dated and needed redevelopment to improve accessibility, organize open gathering spaces and soften the space for children and families who used the space frequently. The design seeks to minimize obstructions between the buildings and provide a direct access path. The park also added crucial ADA parking spaces and street and stormwater improvements to the site.

3. US 17-92 RIVERWALK, PHASE III - Planning, survey, and design services for a 1.7 mile extension to an existing trail. The new extension connects to the previous phase designed by CPH and is the final connection between the I-4 Corridor with the adjacent Seminole County Rinehart Trail and the downtown Sanford RiverWalk Trail system. Additionally, these improvements filled the largest remaining gap within the Lake Monroe Trail Loop system which spans both Seminole and Volusia Counties. This project followed the complete streets design elements with the provision of a Multi-Use Trail, Roadway safety improvements, Traffic Calming design, Roadway & Trail Lighting, Utility Design, Structural Seawall Design, Drainage Improvements/Design, Irrigation Design, Beautification, Hardscape and Landscape Design, Scenic Overlooks of Lake Monroe, Way-finding Design, Pedestrian Mid-Block Crossings (Rectangular Rapid Flashing Beacons), Traffic Studies, Survey, and Wetland Mitigation.

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JAMES K. WINTER, PLA, CLARB
LANDSCAPE ARCHITECT

Years of Experience: 42

Education:

B.A. in Landscape Architecture, Mississippi State University

Licenses & Certifications:

Professional Landscape Architect - FL (No. 0000911)
 CLARB Certified - (No. 5203)

Key Skills / Qualifications:

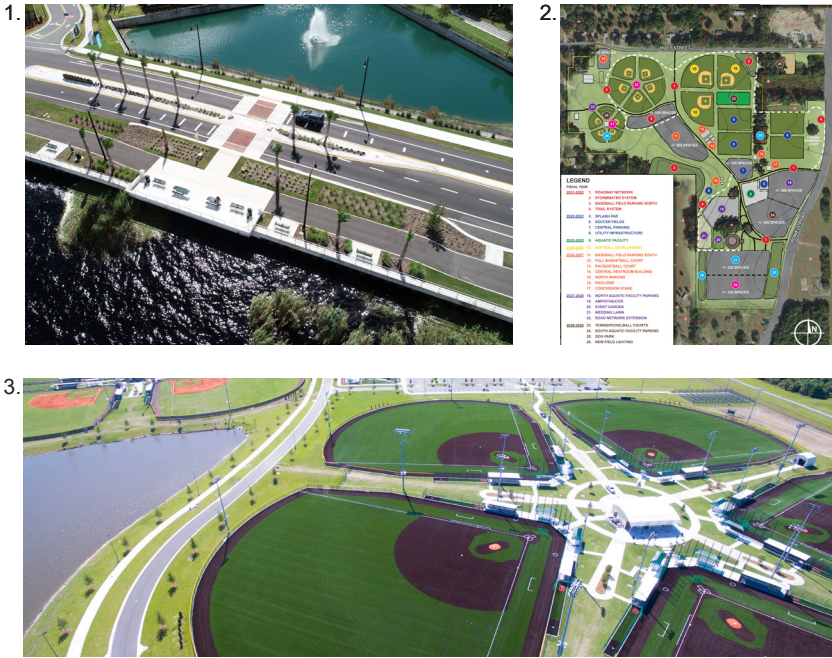
- Landscape Architecture
- Trails/Multi-Use Paths and Parks
- Gateways/Entry Features
- Streetscapes
- Land Planning
- Commercial Development
- Recreation Planning
- Irrigation Design
- Urban Design
- Lighting
- Sustainable Design

Overview: Mr. Winter serves CPH as a Landscape Architect and Vice President. He has more than 42 years of experience in Landscape Architecture, including 18 years as Capital Projects Construction Manager for parks and recreations projects within local governments. Mr. Winter has extensive project management, design and construction administration experience for active and passive parks as well as multi-use trail projects. He also has experience with streetscapes, aquatic facilities and other public works projects.

1. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

2. CASSELBERRY WIRZ PARK PLANNING & PRELIMINARY DESIGN - Planning, conceptual design, final design, and construction for the reinvestment and updating Wirz Park, a regional facility with multiple uses. As part of the overall improvements, the new design included a New entrance, Relocation of maintenance building, Expansion of the existing community building, New outdoor terrace, Event patio with 20' x 20' pavilion, Splash pad, Zero entry pool with interactive features, 5-lane/25-meter pool, Shade structures, Volleyball courts, Basketball courts, Playground, and Trail upgrades.

3. US 17-92 RIVERWALK, PHASE III - Planning, survey, and design services for a 1.7 mile extension to an existing trail. The new extension connects to the previous phase designed by CPH and is the final connection between the I-4 Corridor with the adjacent Seminole County Rinehart Trail and the downtown Sanford RiverWalk Trail system. Additionally, these improvements filled the largest remaining gap within the Lake Monroe Trail Loop system which spans both Seminole and Volusia Counties. This project followed the complete streets design elements with the provision of a Multi-Use Trail, Roadway safety improvements, Traffic Calming design, Roadway & Trail Lighting, Utility Design, Structural Seawall Design, Drainage Improvements/Design, Irrigation Design, Beautification, Hardscape and Landscape Design, Scenic Overlooks of Lake Monroe, Way-finding Design, Pedestrian Mid-Block Crossings (Rectangular Rapid Flashing Beacons), Traffic Studies, Survey, and Wetland Mitigation.



RODNEY "CHIP" SMITH
LANDSCAPE DESIGNER

Years of Experience: 18

Education:
N/A

Licenses & Certifications:
N/A

Key Skills / Qualifications:

- AutoCAD
- Landscape Design
- Streetscape Design
- Conceptual Site Plan Exhibits
- Conceptual Site Perspective Exhibits

Overview: Mr. Smith serves the firm of CPH in the capacity of AutoCAD Technician. His work consists of landscape design and plan preparation for governmental and private clients. In this capacity, Mr. Smith provides coordination between the client/regulatory agencies, and the landscape architect/landscape designer. Other duties include management responsibilities over drafting department activities, the learning, implementing, and training of new or upgraded CAD software programs, and holding a position on the CAD standards committee. Mr. Smith has been involved as an AutoCAD Technician on project teams preparing conceptual exhibits and landscape plans for several major development projects in Florida, Connecticut, Maryland, among other states and regions.

1. US 17-92 RIVERWALK, PHASE III - Planning, survey, and design services for a 1.7 mile extension to an existing trail. The new extension connects to the previous phase designed by CPH and is the final connection between the I-4 Corridor with the adjacent Seminole County Rinehart Trail and the downtown Sanford RiverWalk Trail system. Additionally, these improvements filled the largest remaining gap within the Lake Monroe Trail Loop system which spans both Seminole and Volusia Counties. This project followed the complete streets design elements with the provision of a Multi-Use Trail, Roadway safety improvements, Traffic Calming design, Roadway & Trail Lighting, Utility Design, Structural Seawall Design, Drainage Improvements/Design, Irrigation Design, Beautification, Hardscape and Landscape Design, Scenic Overlooks of Lake Monroe, Way-finding Design, Pedestrian Mid-Block Crossings (Rectangular Rapid Flashing Beacons), Traffic Studies, Survey, and Wetland Mitigation.

2. CITY OF WILDWOOD – MILLENNIUM PARK MASTER PLANNING AND PHASES 1 & 2 DEVELOPMENT - Vision and Master Plan Update for 90+ Acre Park to include new amenities and recreational programming as well as optimization for the user experience. 5 and 10 Year Capital Plan Development for Implementation. CPH is working with the City team on the first two (2) phases of the park development which consists of designing the internal roadway network, parking, trails, softball and soccer fields, covered basketball courts building design (Airtorium), tennis courts, racquetball courts, food truck parking, and utility and drainage improvements.

3. SEMINOLE COUNTY SPORTS COMPLEX PLANNING AND DESIGN - Planning and design of a new Sports Complex situated on over 120 Acres in Seminole County. The project consisted of 15 tournament quality baseball fields, 25 batting cages, 3 concession/restroom buildings, an administration and conference building, playground, walking trail, 3 storage buildings, and a maintenance facility. Creative design methods were used to manage drainage, traffic, and other factors for minimal cost, which freed up funds for additional fan/player use elements.



**CHRISTOPHER DEWAAL, P.E., LEED AP
M/E/P ENGINEER**

Years of Experience: 28

Education:

M.E.M. in Engineering Management, Kansas State University
 M.S. in Electrical Engineering, Kansas State University
 B.S. in Electrical Engineering, Michigan Technological University

Licenses & Certifications:

Professional Engineer - FL (No. 58964)
 LEED Accredited Professional

Key Skills / Qualifications:

- Project Management
- Electrical Design
- Electrical study
- Substation and distribution line design and equipment specifications
- SCADA/instrumentation and controls

Overview: Mr. DeWaal has strong experience in the design and development of electrical power distribution systems in commercial, industrial, institutional and utility settings. Most recently his experience has been managing multi-disciplinary engineering/architecture personnel, managing electrical and multi-disciplinary projects from \$50k remodels to \$100M+ greenfield construction. His strengths include strong communication skills with technical staff, construction contractors and owner's representatives. He has a vast knowledge of electrical and safety compliance policies and studies, personnel management and project management.

1. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

2. CASSELBERRY WIRZ PARK PLANNING & PRELIMINARY DESIGN - Planning, conceptual design, final design, and construction for the reinvestment and updating Wirz Park, a regional facility with multiple uses. As part of the overall improvements, the new design included a New entrance, Relocation of maintenance building, Expansion of the existing community building, New outdoor terrace, Event patio with 20' x 20' pavilion, Splash pad, Zero entry pool with interactive features, 5-lane/25-meter pool, Shade structures, Volleyball courts, Basketball courts, Playground, and Trail upgrades.

3. MELCHING FIELD STADIUM RENOVATIONS – DESIGN CRITERIA PACKAGE - CPH was selected to provide professional services for the creation of the Design Build Criteria Package for the Melching Field Stadium Renovations. CPH's scope for the Design Build Criteria Package will include a report detailing ADA deficiencies, structural analysis of the existing of the bleacher deck, design/build contract requirements, design development drawings and performance specifications. CPH's services for this project include Architectural, Civil, Surveying, Structural, Mechanical, Electrical, Plumbing, Fire Protection and Landscape Architecture.

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GREGORY D. TAYLOR, M.S.E.E., P.E.
M/E/P ENGINEER

Years of Experience: 38

Education:

M.S. in Electrical Engineering, Mercer University
 B.S. in Electrical Engineering, Georgia Institute of Technology

Licenses & Certifications:

Professional Engineer - MI (No. 25602), FL (No. 77811)

Key Skills / Qualifications:

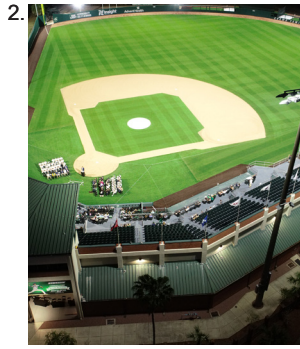
- Low-Voltage Systems
- Electrical Design for Offices, Schools & Industrial Facilities
- Emergency Power Systems
- Lightning Protection Systems
- Design of Photovoltaic Systems
- Design of SCADA Systems
- Fire Alarm Systems
- CCTV Cameras & Video Equipment
- Intercom, Audio-Visual & Voice/Data Systems

Overview: Mr. Taylor serves CPH as an electrical engineer, and has more than 38 years of experience in power, electronics and low-voltage systems. Mr. Taylor is well versed in high, medium and low-voltage design and has a broad history of delivering designs suited to building power as well as municipal applications.

1. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

2. ORLANDO SANFORD INTERNATIONAL AIRPORT TERMINAL EXPANSION - The project included expansion of the terminal as well as extensive renovations to the existing passenger, security and food service areas equalling 140,000 SF. The project included access improvements to the terminal area, addition of a new traffic signal, phasing and coordination with Terminal Management, Airlines, and Concessionaires. Additional Coordination was Required with Transportation Security Administration (TSA) on the New Consolidated Screening Area and with U.S. Customs and Border Patrol (CBP) for the Federal Inspection Station (FIS) Improvements.

3. GREGG HALL REPLACEMENT DESIGN CRITERIA PACKAGE - CPH was selected to assist the School in the development of a design criteria package for the Gregg Hall Replacement Project. The goal of the project included providing upgraded dormitories for middle school students and replacement of facilities that have aged beyond their useful life. CPH's role included performing program verification and serving as owner's representative through the procurement process to design-build of a new dormitory that will house 48 students. The 19,000 SF new dormitory building includes bedrooms, living spaces, bathrooms, and residential kitchens.



ALEXANDER E. ZVONARYOV, P.E.
M/E/P ENGINEER

Years of Experience: 36

Education:

B.S. Electrical Engineering

Licenses & Certifications:

Project Engineer - FL (No. 60953)

EDSA Certified Training Program Power Systems Analysis and Simulation

Key Skills / Qualifications:

- Project Management
- Lighting
- Power Distribution
- Fire Alarm
- Emergency
- Grounding
- Lightning Protection
- Communications and Systems Design

Overview: Mr. Alexander Zvonaryov serves CPH as an Electrical Engineering Manager. Providing extensive experience in Electrical Engineering including lighting, power distribution, fire alarm, lightning protection, communications and systems design, construction administration, project management, field investigations, contract document production. Mr. Zvonaryov is proficient with current and latest technologies, solar, hydrogen and wind energy trends.

1. ORLANDO SANFORD INTERNATIONAL AIRPORT TERMINAL EXPANSION

- The project included expansion of the terminal as well as extensive renovations to the existing passenger, security and food service areas equalling 140,000 SF. The project included access improvements to the terminal area, addition of a new traffic signal, phasing and coordination with Terminal Management, Airlines, and Concessionaires. Additional Coordination was Required with Transportation Security Administration (TSA) on the New Consolidated Screening Area and with U.S. Customs and Border Patrol (CBP) for the Federal Inspection Station (FIS) Improvements.

2. MELCHING FIELD STADIUM RENOVATIONS – DESIGN CRITERIA PACKAGE

- CPH was selected to provide professional services for the creation of the Design Build Criteria Package for the Melching Field Stadium Renovations. CPH's scope for the Design Build Criteria Package will include a report detailing ADA deficiencies, structural analysis of the existing of the bleacher deck, design/build contract requirements, design development drawings and performance specifications. CPH's services for this project include Architectural, Civil, Surveying, Structural, Mechanical, Electrical, Plumbing, Fire Protection and Landscape Architecture.

3. LEESBURG AQUATIC COMPLEX

- Planning, design, and permitting for the development of a regional aquatic facility. The facility included an eight (8) lane competition facility designed to USA Swimming standards for high school competitions. The facility also included a recreational pool with interactive play features, zero entry and a "free" swim area that can be utilized for swim education. Along with the recreational pool was a water slide, shaded areas for party rentals, and shower facilities. The complex included an entry/ticket building, concession building, changing/locker facilities, and mechanical/equipment areas.



JOSÉ M. ORTIZ, MCE, P.E.,S.E.
STRUCTURAL ENGINEER

Years of Experience: 25

Education:
M.E. in Structural Engineering, Cornell University
B.S. in Civil Engineering, Recinto Universitario de Mayaguez, UPR

Licenses & Certifications:
Professional Engineer - FL (No. 67920), PR (No. 17212)

- Key Skills / Qualifications:**
- Structural Concrete, Steel, and Timber Design
 - Seismic/Wind Engineering
 - Construction Inspection/Supervision
 - Gravity Walls
 - Seawalls
 - Signage/Gateways
 - Fall Protection
 - Failure Analysis & Post Disaster Assessment
 - Structural Evaluation and Retrofitting

Overview: Mr. Ortiz has over 25 years of experience in structural engineering design and project management. His experience encompasses projects of all types and complexities including commercial/retail, hospitals, educational facilities, recreational facilities, hotels/resorts, parking structures, residential, and multi-story office buildings. The depth of his technical understanding of systems and codes allows him to work with architectural / engineering teams to deliver cost-effective structural solutions to meet project goals.

1. ORLANDO SANFORD INTERNATIONAL AIRPORT TERMINAL EXPANSION - The project included expansion of the terminal as well as extensive renovations to the existing passenger, security and food service areas equalling 140,000 SF. The project included access improvements to the terminal area, addition of a new traffic signal, phasing and coordination with Terminal Management, Airlines, and Concessionaires. Additional Coordination was Required with Transportation Security Administration (TSA) on the New Consolidated Screening Area and with U.S. Customs and Border Patrol (CBP) for the Federal Inspection Station (FIS) Improvements.

2. AFRICAN AMERICAN MUSEUM OF THE ARTS EXPANSION - Space programming and design services for the expansion of the African American Museum of the Arts in DeLand. As part of the project, the new expansion expected to contain approximately 2,000 - 2,500 SF of conditioned space to include gallery space, a meeting/lecture room, a lobby, rest rooms, storage area and a mechanical room. CPH services include assistance with grant applications, stakeholder workshops to determine space needs and preferences, code analysis including ADA analysis, preliminary design and cost analysis, preparation of construction documents, bidding assistance, permitting, and post design services.

3. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

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EDUARDO AVILES, P.E.
STRUCTURAL ENGINEER

Years of Experience: 8

Education:

M.S. in Structural Engineering, University of Puerto Rico
 B.S. in Civil Engineering, University of Puerto Rico
 B.S. in Land Surveying, University of Puerto Rico

Licenses & Certifications:

Professional Engineer - FL (No. 85877)

Key Skills / Qualifications:

- Signage/Gateways
- Failure Analysis & Post Disaster Assessment
- Structural Concrete, Steel, and Timber Design
- Structural Evaluation and Retrofitting
- Seismic/Wind Engineering
- Construction Inspection/Supervision
- Gravity Walls
- Seawalls

City of Residence: Apopka, FL

Overview: Mr. Aviles serves as CPH's Structural Designer for the firm's work in the United States and Puerto Rico. He has experience in Structural Engineering, Civil Engineering, and Land Surveying.

1. MELCHING FIELD STADIUM RENOVATIONS – DESIGN

CRITERIA PACKAGE - CPH was selected to provide professional services for the creation of the Design Build Criteria Package for the Melching Field Stadium Renovations. CPH's scope for the Design Build Criteria Package will include a report detailing ADA deficiencies, structural analysis of the existing of the bleacher deck, design/build contract requirements, design development drawings and performance specifications. CPH's services for this project include Architectural, Civil, Surveying, Structural, Mechanical, Electrical, Plumbing, Fire Protection and Landscape Architecture.

2. ORLANDO SANFORD INTERNATIONAL AIRPORT TERMINAL EXPANSION

- The project included expansion of the terminal as well as extensive renovations to the existing passenger, security and food service areas equalling 140,000 SF. The project included access improvements to the terminal area, addition of a new traffic signal, phasing and coordination with Terminal Management, Airlines, and Concessionaires. Additional Coordination was Required with Transportation Security Administration (TSA) on the New Consolidated Screening Area and with U.S. Customs and Border Patrol (CBP) for the Federal Inspection Station (FIS) Improvements.

3. GREGG HALL REPLACEMENT DESIGN CRITERIA PACKAGE

- CPH was selected to assist the School in the development of a design criteria package for the Gregg Hall Replacement Project. The goal of the project included providing upgraded dormitories for middle school students and replacement of facilities that have aged beyond their useful life. CPH's role included performing program verification and serving as owner's representative through the procurement process to design-build of a new dormitory that will house 48 students. The 19,000 SF new dormitory building includes bedrooms, living spaces, bathrooms, and residential kitchens.

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ANGEL FIGUEROA, P.E.
STRUCTURAL ENGINEER

Years of Experience: 10

Education:

M.A. in Architecture, University of Puerto Rico
 M.S. in Structural Engineering, University of Puerto Rico
 B.S. in Civil Engineering, San Juan, PR

Licenses & Certifications:

Professional Engineer - FL (No. 85016)

Key Skills / Qualifications:

- CADD Design
- 3D Modeling
- Photoshop
- Sketchup
- Revit
- MATLAB
- ETABS
- Retail

Overview: Mr. Figueroa serves CPH as a Structural Engineer for the firm's work in the United States and Puerto Rico. He has experience in Architecture, Structural Engineering, and Civil Engineering.

1. ORLANDO SANFORD INTERNATIONAL AIRPORT TERMINAL EXPANSION

- The project included expansion of the terminal as well as extensive renovations to the existing passenger, security and food service areas equalling 140,000 SF. The project included access improvements to the terminal area, addition of a new traffic signal, phasing and coordination with Terminal Management, Airlines, and Concessionaires. Additional Coordination was Required with Transportation Security Administration (TSA) on the New Consolidated Screening Area and with U.S. Customs and Border Patrol (CBP) for the Federal Inspection Station (FIS) Improvements.

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3. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

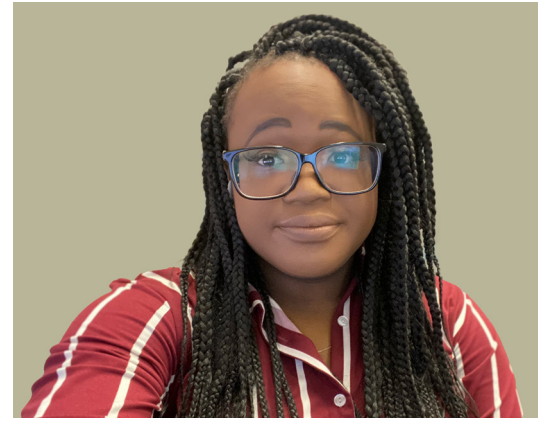
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DEOLINDA TILUS, E.I.
STRUCTURAL ENGINEER

Years of Experience: 5

Education:

B.S.C.E - Bachelor of Civil Engineering

Licenses & Certifications:

Engineering Intern - E.I.

Key Skills / Qualifications:

- CAD Drafter
- Revit Drafter
- Experience using RISA & Tedds calculation software
- Performed calculations for both in office and submittal for 4 years.

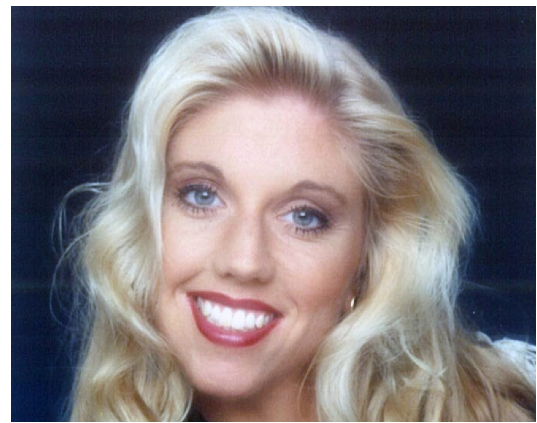
Overview: Ms. Tilus serves CPH as a Structural Designer. She has acted as Structural Designer for these projects, She has provided structural assistance, and CAD/ Revit drafts for projects.

1. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

2. LEESBURG AQUATIC COMPLEX - Planning, design, and permitting for the development of a regional aquatic facility. The facility included an eight (8) lane competition facility designed to USA Swimming standards for high school competitions. The facility also included a recreational pool with interactive play features, zero entry and a "free" swim area that can be utilized for swim education. Along with the recreational pool was a water slide, shaded areas for party rentals, and shower facilities. The complex included an entry/ticket building, concession building, changing/locker facilities, and mechanical/ equipment areas.

3. MELCHING FIELD STADIUM RENOVATIONS – DESIGN

CRITERIA PACKAGE - CPH was selected to provide professional services for the creation of the Design Build Criteria Package for the Melching Field Stadium Renovations. CPH's scope for the Design Build Criteria Package will include a report detailing ADA deficiencies, structural analysis of the existing of the bleacher deck, design/build contract requirements, design development drawings and performance specifications. CPH's services for this project include Architectural, Civil, Surveying, Structural, Mechanical, Electrical, Plumbing, Fire Protection and Landscape Architecture.



AMY E. DALY, LEED AP
ENVIRONMENTAL SCIENTIST

Years of Experience: 29

Education:

M.B.A., FMU, Summa Cum Laude
 B.S. in Biological Sciences, Florida State University

Licenses & Certifications:

U.S. Army Corps of Engineers Wetland Delineator
 Florida Unified Mitigation Methodology Course
 Qualified Stormwater Management Inspector
 Prescribed Burner
 Authorized Gopher Tortoise Agent (No. GTA-09-00145)
 LEED Accredited Professional

Key Skills / Qualifications:

- Project Management
- Ecological Assessments
- Environmental Permitting
- Mitigation Program Design
- Wetland Delineation
- Land Management
- Consumptive Use Permitting
- Functional Assessments
- Water Quality Monitoring
- Wildlife Assessment, Management, & Permitting

Overview: Mrs. Daly serves CPH as principal environmental scientist. She has 29 years of environmental consulting experience with project management, environmental resource assessments, wetland delineation, permitting, mitigation design and implementation, land management, habitat mapping, jurisdictional determinations, wetland functional analyses, protected wildlife surveys and management programs, field survey design and habitat restoration, tortoise surveys, permitting and relocation including commensal species. Mrs. Daly has served as an expert witness on various environmental matters for condemnation proceedings.

1. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

2. CASSEBERRY WIRZ PARK PLANNING & PRELIMINARY DESIGN - Planning, conceptual design, final design, and construction for the reinvestment and updating Wirz Park, a regional facility with multiple uses. As part of the overall improvements, the new design included a New entrance, Relocation of maintenance building, Expansion of the existing community building, New outdoor terrace, Event patio with 20' x 20' pavilion, Splash pad, Zero entry pool with interactive features, 5-lane/25-meter pool, Shade structures, Volleyball courts, Basketball courts, Playground, and Trail upgrades.

3. US 17-92 RIVERWALK, PHASE III - Planning, survey, and design services for a 1.7 mile extension to an existing trail. The new extension connects to the previous phase designed by CPH and is the final connection between the I-4 Corridor with the adjacent Seminole County Rinehart Trail and the downtown Sanford RiverWalk Trail system. Additionally, these improvements filled the largest remaining gap within the Lake Monroe Trail Loop system which spans both Seminole and Volusia Counties. This project followed the complete streets design elements with the provision of a Multi-Use Trail, Roadway safety improvements, Traffic Calming design, Roadway & Trail Lighting, Utility Design, Structural Seawall Design, Drainage Improvements/Design, Irrigation Design, Beautification, Hardscape and Landscape Design, Scenic Overlooks of Lake Monroe, Way-finding Design, Pedestrian Mid-Block Crossings (Rectangular Rapid Flashing Beacons), Traffic Studies, Survey, and Wetland Mitigation.

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DAVID A. LANDERS
ENVIRONMENTAL SCIENTIST

Years of Experience: 28

Education:

B.S. in Zoology, University of South Florida
 B.A. in Russian, University of South Florida

Licenses & Certifications:

Qualified Stormwater Management Inspector
 FDOT Certified, Water Quality Impact Evaluator
 Prescribed Fire Course
 SSI Advanced Open Water SCUBA Diver
 ISA Certified Arborist
 Authorized Gopher Tortoise Agent (No. GTA-15-00035A)
 Qualified Stormwater Management Inspector

Key Skills / Qualifications:

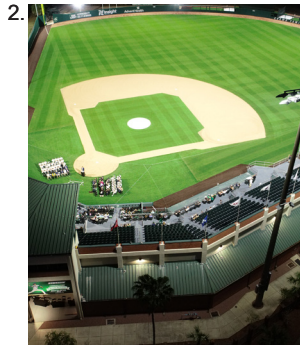
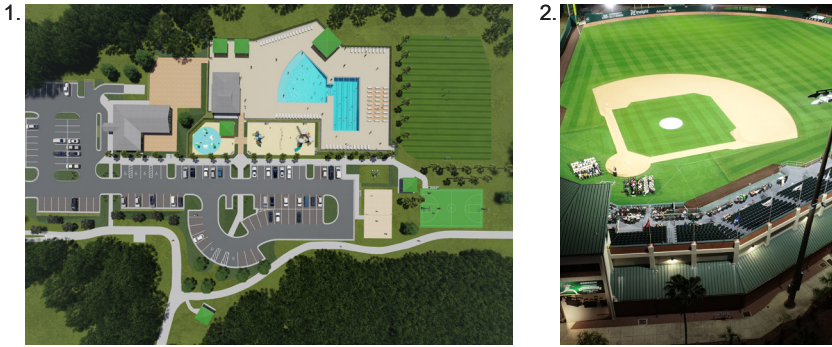
- Wetland Delineation
- Wildlife Surveys
- Ecological Assessments
- Environmental Permitting
- Habitat Mapping
- Environmental Support for Transportation Projects
- Environmental Support for Design-Build and Construction Projects

Overview: Mr. Landers serves the firm of CPH as Environmental Scientist. As a scientist for more than 28 years, he has extensive experience in managing and conducting biological assessments and related studies. These efforts have typically involved projects requiring Dredge and Fill, Environmental Resource Permits, consent to use sovereign submerged lands, and applications of the Endangered Species Act. Mr. Landers has extensive experience in the environmental aspects of transportation planning, final design and design-build projects.

1. C & MAINTENANCE CENTRAL OFFICE AND WAREHOUSE - The new central office and warehouse located on the Pasco County Land O' Lakes Public Safety Campus is a shared use facility to serve the needs of the Counties Operations and Maintenance (O&M), Construction & Renovation (C&R) and Real Property Planning (RPP) departments. The 20,000 SF facility is organized with a central high-bay warehouse space wrapped on two sides with office and support spaces. Arranged departmentally, the office areas utilize strategies such as open plan "hot desks" and "touch-down" offices to efficiently accommodate the needs of a staff population that are coming and going throughout the day. A two bay dual level loading dock provides safe and effective access for equipment and materials handling and is configured to accommodate a future 10,000 SF EOC warehouse addition.

2. HONEYMOON ISLAND TRAIL (FDOT LAP) - The Honeymoon Island Spur Trail project is located within a Florida State park. CPH was responsible for the design of a multi-use path to facilitate park visitors arriving on foot or on bicycles and allow them to travel within the park more safely. The trail was constructed at-grade and consisted of a 10-foot wide asphalt path with a flat, 2-foot wide, grass "shoulder" on either side. It starts where the Causeway Boulevard trail ends and terminates at the north beach parking area. The overall project included parking lot drainage improvements.

3. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.



THOMAS J. GALLOWAY, PSM
SURVEYOR

Years of Experience: 32

Education:

B.S. in Surveying and Mapping, University of Florida

Licenses & Certifications:

Professional Surveyor & Mapper - FL (No. 6549)
NCEES Council No. 1291

Key Skills / Qualifications:

- Surveying and Management
- Highway Projects
- Land Development
- Commercial and Private Projects
- Municipal Projects
- Park Improvements Projects

City of Residence: New Smyrna Beach, FL

Overview: Mr. Galloway has more than 32 years of experience in the surveying and mapping profession and has a Bachelor of Science of Surveying and Mapping from the University of Florida. His experience ranges from working in the field and office on small to large development projects, to serving as Party Chief/Survey CADD Technician, Project Manager and Survey Manager. Mr. Galloway has served as Principal and Director of the Surveying Division of the firm since its establishment in 2001. He has overseen the department's growth from two survey crews to managing the current seven survey crews. Additionally, he has been personally involved in over 2,500 surveys while at CPH.

1. CASSELBERRY WIRZ PARK PLANNING & PRELIMINARY DESIGN

- Planning, conceptual design, final design, and construction for the reinvestment and updating Wirz Park, a regional facility with multiple uses. As part of the overall improvements, the new design included a New entrance, Relocation of maintenance building, Expansion of the existing community building, New outdoor terrace, Event patio with 20' x 20' pavilion, Splash pad, Zero entry pool with interactive features, 5-lane/25-meter pool, Shade structures, Volleyball courts, Basketball courts, Playground, and Trail upgrades.

2. MELCHING FIELD STADIUM RENOVATIONS – DESIGN CRITERIA PACKAGE

- CPH was selected to provide professional services for the creation of the Design Build Criteria Package for the Melching Field Stadium Renovations. CPH's scope for the Design Build Criteria Package will include a report detailing ADA deficiencies, structural analysis of the existing of the bleacher deck, design/build contract requirements, design development drawings and performance specifications. CPH's services for this project include Architectural, Civil, Surveying, Structural, Mechanical, Electrical, Plumbing, Fire Protection and Landscape Architecture.

3. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

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PAUL J. KATREK, PSM
SURVEYOR

Years of Experience: 30

Education:

A.S. in Architecture & Building Technology, Daytona Beach Community College

Licenses & Certifications:

Professional Surveyor & Mapper - FL (No. 6233)
NCEES Record No. 1342

Key Skills / Qualifications:

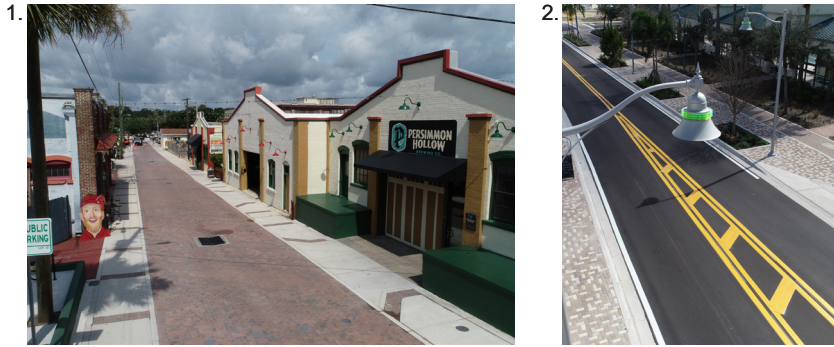
- Surveying and Management
- Highway Projects
- Land Development/Commercial and Private Projects
- Municipal Projects

Overview: Mr. Katrek has more than 30 years of experience in the surveying and mapping profession. His experience ranges from working in the field and office on small to large development projects, to serving as an Instrument man, Party Chief/Survey CADD Technician, Project Manager and Survey manager. Mr. Katrek is proficient in the use of computer software programs and field equipment such as: AutoCAD Land Development Desktop, TDS-Data Collection hardware and software, Topcon & Leica total stations, Trimble Post Processing Software, Leica GPS Equipment, and C & G Software.

1. JOE MOODY PARK - Design for reconstruction of a park facility that was damaged due to hurricanes. The new facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk.

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3. ORLANDO SANFORD INTERNATIONAL AIRPORT TERMINAL EXPANSION - The project included expansion of the terminal as well as extensive renovations to the existing passenger, security and food service areas equalling 140,000 SF. The project included access improvements to the terminal area, addition of a new traffic signal, phasing and coordination with Terminal Management, Airlines, and Concessionaires. Additional Coordination was Required with Transportation Security Administration (TSA) on the New Consolidated Screening Area and with U.S. Customs and Border Patrol (CBP) for the Federal Inspection Station (FIS) Improvements.



KURT R. LUMAN, JR., P.E.
TRANSPORTATION ENGINEER

Years of Experience: 23

Education:

B.S. in Civil Engineering, University of Central Florida

Licenses & Certifications:

Professional Engineer - FL (No. 65036)
Advance Maintenance of Traffic, FDOT, Critical Structures Construction Issues Course

Key Skills / Qualifications:

- Project Management
- Roadway paving, widening, extensions, new roads; as well as turn lane additions and traffic upgrades
- FDOT guidelines and FDOT LAP
- Trails and Shared-Use Paths
- Signing and Pavement Parking
- Maintenance of Traffic Plans
- Streetscapes
- Public Involvement
- Permitting
- Drainage/Flood Plain

Overview: Mr. Luman serves the firm of CPH in the capacity of Sr. Vice President and Transportation Division Director. He is responsible for managing, engineering, and designing roadway, traffic, and trail projects, including geometric design, stormwater management systems, traffic intersections, and traffic control plans. Mr. Luman is also responsible for the preparation and processing of permits through various regulatory agencies including FDOT Local Agency Program (LAP) projects. In addition to highway and traffic design he has experience in preparing stormwater pollution prevention plans, construction estimates and site inspections.

1. WEST GEORGIA AVENUE STREETScape AND LANDSCAPING IMPROVEMENTS

- CPH worked with the City to develop a vision plan and the creation of a corridor that improved pedestrian connectivity/safety, encouraged economic growth and investments, and created a "festival" street. The roadway was designed with an inverted crowned section sending the storm water to the center of the street, and Old Castle Adobe concrete pavers where use in a decorative herringbone pattern down the street. The improvements included sidewalk removal and replacement, modification of access drives and ramps for accessibility, design of decorative lighting, roadway rehabilitation, street furniture, signage, decorative pavers and related infrastructure. Landscape architectural services included design of irrigation system and plantings.

2. CAPE CORAL SE 47TH TERRACE STREETScape IMPROVEMENTS

- The improvements included sidewalks with pavers, landscaping, road reconstruction, removal of on-street parking to increase the width of the pedestrian area, off-street parking modification, streetlights, traffic analysis and calming including adding a roundabout at one of the busiest intersections, raised mid-block pedestrian crossings, street furniture, ADA improvements, and drainage modifications/upgrades. CPH also designed the utility upgrades/modifications, including a new upsized water main, new force main, and a new reclaimed water main. Design services also included modifications to the City's Club Square, such as added sidewalks, bio-retention swales, entrance feature, ADA improvements, landscaping, and streetlights.

3. OCOEE DOWNTOWN STREETS REDEVELOPMENT - Planning and design of four local streets associated with the City of Ocoee Downtown Redevelopment. The Oakland Avenue project consists of a complete reconstruction to develop a two-lane divided roadway, with a multi-use trail in the median, parallel parking, and wide sidewalks. The Taylor Street project includes a multi-use trail along the east side, connecting to the Oakland Avenue multi-use trail. Taylor Street also includes two roundabouts which are the gateways into Downtown: one at the Franklin Street intersection, with the other at the McKey Street intersection. Kissimmee Avenue includes realignment to the west to attain proper clearance from the railroad and a new stormwater management pond.



JOSEPH M. LOFASO, JR., P.E.
TRANSPORTATION ENGINEER

Years of Experience: 8

Education:

M.S. in Civil Engineering, University of Central Florida
 B.S. in Civil Engineering, University of Central Florida

Licenses & Certifications:

Professional Engineer - FL (No. 88718)
 FDOT AMOT No. 6082
 FDEP Stormwater Inspector No. 32531

Key Skills / Qualifications:

- Roadway paving, widening, extensions, new roads; turn lane additions and traffic upgrades
- Trails and Shared-Use Paths
- Maintenance of Traffic Plans
- Streetscapes
- Drainage/Flood Plain

Overview: Mr. LoFaso serves CPH as a Project Engineer in the Transportation Department. He is responsible for data collection, processing and analysis on our roadway and traffic projects. He excels at design, cost estimation and scheduling. Previous to joining CPH, Mr. LoFaso worked with the City of Orlando in their Transportation Engineering Division as a Signalized Systems Technician. He was responsible for analyzing and interpreting automobile crash data, performing field reviews of existing signalized intersections for compliance with current FDOT and MUTCD criterion, designed and fabricated street signs, and collecting and analyzing traffic data.

1. CAPE CORAL SE 47TH TERRACE STREETScape IMPROVEMENTS

- The improvements included sidewalks with pavers, landscaping, road reconstruction, removal of on-street parking to increase the width of the pedestrian area, off-street parking modification, streetlights, traffic analysis and calming including adding a roundabout at one of the busiest intersections, raised mid-block pedestrian crossings, street furniture, ADA improvements, and drainage modifications/upgrades. CPH also designed the utility upgrades/modifications, including a new upsized water main, new force main, and a new reclaimed water main. Design services also included modifications to the City's Club Square, such as added sidewalks, bio-retention swales, entrance feature, ADA improvements, landscaping, and streetlights.

2. PINE STREET ROADWAY IMPROVEMENTS - CPH provided planning and design for roadway improvements along Pine Street in the City of Leesburg, Florida, from S. Canal Street to S. Lake Street. City commission approved this project for the purposes of 1) reconstructing the aging Pine Street roadway facility to bring it up to the latest standards and, 2) to add additional features to the roadway to improve on-street parking, add landscape and hardscape elements, replace the existing street lights, and improve traffic and pedestrian safety. These safety features are to include widening the sidewalks updating the storm drain system, the addition of raised crosswalks at key locations along Pine Street, as well as a roundabout at the intersection of Pine Street and Rambo Street. This roundabout will provide proper pedestrian crossings directly to the hospital and also will improve Pine Street's operations by eliminating an all-way stop and correcting a slight kink in the roadway's alignment. An alternative miniature roundabout ("traffic circle") was considered for this intersection.

3. US 17-92 RIVERWALK, PHASE III - Planning, survey, and design services for a 1.7 mile extension to an existing trail. The new extension connects to the previous phase designed by CPH and is the final connection between the I-4 Corridor with the adjacent Seminole County Rinehart Trail and the downtown Sanford RiverWalk Trail system. Additionally, these improvements filled the largest remaining gap within the Lake Monroe Trail Loop system which spans both Seminole and Volusia Counties. This project followed the complete streets design elements with the provision of a Multi-Use Trail, Roadway safety improvements, Traffic Calming design, Roadway & Trail Lighting, Utility Design, Structural Seawall Design, Drainage Improvements/Design, Irrigation Design, Beautification, Hardscape and Landscape Design, Scenic Overlooks of Lake Monroe, Way-finding Design, Pedestrian Mid-Block Crossings (Rectangular Rapid Flashing Beacons), Traffic Studies, Survey, and Wetland Mitigation.



1. WEST GEORGIA AVENUE STREETScape AND LANDSCAPING IMPROVEMENTS - CPH worked with the City to develop a vision plan and the creation of a corridor that improved pedestrian connectivity/ safety, encouraged economic growth and investments, and created a "festival" street. The roadway was designed with an inverted crowned section sending the storm water to the center of the street, and Old Castle Adobe concrete pavers where use in a decorative herringbone pattern down the street. The improvements included sidewalk removal and replacement, modification of access drives and ramps for accessibility, design of decorative lighting, roadway rehabilitation, street furniture, signage, decorative pavers and related infrastructure. Landscape architectural services included design of irrigation system and plantings.

2. US 17-92 RIVERWALK, PHASE III - Planning, survey, and design services for a 1.7 mile extension to an existing trail. The new extension connects to the previous phase designed by CPH and is the final connection between the I-4 Corridor with the adjacent Seminole County Rinehart Trail and the downtown Sanford RiverWalk Trail system. Additionally, these improvements filled the largest remaining gap within the Lake Monroe Trail Loop system which spans both Seminole and Volusia Counties. This project followed the complete streets design elements with the provision of a Multi-Use Trail, Roadway safety improvements, Traffic Calming design, Roadway & Trail Lighting, Utility Design, Structural Seawall Design, Drainage Improvements/Design , Irrigation Design, Beautification, Hardscape and Landscape Design, Scenic Overlooks of Lake Monroe, Way-finding Design, Pedestrian Mid-Block Crossings (Rectangular Rapid Flashing Beacons), Traffic Studies, Survey, and Wetland Mitigation.

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CHRISTOPHER TODD
TRANSPORTATION DESIGNER

Years of Experience: 18

Education:

A.A in Drafting and Design, Florida Technical College

Licenses & Certifications:

N/A

Key Skills / Qualifications:

- AutoCAD (Civil 3D)
- Conceptual Site Plan Exhibits
- Conceptual Site Perspective Exhibits
- Site Development
- Civil Design
- Corridor Planning and Design
- Autoturn Analysis

Overview: Mr. Todd serves CPH as a Project Designer in our Transportation Engineering Division, and has more than 18 years of experience related to roundabouts, trails, corridor studies, and roadway improvements.



LEOPOLDO J. AYALA, P.E.
SITE CIVIL ENGINEER

Years of Experience: 27

Education:
 B.S. in Environmental Engineering, University of Central Florida
 B.S. in Civil Engineering, Andrés Bello Catholic University, Venezuela

Licenses & Certifications:
 Professional Engineer - FL (No. 55524)

- Key Skills / Qualifications:**
- Land Development
 - Stormwater Management
 - Utility Design
 - Permitting
 - Quality Control
 - Project Management

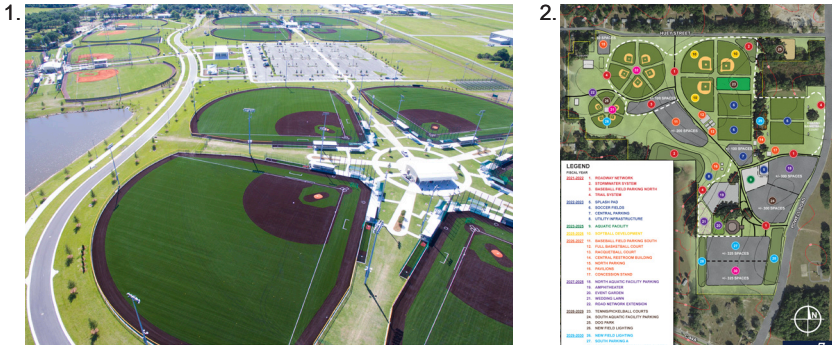
City of Residence: Oviedo, FL

Overview: Mr. Ayala serves CPH in the capacity of Project Manager with experience in civil/site projects. Mr. Ayala has acted as Project Engineer and Project Manager on several land development projects for Wal-Mart Stores, Inc., McDonald's Corporation, Eckerd's Corporation, AutoZone, Inc., and other private development clients. For these clients, Mr. Ayala has designed site improvements, provided engineering design and analysis of the stormwater systems, prepared engineering drawings and specifications, prepared permit documentation, and represented clients at regulatory and municipal meetings.

1. MELCHING FIELD STADIUM RENOVATIONS – DESIGN CRITERIA PACKAGE - CPH was selected to provide professional services for the creation of the Design Build Criteria Package for the Melching Field Stadium Renovations. CPH's scope for the Design Build Criteria Package will include a report detailing ADA deficiencies, structural analysis of the existing of the bleacher deck, design/build contract requirements, design development drawings and performance specifications. CPH's services for this project include Architectural, Civil, Surveying, Structural, Mechanical, Electrical, Plumbing, Fire Protection and Landscape Architecture.

2. LEESBURG AQUATIC COMPLEX - Planning, design, and permitting for the development of a regional aquatic facility. The facility included an eight (8) lane competition facility designed to USA Swimming standards for high school competitions. The facility also included a recreational pool with interactive play features, zero entry and a "free" swim area that can be utilized for swim education. Along with the recreational pool was a water slide, shaded areas for party rentals, and shower facilities. The complex included an entry/ticket building, concession building, changing/locker facilities, and mechanical/equipment areas.

3. CITY OF WILDWOOD – MILLENNIUM PARK MASTER PLANNING AND PHASES 1 & 2 DEVELOPMENT - Vision and Master Plan Update for 90+ Acre Park to include new amenities and recreational programming as well as optimization for the user experience. 5 and 10 Year Capital Plan Development for Implementation. CPH is working with the City team on the first two (2) phases of the park development which consists of designing the internal roadway network, parking, trails, softball and soccer fields, covered basketball courts building design (Airtorium), tennis courts, racquetball courts, food truck parking, and utility and drainage improvements.



JEREMY C. MORTON, P.E.
SITE CIVIL ENGINEER

Years of Experience: 16

Education:
 B.S. in Civil Engineering, University of Florida

Licenses & Certifications:
 Professional Engineer - FL (No. 75410)

- Key Skills / Qualifications:**
- Expert in site planning, design, permitting, stormwater, and transportation improvements
 - Established relationships with key municipal agencies in the County
 - Thorough understanding of performing services through continuing contracts
 - Managed small to large improvement programs

Overview: Mr. Morton serves the firm of CPH as a Project Engineer. He has worked for CPH since 2007. Since joining CPH, he has worked in every area of land development, with an emphasis on stormwater, utilities, and general site development. Mr. Morton has been working with a variety of land development clients, gaining valuable experience in project development and permitting at the municipal level, while developing those skills in utility, storm, and site design that are needed in his capacity as Project Engineer.



1. SEMINOLE COUNTY SPORTS COMPLEX PLANNING AND DESIGN - Planning and design of a new Sports Complex situated on over 120 Acres in Seminole County. The project consisted of 15 tournament quality baseball fields, 25 batting cages, 3 concession/restroom buildings, an administration and conference building, playground, walking trail, 3 storage buildings, and a maintenance facility. Creative design methods were used to manage drainage, traffic, and other factors for minimal cost, which freed up funds for additional fan/player use elements.

2. CITY OF WILDWOOD – MILLENNIUM PARK MASTER PLANNING AND PHASES 1 & 2 DEVELOPMENT - Vision and Master Plan Update for 90+ Acre Park to include new amenities and recreational programming as well as optimization for the user experience. 5 and 10 Year Capital Plan Development for Implementation. CPH is working with the City team on the first two (2) phases of the park development which consists of designing the internal roadway network, parking, trails, softball and soccer fields, covered basketball courts building design (Airtorium), tennis courts, racquetball courts, food truck parking, and utility and drainage improvements.

3. MELCHING FIELD STADIUM RENOVATIONS – DESIGN CRITERIA PACKAGE - CPH was selected to provide professional services for the creation of the Design Build Criteria Package for the Orlando Sanford International Airport Terminal Expansion Field Stadium Renovations. CPH’s scope for the Design Build Criteria Package will include a report detailing ADA deficiencies, structural analysis of the existing of the bleacher deck, design/build contract requirements, design development drawings and performance specifications. CPH’s services for this project include Architectural, Civil, Surveying, Structural, Mechanical, Electrical, Plumbing, Fire Protection and Landscape Architecture.



H. LARRY WRAY, P.E.
SITE CIVIL ENGINEER

Years of Experience: 26

Education:

M.S. in Water Resources Engineering, University of Central Florida
B.S. in Environmental Engineering, University of Central Florida

Licenses & Certifications:

Professional Engineer - FL (No. 55557)
Qualified Stormwater Management Inspector

Key Skills / Qualifications:

- Project Management
- Stormwater
- Retail / Office planning
- Apartments
- Financial Institutions
- Industrial/Warehouse Facilities
- Restaurant Design
- Education
- Parks

Overview: Mr. Wray serves CPH as a Project Manager/Vice President. Mr. Wray is responsible for managing complex projects through preliminary design, final design, permitting, and construction administration and inspection. Mr. Wray also has experience in stormwater management, land development projects, recreational facility design, and roadway feature design. He has provided services in these fields to various clients. In conjunction with these projects Mr. Wray has designed various stormwater management systems. These projects have required the extensive use of ADICPR, Hydraflow, and both the Modret and Ponds programs.

1. ORLANDO SANFORD INTERNATIONAL AIRPORT TERMINAL EXPANSION

- The project included expansion of the terminal as well as extensive renovations to the existing passenger, security and food service areas equalling 140,000 SF. The project included access improvements to the terminal area, addition of a new traffic signal, phasing and coordination with Terminal Management, Airlines, and Concessionaires. Additional Coordination was Required with Transportation Security Administration (TSA) on the New Consolidated Screening Area and with U.S. Customs and Border Patrol (CBP) for the Federal Inspection Station (FIS) Improvements.

2. GEORGETOWN DRAINAGE IMPROVEMENTS - Multiphase Stormwater Infrastructure Project in Downtown Sanford. Rural to Urban Conversion of 2.5 Miles of City Streets with sidewalks, and stormwater infrastructure including pipes up to 72". The project included Community Outreach to the over 100 affected property owners.

3. CITY OF WILDWOOD – MILLENNIUM PARK MASTER PLANNING AND PHASES 1 & 2 DEVELOPMENT

- Vision and Master Plan Update for 90+ Acre Park to include new amenities and recreational programming as well as optimization for the user experience. 5 and 10 Year Capital Plan Development for Implementation. CPH is working with the City team on the first two (2) phases of the park development which consists of designing the internal roadway network, parking, trails, softball and soccer fields, covered basketball courts building design (Atritorium), tennis courts, racquetball courts, food truck parking, and utility and drainage improvements.



TYLER FITZGERALD, E.I.
SITE CIVIL ENGINEER

Years of Experience: 5

Education:
B.S. in Civil Engineering, University of Central Florida, 2017

Licenses & Certifications:
Engineering Intern No. 1100022736 (E.I.)

- Key Skills / Qualifications:**
- Stormwater Design
 - Commercial Site Planning
 - Residential Site Planning
 - Utility Design
 - Floodplain Compensation
 - Cost Estimation
 - Nutrient Loading Analysis

City of Residence: Lake Mary, FL

Overview: Mr. Fitzgerald serves CPH as a Project Engineer and is responsible for the design and permitting of various projects throughout Florida. Mr. Fitzgerald has experience in land development and stormwater management projects ranging from design of apartment complexes, residential subdivisions, church campus sites, parking lots, and stormwater infrastructure networks. Mr. Fitzgerald is proficient in numerous design programs including ADICPR, Ponds, WaterCAD, and BMP Trains.

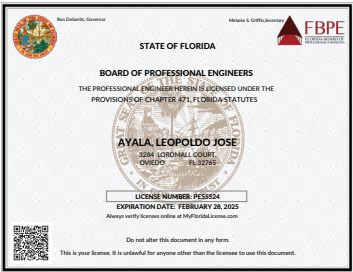
- 1. MELCHING FIELD STADIUM RENOVATIONS – DESIGN CRITERIA PACKAGE** - CPH was selected to provide professional services for the creation of the Design Build Criteria Package for the Melching Field Stadium Renovations. CPH's scope for the Design Build Criteria Package will include a report detailing ADA deficiencies, structural analysis of the existing of the bleacher deck, design/build contract requirements, design development drawings and performance specifications. CPH's services for this project include Architectural, Civil, Surveying, Structural, Mechanical, Electrical, Plumbing, Fire Protection and Landscape Architecture.
- 2. LEESBURG AQUATIC COMPLEX** - Planning, design, and permitting for the development of a regional aquatic facility. The facility included an eight (8) lane competition facility designed to USA Swimming standards for high school competitions. The facility also included a recreational pool with interactive play features, zero entry and a "free" swim area that can be utilized for swim education. Along with the recreational pool was a water slide, shaded areas for party rentals, and shower facilities. The complex included an entry/ticket building, concession building, changing/locker facilities, and mechanical/equipment areas.
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KEY PERSONNEL LICENSES

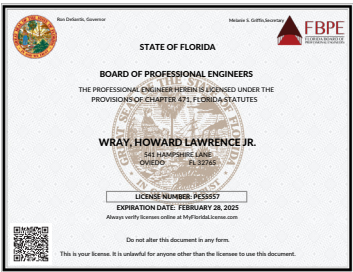
NIKHEL JINDAL, GCC, ASSOC DBIA, ENV SP



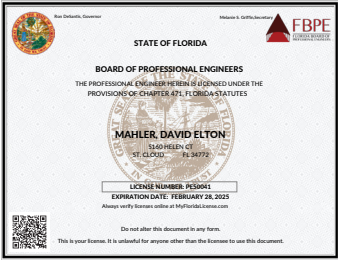
LEOPOLDO J. AYALA, P.E.



H. LARRY WRAY, P.E.



DAVID E. MAHLER, P.E.



BROOK K. SHERRARD, AIA, NCARB

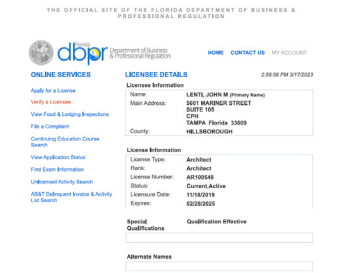


JEREMY C. MORTON, P.E.

LICENSEE DETAILS

License Information	
Name:	MORTON, JEREMY CRAIG (Primary Name)
Main Address:	601 LONGWOOD MARKHAM RD SANFORD Florida 32771
County:	SEMINOLE
License Information	
License Type:	Professional Engineer
Rank:	Prof Engineer
License Number:	76410
Status:	Current/Active
License Date:	01/12/2013
Expires:	02/28/2025
Special Qualifications	
Civil	Qualification Effective 01/20/2012
Advanced Building Code	12/31/2018
Course Credit	

JOHN M. LENTI, AIA, NCARB, ENV SP, LEED AP



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& Professional Regulation

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LICENSE INFORMATION

License Details

2023-24 FY 17/2020

Name: USUN, BIMAL EKER (primary Name)

Address: 2811 NE 28th COURT

City: FORT LAUDERDALE FLORIDA 33306

State: FLORIDA

Zip: 33306

License Information

License Type: Architect

Form: Architect

License Number: AB95057

Current Address: 2026/2025

Expiration Date: 02/26/2025

Expires: 02/26/2025

Special Qualifications

Qualification Effective

Alternate Names

[illegible]

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LICENSEE DETAILS

License Information

License	PJ001_GALEN J (Jenny) Moore
Main Address	388 JENNIE JEWELL PLACE ORLANDO, FLORIDA 32806
County	ORANGE

License Information

License Type	Registered Landscape Architect
License No.	LA0101521
Status	Current/Active
Expires	01/01/2018
Expires	11/20/2023

Special Qualifications

Qualification Effective

Alternate Names

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 State of Florida, Governor

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STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEERING IS CONTROLLED UNDER THE
PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

ZVONARYOV, ALEXANDER E.

16605 SWIFT WATER CIRCLE
ORLANDO FL 32835

LICENSE NUMBER: 160493

EXPIRATION DATE: FEBRUARY 28, 2025

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The image shows a circular professional engineer seal for the State of Florida. The outer ring contains the text "STATE OF FLORIDA" at the top and "DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION" at the bottom. Inside the ring, the text "BOARD OF LANDSCAPE ARCHITECTURE" is at the top, followed by "THE LANDSCAPE ARCHITECT HEREIN HAS REGISTERED UNDER THE PROVISIONS OF CHAPTER 481, FLORIDA STATUTES". The center of the seal features the name "WINTER, JAMES K." in large letters, with "C.H.E., INC." and "C.H.P. PROFESSIONAL SERVICES CORPORATION" below it. Further down is "1388 TAMPA TRAIL" and "DELAND, FL 32714". A white rectangular box is placed over the bottom part of the seal, containing the text "LICENSE NUMBER: 160000911" and "EXPIRATION DATE: NOVEMBER 30, 2023". Below this box, the URL "Always verify license status at www.floridareg.com" is printed. In the top left corner, there is a small circular logo with a landscape scene and the text "Real Estate, Insurance" below it. In the top right corner, the "dbr" logo is visible. In the bottom left corner, there is a QR code.

Authorized Gopher Turbine Agent Executive Order 12088, 12089, 12090, 12091, 12092, 12093, 12094, 12095, 12096, 12097, 12098, 12099, 12100, 12101, 12102, 12103, 12104, 12105, 12106, 12107, 12108, 12109, 12110, 12111, 12112, 12113, 12114, 12115, 12116, 12117, 12118, 12119, 12120, 12121, 12122, 12123, 12124, 12125, 12126, 12127, 12128, 12129, 12130, 12131, 12132, 12133, 12134, 12135, 12136, 12137, 12138, 12139, 12140, 12141, 12142, 12143, 12144, 12145, 12146, 12147, 12148, 12149, 12150, 12151, 12152, 12153, 12154, 12155, 12156, 12157, 12158, 12159, 12160, 12161, 12162, 12163, 12164, 12165, 12166, 12167, 12168, 12169, 12170, 12171, 12172, 12173, 12174, 12175, 12176, 12177, 12178, 12179, 12180, 12181, 12182, 12183, 12184, 12185, 12186, 12187, 12188, 12189, 12190, 12191, 12192, 12193, 12194, 12195, 12196, 12197, 12198, 12199, 12200, 12201, 12202, 12203, 12204, 12205, 12206, 12207, 12208, 12209, 12210, 12211, 12212, 12213, 12214, 12215, 12216, 12217, 12218, 12219, 12220, 12221, 12222, 12223, 12224, 12225, 12226, 12227, 12228, 12229, 12230, 12231, 12232, 12233, 12234, 12235, 12236, 12237, 12238, 12239, 12240, 12241, 12242, 12243, 12244, 12245, 12246, 12247, 12248, 12249, 12250, 12251, 12252, 12253, 12254, 12255, 12256, 12257, 12258, 12259, 12260, 12261, 12262, 12263, 12264, 12265, 12266, 12267, 12268, 12269, 12270, 12271, 12272, 12273, 12274, 12275, 12276, 12277, 12278, 12279, 12280, 12281, 12282, 12283, 12284, 12285, 12286, 12287, 12288, 12289, 12290, 12291, 12292, 12293, 12294, 12295, 12296, 12297, 12298, 12299, 12300, 12301, 12302, 12303, 12304, 12305, 12306, 12307, 12308, 12309, 12310, 12311, 12312, 12313, 12314, 12315, 12316, 12317, 12318, 12319, 12320, 12321, 12322, 12323, 12324, 12325, 12326, 12327, 12328, 12329, 12330, 12331, 12332, 12333, 12334, 12335, 12336, 12337, 12338, 12339, 12340, 12341, 12342, 12343, 12344, 12345, 12346, 12347, 12348, 12349, 12350, 12351, 12352, 12353, 12354, 12355, 12356, 12357, 12358, 12359, 12360, 12361, 12362, 12363, 12364, 12365, 12366, 12367, 12368, 12369, 12370, 12371, 12372, 12373, 12374, 12375, 12376, 12377, 12378, 12379, 12380, 12381, 12382, 12383, 12384, 12385, 12386, 12387, 12388, 12389, 12390, 12391, 12392, 12393, 12394, 12395, 12396, 12397, 12398, 12399, 12400, 12401, 12402, 12403, 12404, 12405, 12406, 12407, 12408, 12409, 12410, 12411, 12412, 12413, 12414, 12415, 12416, 12417, 12418, 12419, 12420, 12421, 12422, 12423, 12424, 12425, 12426, 12427, 12428, 12429, 12430, 12431, 12432, 12433, 12434, 12435, 12436, 12437, 12438, 12439, 12440, 12441, 12442, 12443, 12444, 12445, 12446, 12447, 12448, 12449, 12450, 12451, 12452, 12453, 12454, 12455, 12456, 12457, 12458, 12459, 12460, 12461, 12462, 12463, 12464, 12465, 12466, 12467, 12468, 12469, 12470, 12471, 12472, 12473, 12474, 12475, 12476, 12477, 12478, 12479, 12480, 12481, 12482, 12483, 12484, 12485, 12486, 12487, 12488, 12489, 12490, 12491, 12492, 12493, 12494, 12495, 12496, 12497, 12498, 12499, 12500, 12501, 12502, 12503, 12504, 12505, 12506, 12507, 12508, 12509, 12510, 12511, 12512, 12513, 12514, 12515, 12516, 12517, 12518, 12519, 12520, 12521, 12522, 12523, 12524, 12525, 12526, 12527, 12528, 12529, 12530, 12531, 12532, 12533, 12534, 12535, 12536, 12537, 12538, 12539, 12540, 12541, 12542, 12543, 12544, 12545, 12546, 12547, 12548, 12549, 12550, 12551, 12552, 12553, 12554, 12555, 12556, 12557, 12558, 12559, 12560, 12561, 12562, 12563, 12564, 12565, 12566, 12567, 12568, 12569, 12570, 12571, 12572, 12573, 12574, 12575, 12576, 12577, 12578, 12579, 12580, 12581, 12582, 12583, 12584, 12585, 12586, 12587, 12588, 12589, 12590, 12591, 12592, 12593, 12594, 12595, 12596, 12597, 12598, 12599, 12600, 12601, 12602, 12603, 12604, 12605, 12606, 12607, 12608, 12609, 12610, 12611, 12612, 12613, 12614, 12615, 12616, 12617, 12618, 12619, 12620, 12621, 12622, 12623, 12624, 12625, 12626, 12627, 12628, 12629, 12630, 12631, 12632, 12633, 12634, 12635, 12636, 12637, 12638, 12639, 12640, 12641, 12642, 12643, 12644, 12645, 12646, 12647, 12648, 12649, 12650, 12651, 12652, 12653, 12654, 12655, 12656, 12657, 12658, 1265			

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THE FLORIDA PROFESSIONAL ENGINEERING IS LICENSED UNDER THE
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ORTIZ, JOSE MIGUEL

306 SARAH NICOLE WAY
NEW SMYRNA BEACH, FL 32268

LICENSE NUMBER: P652920

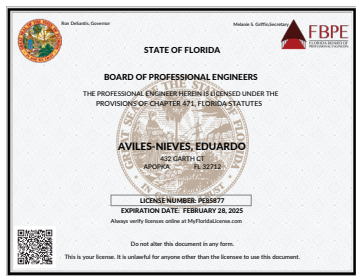
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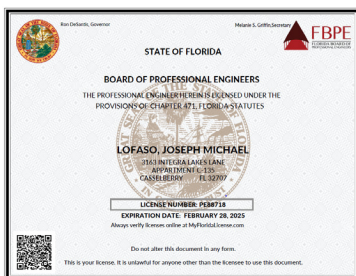
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ANGEL FIGUEROA, P.E.



THOMAS J. GALLOWAY, PSM

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Surveyor and Mapper	LS6549	07/18/06	02/28/25	Active
Surveyor of Record For	LS67143	12/03/01	02/28/23	Active

PAUL J. KATREK, PSM

Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2005 Apalachee Pkwy Tallahassee, Florida 32399-6800

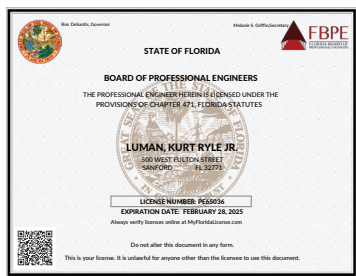
License No.: **LS6233**
Expiration Date: February 28, 2025

Professional Surveyor and Mapper License
Under the provisions of Chapter 472, Florida Statutes

PAUL JAMES KATREK
800 W. FLORISS ST
SANFORD, FL 32771-1230

WILTON SIMPSON
COMMISSIONER OF AGRICULTURE

KURT R. LUMAN, JR., P.E.



OUTSIDE KEY CONSULTANTS

D. OUTSIDE KEY CONSULTANTS

FORM 2

OUTSIDE KEY CONSULTANTS

If respondent is not a joint venture, list outside key consultants/associates that shall be used for the proposed project. (Form may be reproduced if additional space is necessary.) Include resume of all individuals assigned to this project including projects they have worked on and contact names for each.

Company Name: **N/A**

Address of office proposed:

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)

Attach resume and projects.

Company Name:

Address of office proposed:

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)

Attach resume and projects.

Company Name:

Address of office proposed:

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)

Attach resume and projects.

Are there any contractual agreements between the respondent (prime consultant) and any of the proposed sub-consultants? ____ yes X no

If the answer is yes, the respondent shall attach, with their submittal, information describing the contractual relationship including a copy of any written contractual agreement.

LOCATION

E. LOCATION

FORM 3

LOCATION

1. Specify address of Prime Consultant's designated office where the majority of work will be performed: 500 West Fulton Street, Sanford, FL 32771

3. Indicate percentage of total overall project fees projected to be performed by the Prime Consultant's office specified above.

80 %

3. Specify address of Prime Consultant's other office(s) where any part of the work will be performed (if applicable): CPH Orlando

4. Indicate percentage of total overall fees projected to be performed by the office specified above.

20 %

CPH has ten (10) offices in the State of Florida with support of approximately 300 personnel throughout the company to assist in the projects for the City of Wildwood. The City will have the direct commitment of the CPH Sanford Office, located at 500 W. Fulton Street, Sanford, FL 32771. The CPH Sanford office is staffed with employees that include registered personnel, administrative staff, and owners of the firm to accomplish the projects on time and within budget.

OFFICE LOCATION	APPROXIMATE DISTANCE FROM CITY OFFICES
CPH Sanford	53 Miles (1 Hour and 20 Minutes)
CPH Orlando	51 Miles (50 Minutes)



EXPERIENCE WORKING UNDER CONTINUING CONTRACTS

CPH has extensive experience working for clients under Continuing or Master Services Contracts. In fact, CPH has been providing the City of Wildwood services under this same continuing services contract. We have been available to assist the City regardless of task order size, length, or requirements. Our team has mobilized for emergency assessments, provided careful planning to assist the City in creating thoughtful master plans that lower the City's capital outlay, and acted as an extension of City staff. Our goal remains the same, to provide a service that lowers your effort and provides the City a team that has the necessary resources and capabilities. This type of service contract is the "bread and butter" of CPH's work.

Client	Project / Brief Description
PASCO COUNTY (SINCE 2020) Cynthia Riviera, Senior Project Manager Phone: 813.929.2721 Email: crivera@pascocountyfl.net	- Pasco County Facilities & Maintenance Central Office and Warehouse 20,000 SF - James Irvin Civic Center and Park Study 2,356 SF
CITY OF OCOEE (SINCE 2009) Stephen Krug, Public Works Director Phone: 407.905.3170 Email: SKrug@ci.ocoee.fl.us	- Bluford Avenue Streetscape, Phase II 3,100 ft. - Ocoee Downtown Streets Redevelopment Varies per project - Blackwood Avenue Streetscape and Roundabout 1,128 LF
CITY OF SANFORD (SINCE 1958) Art Woodruff, City Mayor Phone: 407-688-5001 Email: Art.woodruff@sanfordfl.gov	- Pump Branch Stormwater Master Plan Ranges 18" to 72" - Oak Avenue Stormwater Pond 3.5 Acres - Historic Goldsboro Boulevard Streetscape 0.70 Miles - Sanford 1st Street Streetscape and Gateway Improvements 0.40 Miles - US 17-92 Riverwalk, Phase II (FDOT LAP) 1.5 Miles - Myrtle Ave. Streetscape 1605 FT
CITY OF DELAND (SINCE 1997) Ray Bahrami, P.E., PMP, CPM, CFM, Deputy Public Services Director/City Engineer Phone: 386.626.7189 Email: Bahramir@deland.org	- Spec Martin Stadium Design Criteria Package 9 Acres - West Georgia Avenue Streetscape and Landscaping Improvements 600 LF - Earl Brown Park 33 Acres - Alabama Avenue Greenway Phase 1 & 2 (FDOT LAP) 1.99 Miles - MLK Recreation Center Master Plan 30,000 SF
CITY OF WILDWOOD (SINCE 2019) Jeremy Hockenbury, Public Works Director Phone: 352.330.1343 x 1402 Email: Jhockenbury@wildwood-fl.gov	- Millennium Park Redesign 90+ Acres - Lake Deaton Park – Concept Master Site Plan, New Water Launch, Grass Parking Improvements and Stormwater/Flooding Evaluation 9 AC +/-
CITY OF PANAMA CITY (SINCE 2015) Dale Cronwell, P.E., City Engineer / Assistant Public Works Director Phone: 850.872.3016 Email: dcronwell@pcgov.org	- Panama City SRF Project O-12 5,355 LF - Panama City SRF Phase 2 Area QR-1 10,419 LF - DTN CRA Sidewalk Projects 10,500 LF - Bay County Sidewalk Design (FDOT LAP) 2.25 Miles

CPH has provided the scope of services requested in the City of Wildwood's Request for Qualifications (RFQ) to numerous other clients throughout the State of Florida. For those clients, our proposed team has worked together to deliver successful projects. Some of our recent clients are listed below, with a relevance to the City's scope of services of architecture and engineering provided by CPH.

PROJECT NAME	SINCE	RELEVANCE TO SCOPE														
		FEASIBILITY STUDIES / MASTER PLANNING	ASSESSMENTS	PROGRAMMING	DESIGN / CONSTRUCTION DOCUMENTS	PERMITTING	BIDDING ASSISTANCE	UTILITY COORDINATION	OPINION OF PROBABLE COST	CIVIL ENGINEERING	ARCHITECTURE	M/E/P ENGINEERING	STRUCTURAL ENGINEERING	LANDSCAPE ARCHITECTURE	SURVEYING AND MAPPING	ENVIRONMENTAL
CITY OF WILDWOOD	2019	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CITY OF PANAMA CITY	2015	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CITY OF SANFORD	1958	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CITY OF OCOEE	2009	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CITY OF PALM COAST	1998	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CITY OF ORLANDO	1984	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
VOLUSIA COUNTY	1974	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CITY OF BARTOW	2020	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MONROE COUNTY	2015	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CITY OF CASSELBERRY	1965	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CITY OF DELAND	1997	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CITY OF LEESBURG	2017	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FLORIDA SCHOOL FOR DEAF AND BLIND	2021	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

ILLUSTRATIVE WORK

F. ILLUSTRATIVE WORK

FORM 4

ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Joe Moody Park - Panama City, FL		Client's Name & Address City of Panama City 501 Harrison Avenue, Panama City, FL 32401
<u>Project Manager:</u> Brook K. Sherrard, AIA, NCARB		
Completion Date (Actual or Estimated): TBD		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Saskia Adriaance, Phone: 850.691.4611, Email: sadriaance@pcgov.org
<u>Consultant Fees (In Thousands)</u>		
Entire Project: \$ TBD	Work for which firm was/is responsible: \$102,887.50	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible)		
CPH provided design for reconstruction of a 31.15 Acre recreational facility which suffered damage due to hurricanes. Prior to reconstruction, the City performed a study to evaluate existing structures and perform any required demolition and removal of hurricane damage that included a forested section of the park. The replacement facility includes a new 8,000 SF community center building, a restroom building utilizing a Client provided proto-type, walk/jog track, lighting, playgrounds for ages 2-5 and ages 5-12, landscape and irrigation, tree replacement, hardscape to include benches, trash receptacles, signage, parking improvements, stormwater retention, outdoor fitness areas, redevelopment of the wetland edge including scenic overlook, disk golf course re-establishment, and demolition of the existing boardwalk. The new 8,000 SF community building was designed with spaces that are multi-use and multi-functional to support meeting/gathering/reunions/recreational activities. The space included offices and meeting space for support staff, a catering kitchen, restrooms, lobby, and storage.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible)		
Planning, Architecture, Survey, Environmental, Landscape Architecture, Civil, M/E/P, Structural, Public Outreach, Cost Estimating, and Post Design Services		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u>		
Nikhel Jindal, Gcc, Assoc. DBIA, ENV SP Brook K. Sherrard, AIA, NCARB John M. Lenti, AIA, NCARB, ENV SP, LEED AP Galen Pugh, RLA, AICP Danita Bryant, PLA Rodney "Chip" Smith Amy E. Daly, LEED AP David A. Landers Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM Leopoldo J. Ayala, P.E. Jeremy C. Morton, P.E. H. Larry Wray, P.E. Tyler Fitzgerald, E.I.		

ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Casselberry Wirz Park Planning & Preliminary Design - Casselberry, FL <u>Project Manager:</u> Brook K. Sherrard, AIA, NCARB		<u>Client's Name & Address</u> City of Casselberry 95 Triplet Lake Drive, Casselberry, FL 32707														
Completion Date (Actual or Estimated): 2019		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Mark Gisclar, Public Works Director, Phone: 407.262.7725 Ext. 1234, Email: mgisclar@casselberry.org														
<u>Consultant Fees (In Thousands)</u> Entire Project: \$373,911 Work for which firm was/is responsible: \$373,911																
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) CPH provided planning, space programming, conceptual / preliminary design, and design development for the City of Casselberry's reinvestment and master plan update for Wirz Park, a regional 29 Acre facility with multiple uses. The CPH team was tasked with holding multiple stakeholder meetings in order to develop a reinvestment program and update the facility's master plan. The conceptual/ preliminary design was utilized by the City as part of a bond referendum to rank and fund park improvements throughout the City. The City's bond referendum and funding for Wirz Park was approved, and CPH was retained to work with a Construction Manager at Risk for the final design and implementation of the improvements. As part of the overall park the design included: <table border="0"> <tr> <td>• New entrance</td> <td>• 5 lane/25-meter pool</td> </tr> <tr> <td>• Relocation of maintenance building</td> <td>• Shade structures</td> </tr> <tr> <td>• Expansion of the existing community building</td> <td>• Volleyball courts</td> </tr> <tr> <td>• New outdoor terrace</td> <td>• Basketball courts</td> </tr> <tr> <td>• Event patio with 20' x 20' pavilion</td> <td>• Playground</td> </tr> <tr> <td>• Splash pad</td> <td>• Trail upgrades</td> </tr> <tr> <td>• Zero entry pool with interactive features</td> <td></td> </tr> </table>			• New entrance	• 5 lane/25-meter pool	• Relocation of maintenance building	• Shade structures	• Expansion of the existing community building	• Volleyball courts	• New outdoor terrace	• Basketball courts	• Event patio with 20' x 20' pavilion	• Playground	• Splash pad	• Trail upgrades	• Zero entry pool with interactive features	
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<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Planning, Architecture, Survey, Environmental, Landscape Architecture, Civil, M/E/P, Structural, Public Outreach, Cost Estimating, and Post Design Services																
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Nikhel Jindal, Gcc, Assoc. DBIA, ENV SP David E. Mahler, P.E. Brook K. Sherrard, AIA, NCARB John M. Lenti, AIA, NCARB, ENV SP, LEED AP Galen Pugh, RLA, AICP Danita Bryant, PLA Rodney "Chip" Smith Amy E. Daly, LEED AP Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. Christopher Todd José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM Leopoldo J. Ayala, P.E. Jeremy C. Morton, P.E. H. Larry Wray, P.E. Tyler Fitzgerald, E.I.																

ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Gregg Hall Replacement Design Criteria Package - St. Augustine, FL		<u>Client's Name & Address</u> Florida School for the Deaf and Blind (FSDB), 207 San Marco Ave, St Augustine, FL 32084
<u>Project Manager:</u> Brook K. Sherrard, AIA, NCARB		
Completion Date (Actual or Estimated): 2023		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Addison Burns, Phone: 904.827.2371
<u>Consultant Fees (In Thousands)</u>		
Entire Project: \$290,340	Work for which firm was/is responsible: \$290,340	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible)		
CPH was selected by the Florida School for the Deaf and Blind (FSDB) to assist the School in the development of a design criteria package for the Gregg Hall Replacement Project. The goal of the project included providing upgraded dormitories for middle school students and replacement of facilities that have aged beyond their useful life. CPH's role included performing program verification and serving as owner's representative through the procurement process to design-build of a new dormitory that will house 48 students. The 19,000 SF new dormitory building includes bedrooms, living spaces, bathrooms, and residential kitchens. Thoughtful planning was key to the improvements, as the facility is an active campus, included demolition of the existing building, and other campus buildings are immediately adjacent. Safety along with phasing was carefully considered during the development of the Basis of Design Report, design concepts and the design criteria package.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible)		
Planning, Architecture, Survey, Landscape Architecture, Civil, M/E/P, Structural, and Post Design Services		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u>		
Nikhel Jindal, Gcc, Assoc. DBIA, ENV SP Brook K. Sherrard, AIA, NCARB John M. Lenti, AIA, NCARB, ENV SP, LEED AP Galen Pugh, RLA, AICP Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. Christopher Todd José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM Jeremy C. Morton, P.E.		

ILLUSTRATIVE WORK

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<u>Project Name & Location</u> Orlando Sanford International Airport Terminal Expansion - Sanford, FL <u>Project Manager:</u> Jeremy C. Morton, P.E.		<u>Client's Name & Address</u> Sanford Airport Authority, 1200 Red Cleveland Blvd, Sanford, FL 32773
<u>Completion Date (Actual or Estimated):</u> 2021		
<u>Consultant Fees (In Thousands)</u>		<u>Client Contact Name, Title, Email Address and Telephone Number:</u>
Entire Project: \$60.4 Million (Estimated)	Work for which firm was/is responsible: \$3 Million	George D. Speake, Jr., A.A.E., Executive Vice President/COC, Airport Security Coordinator, Phone: 407.247.1212, Email: Gspeake@osaa.net
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible)		
CPH recently provided architectural and engineering services for the Orlando Sanford International Airport's terminal expansion/renovation project to support the current growth of passenger traffic which rose from 2 million passengers in 2013 to over 3 million passengers in 2018. The \$60 million expansion/renovation includes many passenger-oriented improvements including a consolidated ticketing and screening, covered passenger drop off areas, curbside check-in, and the addition of four new gates and apron. Access improvements to the terminal area also included with the addition of a new traffic signal to support the new entrances to terminal parking lots which will reduce the amount of vehicular traffic in front of the terminal. All improvements were performed while the existing terminal stays in operation and the design required phasing and coordination with terminal management, airlines, and concessionaires. Additional coordination was required with Transportation Security Administration (TSA) on the new consolidated screening area, U.S. Customs and Border Patrol (CBP) for the Federal Inspection Station (FIS) improvements, and the Federal Aviation Administration (FAA) for the gates, aprons, and vertical improvements.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible)		
Planning, Architecture, Survey, Environmental, Landscape Architecture, Civil, M/E/P, Structural, Public Outreach, Cost Estimating, and Post Design Services		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u>		
Nikhel Jindal, Gcc, Assoc. DBIA, ENV SP Brook K. Sherrard, AIA, NCARB Ismail Ilker Uzun, AIA, LEED AP BD+C Danita Bryant, PLA James K. Winter, PLA, CLARB Rodney "Chip" Smith Amy E. Daly, LEED AP David A. Landers Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. Christopher Todd José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM Kurt R. Luman, Jr., P.E. Joseph M. Lofaso, Jr., P.E. Leopoldo J. Ayala, P.E. Jeremy C. Morton, P.E. H. Larry Wray, P.E. Tyler Fitzgerald, E.I.		

ILLUSTRATIVE WORK

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<u>Project Name & Location</u> Pasco County Facilities & Maintenance Central Office and Warehouse - Pasco County, FL <u>Project Manager:</u> Brook K. Sherrard, AIA, NCARB		<u>Client's Name & Address</u> Pasco County, 4111 Land O' Lakes Blvd, Suite 107, Land O' Lakes, FL 34639
Completion Date (Actual or Estimated): TBD		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Cynthia Riviera, Senior Project Manager, Facilities Management, Phone: 813.929.2721, Email: crivera@pascocountyfl.net
<u>Consultant Fees (In Thousands)</u> Entire Project: \$ TBD	Work for which firm was/is responsible: \$339,920	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) The new central office and warehouse located on the Pasco County Land O' Lakes Public Safety Campus is a shared use facility to serve the needs of the Counties Operations and Maintenance (O&M), Construction & Renovation (C&R) and Real Property Planning (RPP) departments. The 20,000 SF facility is organized with a central high-bay warehouse space wrapped on two sides with office and support spaces. Arranged departmentally, the office areas utilize strategies such as open plan "hot desks" and "touch-down" offices to efficiently accommodate the needs of a staff population that are coming and going throughout the day. Concrete tilt-wall construction provides a cost-effective and durable envelope that meets the diverse needs of the facility and provides a solid separation between field and office activities. A two bay dual level loading dock provides safe and effective access for equipment and materials handling and is configured to accommodate a future 10,000 SF EOC warehouse addition.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Planning, Architecture, Survey, Environmental, Landscape Architecture, Civil, M/E/P, Structural, Public Outreach, Cost Estimating, and Post Design Services		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Nikhel Jindal, Gcc, Assoc. DBIA, ENV SP David E. Mahler, P.E. Brook K. Sherrard, AIA, NCARB John M. Lenti, AIA, NCARB, ENV SP, LEED AP Galen Pugh, RLA, AICP Danita Bryant, PLA James K. Winter, PLA, CLARB Rodney "Chip" Smith Amy E. Daly, LEED AP David A. Landers Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. Christopher Todd José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM Kurt R. Luman, Jr., P.E. Joseph M. Lofaso, Jr., P.E. Leopoldo J. Ayala, P.E. Jeremy C. Morton, P.E. H. Larry Wray, P.E. Tyler Fitzgerald, E.I.		

ILLUSTRATIVE WORK

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<u>Project Name & Location</u> BN Headquarters Building, Transient Training Design Snake Creek - Miramar, FL <u>Project Manager:</u> Ismail Ilker Uzun, AIA, LEED AP BD+C		<u>Client's Name & Address</u> Department of Military Affairs
<u>Completion Date (Actual or Estimated):</u> 2023		
<u>Consultant Fees (In Thousands)</u>		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Karla Castellon, Phone: 904.827.8544, Email: karla.v.castello.nfg@mail.mil
Entire Project: \$2,085,000	Work for which firm was/is responsible: \$196,485	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible)		
CPH is contracted by the Department of Military Affairs to provide full Architecture and Engineering design services for a new building that will be approximately 7,669 square feet and will include administrative spaces, classroom, latrine/shower, vending/breakroom, and vault. Other items integral to the facility are: sidewalks, detached sign, utilities: electric, potable water, waste water/sewer, and storm water drainage, information systems, exterior fire protection, site improvements, and anti-terrorism/force protection. These facilities will require utilization of construction materials and equipment offering the greatest degree of maintenance-free longevity and operational energy efficiency.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible)		
Planning, Architecture, Survey, Environmental, Landscape Architecture, Civil, M/E/P, Structural, Public Outreach, Cost Estimating, and Post Design Services		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u>		
Nikhel Jindal, Gcc, Assoc. DBIA, ENV SP Ismail Ilker Uzun, AIA, LEED AP BD+C Danita Bryant, PLA Rodney "Chip" Smith Amy E. Daly, LEED AP David A. Landers Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. Christopher Todd José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM		

ILLUSTRATIVE WORK

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<u>Project Name & Location</u> Monroe County Fire Station – Cudjoe Key - Monroe County, FL <u>Project Manager:</u> Ismail Ilker Uzun, AIA, LEED AP BD+C		<u>Client's Name & Address</u> Monroe County, 1100 Simonton Street, Room 2-216, Key West, FL 33040
<u>Completion Date (Actual or Estimated):</u> 2021		
<u>Consultant Fees (In Thousands)</u>		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Cary Vick, Project Manager, Phone: 305.295.4339, Email: vick-cary@monroecounty-fl.gov
Entire Project: \$3,884,185	Work for which firm was/is responsible: \$267,350	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible)		
CPH provided pre-design phase/programming, Schematic Design, Design Development, Construction documents, Bidding and Permitting assistance, and Construction Administration for a new 7,500 SF Fire Station on Cudjoe Key. Additional services provided included site plan review, civil engineering, landscape architecture, and FDOT Review and Florida Green Build criteria. The building was designed to meet or exceed Florida Green Building Coalition (FGBC) standards. The overall project included 3 Drive Thru Bays, Native landscape materials requiring minimum irrigation, Work out room, Large kitchen, Outdoor spaces for building users, Roof materials with High Solar Reflectance, Hurricane resistant glazing, door and roof systems, Building insulation with High R- value, Low E glazing system, Site lighting and interior lighting with LED fixtures, HVAC equipment with high efficiency, Water heaters with high efficiency, Construction waste control and recycling, Flood protection, and a Diesel Generator.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible)		
Planning, Architecture, Survey, Environmental, Landscape Architecture, Civil, M/E/P, Structural, Public Outreach, Cost Estimating, and Post Design Services		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u>		
Nikhel Jindal, Gcc, Assoc. DBIA, ENV SP Ismail Ilker Uzun, AIA, LEED AP BD+C Danita Bryant, PLA Rodney "Chip" Smith Amy E. Daly, LEED AP David A. Landers Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. Christopher Todd José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM		

ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Bartow Public Works Administration and Solid Waste Administration Buildings - Bartow, FL <u>Project Manager:</u> Brook K. Sherrard, AIA, NCARB		<u>Client's Name & Address</u> City of Bartow, 450 N. Wilson Avenue, Bartow, FL 33830
<u>Completion Date (Actual or Estimated):</u> TBD		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Russell Martin, Public Works Director, Phone: 863.534.0100, E-Mail: rmartin.pw@cityofbartow.net
<u>Consultant Fees (In Thousands)</u> Entire Project: \$ TBD	Work for which firm was/is responsible: \$184,000	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) CPH is providing services to the City of Bartow for the development of new office buildings for the City's Public Works and Solid Waste Departments. The project includes the development of one main prototype and the site adaptation of that prototype for the second facility. CPH's services include due diligence / site investigation, conceptual planning, design, permitting, and bidding support of the proposed buildings. The total improvements include 8,000 SF of new buildings (4,000 SF prototype/public works building and 4,000 SF site adaptation / solid waste administration building). As a part of the project, CPH's team developed a master-plan for each site, including assessment of the existing structures on each project site to develop a master phasing and future expansion plan for each facility. CPH provided an assessment of the adequacy of parking, utilities, and development guidelines for each site. CPH services included site survey, environmental and ecological surveys, programming, conceptual design, design development / construction documents and permitting.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Planning, Architecture, Survey, Environmental, Landscape Architecture, Civil, M/E/P, Structural, Public Outreach, Cost Estimating, and Post Design Services		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Nikhel Jindal, Gcc, Assoc. DBIA, ENV SP David E. Mahler, P.E. Brook K. Sherrard, AIA, NCARB John M. Lenti, AIA, NCARB, ENV SP, LEED AP Danita Bryant, PLA Rodney "Chip" Smith Amy E. Daly, LEED AP Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. Christopher Todd José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM Jeremy C. Morton, P.E.		

ILLUSTRATIVE WORK

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<u>Project Name & Location</u> Continuing Services Contract - City of Sanford, FL - Since 1958 <u>Project Manager:</u> Varies Per Project		<u>Client's Name & Address</u> City of Sanford P.O. Box 1788, Sanford, FL 32772
<u>Completion Date (Actual or Estimated):</u> Varies Per Project		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Mayor Art Woodruff, Phone: 407.688.5001, Email: Art.woodruff@sanfordfl.gov
<u>Consultant Fees (In Thousands)</u> Entire Project: \$ Varies Per Project	Work for which firm was/is responsible: \$ Varies Per Project	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible)		
Sanford City Hall – Breezeway Addition/Renovations CPH was selected to provide professional design services for an expansion and renovation to the first floor of Sanford, Florida's City Hall facility. Working with the City, CPH is creating a new "state of the art" experience for visitors visiting the facility - including heightened security. The project will also relocate the Sanford Building Official's office facilities on the first floor of the building. In addition, expanded parking capacity is being created adjacent to the building entrance for this cornerstone to the City of Sanford. CPH is providing Architecture, Civil, Structural, Mechanical, Plumbing, and Electrical Engineering services for the project. Sanford Utilities Building CPH was selected to provide professional design services for a new Utilities Support Facility for the Sanford Public Works Department. This facility will be utilized as the primary offices for the Utilities Department staff and inspectors. The facility includes meeting space for the Utilities teams, vehicle storage and repair space, and storage for utility equipment. CPH is providing Architecture, Civil, Structural, Mechanical, Plumbing, and Electrical Engineering services for the project. Sanford Civic Center CPH was commissioned by Sanford's Community Development Agency to provide conceptual plans for a new "Civic Center". This proposed 18,000 square foot facility will replace the existing civic center located on Seminole Boulevard which borders Fort Mellon Park and Lake Monroe. The new facility will expand present inventory of meeting rooms and flexible banquet areas for public use in the range of 500-700 people.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible)		
Planning, Architecture, Survey, Environmental, Landscape Architecture, Civil, M/E/P, Structural, Public Outreach, Cost Estimating, and Post Design Services		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u>		
Nikhel Jindal, GCC, Assoc. DBIA, ENV SP Sidney K. (Ket) West II, AIA, NCARB David E. Mahler, P.E. Brook K. Sherrard, AIA, NCARB John M. Lenti, AIA, NCARB, ENV SP, LEED AP Ismail Ilker Uzun, AIA, LEED AP BD+C Mikal Rodgers Galen Pugh, RLA, AICP Danita Bryant, PLA James K. Winter, PLA, CLARB Rodney "Chip" Smith Amy E. Daly, LEED AP David A. Landers Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. Christopher Todd José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM Kurt R. Luman, Jr., P.E. Joseph M. Lofaso, Jr., P.E. Leopoldo J. Ayala, P.E. Jeremy C. Morton, P.E. H. Larry Wray, P.E. Tyler Fitzgerald, E.I.		

ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Continuing Services Contract - City of Apopka, FL - Since 2016 <u>Project Manager:</u> Varies Per Project		<u>Client's Name & Address</u> City of Apopka 748 East Cleveland Street, Apopka, FL 32703
<u>Completion Date (Actual or Estimated):</u> Varies Per Project		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Richard Earp, PE CFM, City Engineer, Phone: 407.703.1718, Email: REarp@apopka.net
<u>Consultant Fees (In Thousands)</u> Entire Project: \$ Varies Per Project	Work for which firm was/is responsible: \$ Varies Per Project	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible)		
Apopka - Public Services Department Site Master Plan Coordinated with city personnel to assess current and long-term operational needs. Developed strategic master plan to upgrade facilities to meet future needs in a manner that did not negatively impact current operations. Developed phased master plan aligned to city's capital investment goals. Apopka - Public Services Department Fleet Facility Design Provided design services for a 20,000 SF fleet maintenance facility. Coordinated with City personnel to assess current and long-term fleet maintenance needs. Developed solution that accommodated a wide range of vehicle types to be serviced in a manner that improved over-all operations. Apopka Public Services Complex Master Plan CPH provided planning and space programming services to update the City's public services complex. The current 100-acre facility was originally built in 1972, and over the years, areas were expanded, and buildings added as the City grew. The purpose of the project was to identify the near and long term needs of the City's Public Services Department and to develop a phased master plan that improves operational efficiency, increases safety, and aligns to the City's capital investment goals. CPH held multiple stakeholder interviews with department heads, as well as performed field visits to understand operations. The team held a series of workshops to identify the ultimate build out and create a master facility plan that provides optimization of the site.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible)		
Planning, Architecture, Survey, Environmental, Landscape Architecture, Civil, M/E/P, Structural, Public Outreach, Cost Estimating, and Post Design Services		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u>		
Nikhel Jindal, GCC, Assoc. DBIA, ENV SP Sidney K. (Ket) West II, AIA, NCARB David E. Mahler, P.E. Brook K. Sherrard, AIA, NCARB John M. Lenti, AIA, NCARB, ENV SP, LEED AP Ismail Ilker Uzun, AIA, LEED AP BD+C Mikal Rodgers Galen Pugh, RLA, AICP Danita Bryant, PLA James K. Winter, PLA, CLARB Rodney "Chip" Smith Amy E. Daly, LEED AP David A. Landers Christopher Dewaal, P.E., LEED AP Alexander E. Zvonaryov, P.E. Gregory D. Taylor, M.S.E.E., P.E. Christopher Todd José M. Ortiz, MCE, P.E., S.E. Eduardo Aviles, P.E. Angel Figueroa, P.E. Deolinda Tilus, E.I. Thomas J. Galloway, PSM Paul J. Katrek, PSM Kurt R. Luman, Jr., P.E. Joseph M. Lofaso, Jr., P.E. Leopoldo J. Ayala, P.E. Jeremy C. Morton, P.E. H. Larry Wray, P.E. Tyler Fitzgerald, E.I.		

Joe Moody Park



West Perspective Render



East Perspective Render



Floor Plan

Casselberry Wirz Park Planning & Preliminary Design



Pool Area Render



Playground Render



Top Down View Render

Gregg Hall Replacement Design Criteria Package



Exterior Render



Common Area Render



3D Corridor Option

Orlando Sanford International Airport Terminal Expansion



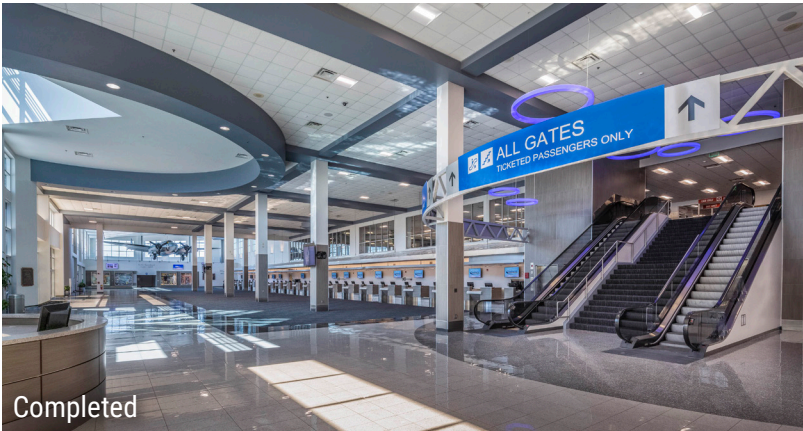
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Completed



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Completed

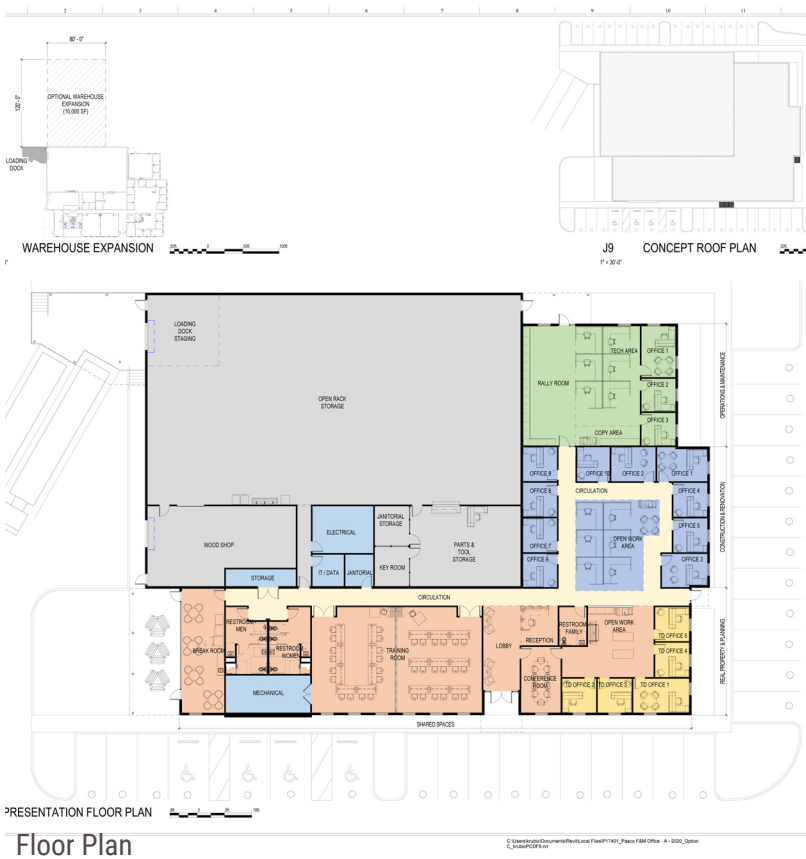
Pasco County Facilities & Maintenance Central Office and Warehouse



Render



Floor Plan



Floor Plan

BN Headquarters Building, Transient Training Design Snake Creek



Exterior Render



Exterior Render



Interior Render

Monroe County Fire Station – Cudjoe Key



Render



Construction



Completed

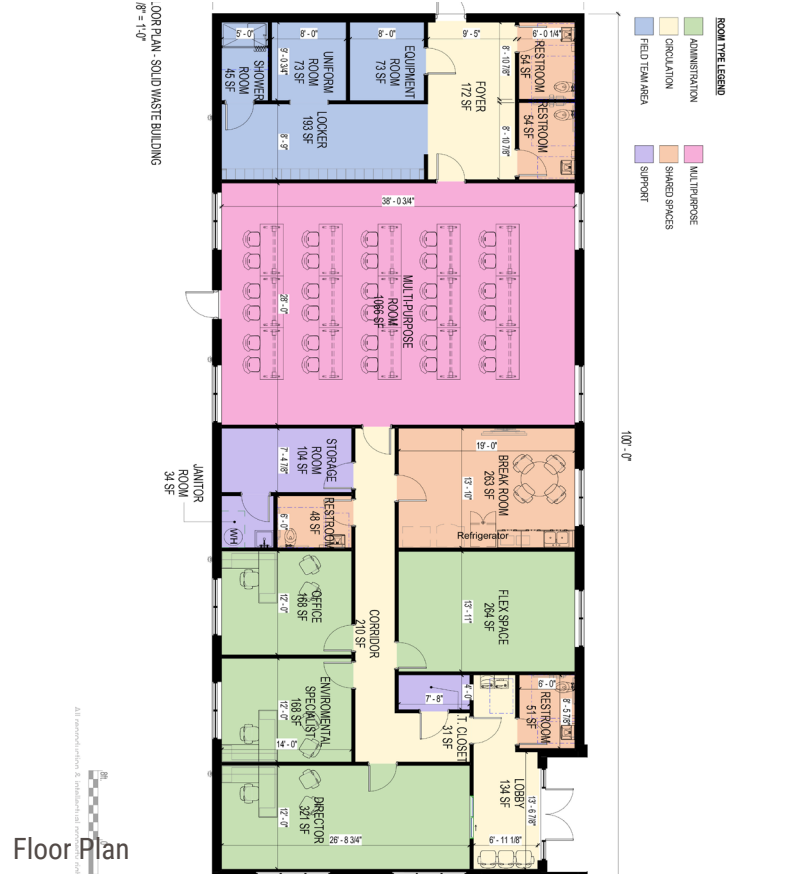
Bartow Public Works Administration and Solid Waste Administration Buildings



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Floor Plan

Continuing Services Contract - City of Sanford

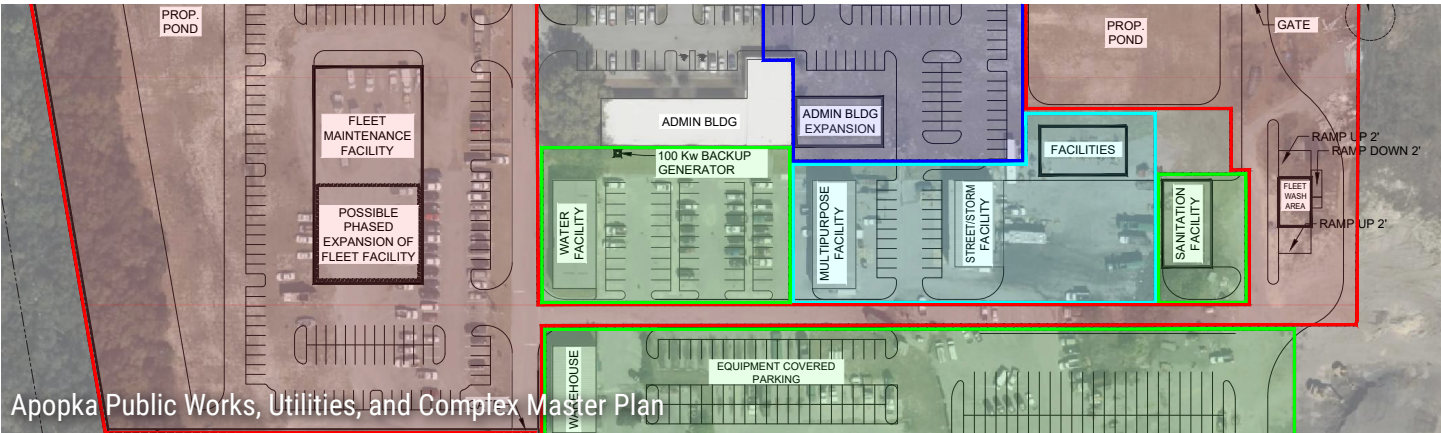


Sanford Civic Center



Sanford Utilities Building

Continuing Services Contract - City of Apopka



Apopka Public Works, Utilities, and Complex Master Plan

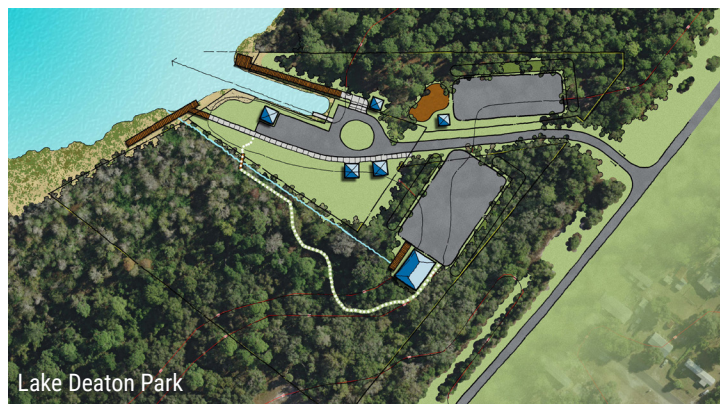


Public Services Department Fleet Facility Design

REFERENCES



G. REFERENCES



CONTINUING SERVICES CONTRACT - **CITY OF WILDWOOD, FL**

CPH has been providing design and construction services to the City of Wildwood since 2019. Projects have included water, wastewater, stormwater, parks, and trails. The team has provided services that include engineering, landscape architecture, architecture, planning, surveying, environmental science, and construction administration.

Millennium Park Master Planning and Phases 1 & 2 Development

CPH updated the master plan of a regional 90+ acre park. This park currently hosts events and weddings at the on-site center, as well as multiple tournaments at the baseball and soccer/multi-purpose fields. To meet the growing needs of the City, CPH worked to help master plan the park improvements to include new parking, internal roadway system, overlooks/pavilions, trails, and reconfigure fields. As well, the new master plan analyzed the potential for new activities and recreational components for the ultimate build out of the overall 90 acre facility. As part of the master plan, CPH provided a multi-year phasing plan along with a capital improvement plan/budget. CPH is currently under design of the proposed Phases 1 and 2 improvements that include an estimated \$10.5 million towards internal roadway network; parking; trails; softball and soccer fields; covered basketball courts building design (Atritorium); tennis courts; racquetball courts; food truck parking; utility and drainage improvements.

Lake Deaton Park – Concept Master Site Plan, New Water Launch, Grass Parking Improvements and Stormwater/Flooding Evaluation

Project scope included data collection, design, and permitting of proposed improvements within Lake Deaton Park. CPH attended workshops with the City of Wildwood Park & Recreation Manager to generate few concept site plans to finally generate a Master Site Plan for the overall park development. The improvements and analysis identified included a new floating water launch (for kayaks, canoes, dragon boats, etc.) west of the existing pier with the associated sidewalk and boardwalk connection (parcel # G15-045). In addition, the scope included grassed parking area and an area to accommodate a pre-fabricated bathroom building with associated utility connections within parcel # G15-035, and performing a stormwater evaluation along the west side of Parcel # G15-009 to propose enhancements to prevent reported flooding during low intensity storm events.

Wildwood - City Hall Annex Remodel

CPH was hired through our continuing contract to renovate the existing City Hall Annex. CPH was tasked to reconfigure access points, windows, match facade to new City Hall, and new roof design. CPH provided three concepts and presented them to the City for consideration. Each concept provided a design that would closely match the colonial architecture of the nearby City Hall.

REFERENCE:

City of Wildwood | Jeremy Hockenbury, Public Works Director | 743 Huey Street, Wildwood, FL 3478 | Phone: 352.330.1343 x 1402 | Email: Jhockenbury@wildwood-fl.gov



Melching Field



West Georgia Avenue

CONTINUING SERVICES CONTRACT - **CITY OF DELAND, FL**

CPH has been providing design and construction services to the City of DeLand since 1997. Projects have included water, wastewater, stormwater, roadway, parks, and trails. The team has provided services that include engineering, landscape architecture, architecture, planning, surveying, environmental science, and construction administration.

West Georgia Avenue Streetscape and Landscaping Improvements

CPH worked with the City to develop a vision plan and the creation of a corridor that improved pedestrian connectivity/safety, encouraged economic growth and investments, and created a "festival" street. The roadway was designed with an inverted crowned section sending the storm water to the center of the street, and Old Castle Adobe concrete pavers where use in a decorative herringbone pattern down the street. The improvements included sidewalk removal and replacement, modification of access drives and ramps for accessibility, design of decorative lighting, roadway rehabilitation, street furniture, signage, decorative pavers and related infrastructure. Landscape architectural services included design of irrigation system and plantings.

Sperling Sports Complex

CPH provided planning and design for the Sperling Sports Complex Improvements which included a restroom/concession building, prefabricated 2-story press box, additional field lighting, additional bleachers, minor utility improvements, and regrading of the south soccer/football field. Other improvements included overall site grading and pond expansion to address the improvements, permitting, bid phase services, and post design services.

Spec Martin Stadium Design Criteria Package

Selected by the City of DeLand for the Spec Martin Stadium Improvements Design/Build Criteria Package. The project required the development of the design/build criteria package and professional services to assist the City during the selection process. Included a new press box, training room and locker room additions. The stadium will be used by the local high school as well as Stetson University; therefore, the stadium improvements were designed to meet collegiate level demands.

Melching Field Stadium Renovations – Design Criteria Package

CPH was selected to provide professional services for the creation of the Design Build Criteria Package for the Melching Field Stadium Renovations. CPH's scope for the Design Build Criteria Package will include a report detailing ADA deficiencies, structural analysis of the existing of the bleacher deck, design/build contract requirements, design development drawings and performance specifications. CPH's services for this project include Architectural, Civil, Surveying, Structural, Mechanical, Electrical, Plumbing, Fire Protection and Landscape Architecture.

Dr. Joyce M. Cusak Community Resource Center

CPH is providing Architectural Design, Civil Engineering, Surveying, Landscape Design and Post Design Services for the proposed Dr. Joyce M. Cusak Community Resource Center in DeLand, FL. The Community Resource Center will be a 2,500 SF building including a parking area.

REFERENCE:

City of DeLand | Ray Bahrami, P.E., PMP, CPM, CFM, Deputy Public Services Director/City Engineer | 1102 S. Garfield Ave., DeLand, FL 32724 | Phone: 386.626.7189 | Email: Bahramir@deland.org



US 17-92 River Walk



Sanford Utilities Building

CONTINUING SERVICES CONTRACT - **CITY OF SANFORD, FL**

CPH has been providing design and construction services to the City of Sanford since 1958. Projects have included water, wastewater, stormwater, roadway, parks, and trails. The team has provided services that include engineering, landscape architecture, architecture, planning, surveying, environmental science, and construction administration.

US 17-92 RiverWalk, Phase II - III (FDOT LAP)

Phase II - The FDOT LAP project included 1.5 miles of 10-14 foot wide trail, replacement of 5,500 feet of seawall along Lake Monroe, trail head parking, a prefabricated pedestrian bridge over Mill Creek, hardscaping, landscaping, and lighting.

Phase III - CPH provided planning, survey, and design services for a new 1.7 mile, 12 ft. wide trail that was part of a multi-phase project funded through a joint partnership with FDOT. This project followed the complete streets design elements with the provision of a Multi-Use Trail, Roadway safety improvements, Traffic Calming design, Roadway & Trail Lighting, Utility Design, Structural Seawall Design, Drainage Improvements/Design, Irrigation Design, Beautification, Hardscape and Landscape Design, Scenic Overlooks of Lake Monroe, Way-finding Design, Pedestrian Mid-Block Crossings (Rectangular Rapid Flashing Beacons), Traffic Studies, Survey, and Wetland Mitigation.

Sanford City Hall – Breezeway Addition/Renovations

CPH was selected to provide professional design services for an expansion and renovation to the first floor of Sanford, Florida's City Hall facility. Working with the City, CPH is creating a new "state of the art" experience for visitors visiting the facility - including heightened security. The project will also relocate the Sanford Building Official's office facilities on the first floor of the building. In addition, expanded parking capacity is being created adjacent to the building entrance for this cornerstone to the City of Sanford. CPH is providing Architecture, Civil, Structural, Mechanical, Plumbing, and Electrical Engineering services for the project.

Sanford Utilities Building

CPH was selected to provide professional design services for a new Utilities Support Facility for the Sanford Public Works Department. This facility will be utilized as the primary offices for the Utilities Department staff and inspectors. The facility includes meeting space for the Utilities teams, vehicle storage and repair space, and storage for utility equipment. CPH is providing Architecture, Civil, Structural, Mechanical, Plumbing, and Electrical Engineering services for the project.

Sanford Civic Center

CPH was commissioned by Sanford's Community Development Agency to provide conceptual plans for a new "Civic Center". This proposed 18,000 square foot facility will replace the existing civic center located on Seminole Boulevard which borders Fort Mellon Park and Lake Monroe. The new facility will expand present inventory of meeting rooms and flexible banquet areas for public use in the range of 500-700 people.

REFERENCE:

City of Sanford | Mayor Art Woodruff | P.O. Box 1788, Sanford, FL 32772-1788 | Phone: 407.688.5001 | Email: Art.woodruff@sanfordfl.gov



CONTINUING SERVICES CONTRACT - **CITY OF OCOEE, FL**

CPH has been providing design and construction services to the City of Ocoee since 2009. Projects have included water, wastewater, stormwater, roadway, parks, and trails. The team has provided services that include engineering, landscape architecture, architecture, planning, surveying, environmental science, and construction administration.

Bluford Avenue Streetscape, Phase II

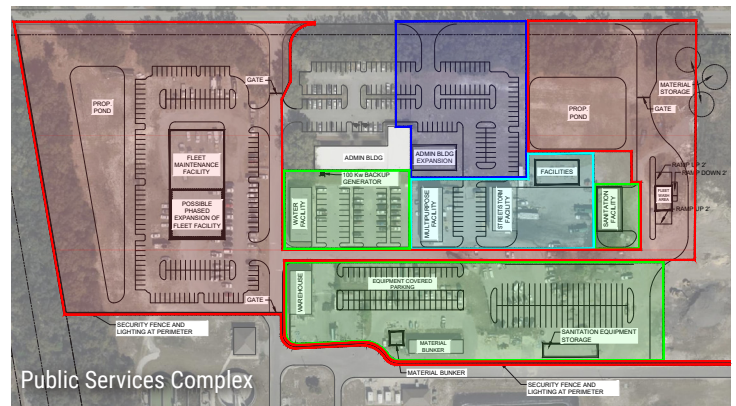
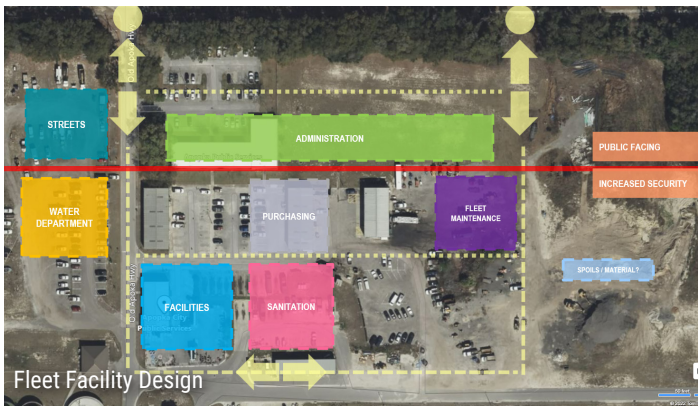
This portion included a 3,000 ft. long segment of Bluford Ave. in the heart of the City of Ocoee. The project was a joint utility improvement and roadway project and was administered as a “construction management at risk” project. CPH provided roadway and landscape architecture services, contracted as a sub-consultant to BFA, Inc., the City’s prime Utility consultant. The project included the reconstruction of the roadway following the completion of the water main, gravity sewer, and reclaimed water main installations.

Ocoee Downtown Streets Redevelopment

Planning and design of four local streets associated with the City of Ocoee Downtown Redevelopment. The Oakland Avenue project consists of a complete reconstruction to develop a two-lane divided roadway, with a multi-use trail in the median, parallel parking, and wide sidewalks. The Taylor Street project includes a multi-use trail along the east side, connecting to the Oakland Avenue multi-use trail. Taylor Street also includes two roundabouts which are the gateways into Downtown: one at the Franklin Street intersection, with the other at the McKey Street intersection. Kissimmee Avenue includes realignment to the west to attain proper clearance from the railroad and a new stormwater management pond.

REFERENCE:

City of Ocoee | Stephen Krug, Public Works Director | 301 Maguire Road, Ocoee, Florida 34761 | Phone: 407.905.3170 | Email: SKrug@ci.ocoe.fl.us



CONTINUING SERVICES CONTRACT - **CITY OF APOPKA, FL**

CPH has been providing design and construction services to the City of Apopka since 2016. Projects have included public buildings, stormwater, and parks. The team has provided services that include engineering, landscape architecture, architecture, planning, surveying, environmental science, and construction administration.

Apopka - Public Services Department Site Master Plan

Coordinated with city personnel to assess current and long-term operational needs. Developed strategic master plan to upgrade facilities to meet future needs in a manner that did not negatively impact current operations. Developed phased master plan aligned to city's capital investment goals.

Apopka - Public Services Department Fleet Facility Design

Provided design services for a 20,000 SF fleet maintenance facility. Coordinated with City personnel to assess current and long-term fleet maintenance needs. Developed solution that accommodated a wide range of vehicle types to be serviced in a manner that improved over-all operations.

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CPH provided planning and space programming services to update the City's public services complex. The current 100-acre facility was originally built in 1972, and over the years, areas were expanded, and buildings added as the City grew. The purpose of the project was to identify the near and long term needs of the City's Public Services Department and to develop a phased master plan that improves operational efficiency, increases safety, and aligns to the City's capital investment goals. CPH held multiple stakeholder interviews with department heads, as well as performed field visits to understand operations. The team held a series of workshops to identify the ultimate build out and create a master facility plan that provides optimization of the site.

REFERENCE:

City of Apopka | Richard Earp, PE CFM, City Engineer | 748 East Cleveland Street, Apopka, FL 32703 | Phone: 407.703.1718 | Email: REarp@apopka.net

ADDITIONAL INFORMATION

H. ADDITIONAL INFORMATION - **APPROACH**

PROJECT UNDERSTANDING

Our team has reviewed the solicitation, and understands that the City of Wildwood is seeking the services of a consulting firm on an ongoing basis for a general architectural services contract. Our team has provided these types of services for numerous, similar sized Cities throughout the State, including directly to the City of Wildwood, and is well staffed to provide the City with the required architecture services. CPH has been providing services to our municipal clients dating back to the 1980s and has worked within the Central Florida area for 40+ years, and working with the City of Wildwood since 2019.

Through our extensive 41+ year history in Florida, and our past 4 years working directly with the City of Wildwood, we have developed a thorough understanding of the local conditions, character, and City codes/design guidelines. We have worked to develop an understanding of your design preferences and project delivery process. Combined, our expertise and this knowledge will allow us to hit the ground running on any project assigned under this contract.

APPROACH TO PROJECT MANAGEMENT

The key to managing and controlling the project schedule and budget will be continual coordination between all CPH team members and the City. This team effort will be directed by Sidney K. (Ket) West II, AIA, NCARB, who has more than 31 years of experience related to this type of project. To maintain proper control of the schedule and budget, the CPH project manager and team members will continually monitor the project on a weekly and monthly basis from inception to completion. Typical management tools to monitor schedule and budget include field coordination meetings, weekly/monthly look-ahead schedules that are updated routinely, and detailed 90-day schedules updated monthly.



DESIGNING TO A BUDGET

Designing to a budget is based on a two-fold approach. One is the actual construction cost associated with the development of the project. The second is related to the operations and maintenance costs. For the first topic, the construction cost, our team will provide the City with updated costs throughout the programming and master planning phases. These will be Class I and Class II estimates that focus on preliminary costs and rough order of magnitude. As we get further in the design process of phase I, our team will deliver Class III, IV, and IV opinions of probable cost with each design submittal. This will allow the City to make the best decisions on how to move the project forward.

For the second topic, operational costs, our team will provide life cycle analysis for each major finish/product. This will include maintenance requirements, replacement costs, and typical life of products/equipment. This allows the City staff to make the best decision, not only for the construction cost, but to align their vision on facility operation costs with the budget for the improvements. This will also provide the City with an understanding of potential paybacks for a higher-end finish or equipment. For instance, the City could regain the extra amount added during construction through energy savings within 5 years. This payback period may be an attractive alternative to a higher operational cost.

TYPICAL DESIGN PROCEDURE

We have outlined our typical design procedure below. This process follows a proven systematic approach to the development of construction documents following a successful planning and programming phase. Each project is unique, and this approach would be refined per project requirements.

PROJECT APPROACH

CPH understands that the City of Wildwood is seeking a qualified Professional Architecture Consulting Firm to provide services for a variety of studies and design projects. CPH will provide the City with unmatched expertise and resources for projects under this contract. CPH can provide the City with services required for the design/construction/repair of identified project(s), which may include feasibility studies and site master planning, building assessments, programming studies and reports, design and preparation of construction documents, permitting, bid development and procurement, specifications and construction phase services for both new and renovation type construction, utility coordination, opinions of probable cost, etc. Our resumes and the professional histories of the various team members clearly demonstrate a vast and broad background of experience, which will be effectively applied to the City's benefit. CPH is highly qualified to provide continuing services for the City's projects.

PHASE IV | DESIGN DEVELOPMENT

- Based on the approved conceptual design, CPH will prepare project drawings and documents that will be approximately 60% complete. Drawings will be as required by the project type and may include, architectural, structural, civil, mechanical, electrical, plumbing, and/or landscape packages. CPH will compile a Project Status Report, based on the accomplishments of the preliminary services. The drawings will be submitted to the City for review and comment.
- When appropriate to the project, CPH will prepare a drawing indicating soil boring locations for geotechnical testing. This information will be submitted with the preliminary plan for review and authorization to proceed with geotechnical testing.
- CPH will customize our construction cost-estimating documents for the project and will prepare a preliminary cost estimate. The cost documents will be used throughout the project to monitor construction cost and to attach costs to various alternatives.
- CPH will meet with the necessary regulatory agencies and conduct a "pre-submittal" presentation. The project alternatives will be presented and we will gain knowledge of the agencies' concerns and expectations.
- CPH will prepare and submit a preliminary technical specifications package based on the 60% package.

PHASE V | CONSTRUCTION DOCUMENTS SERVICES

- CPH will incorporate comments obtained from the City's review, the public involvement process, our internal review, and regulatory agencies into the project design to finalize the construction drawings.
- CPH will refine the design and the Project Status Report will be revised to include progress of the project and delineate issues of concern, and decisions that need to be made.
- The cost estimate will be updated and revised to reflect changes to the plan.
- A permitting package will be prepared and sent to all of the regulatory agencies. Meetings will be conducted with the regulatory agencies and their comments will be addressed and incorporated into the drawings.
- 90% construction drawings, specifications, and cost estimate, will be submitted to the City for a second review.
- Upon approval of the 90% pre-construction documents and receipt of the comments from the City, the public, and our internal review and the regulatory agencies, the 100% construction documents will be finalized and submitted to the City for bidding.
- The cost estimate will be updated based on unit price bid quantities.

PHASE VI | BIDDING SERVICES

- CPH will assist the City in preparing bid advertisements and packages.
- CPH will provide the City with the interpretation of the intent of the construction documents throughout the bidding process. All responses to questions will be recorded in writing and distributed to the City and prospective bidders.
- During the bid process, if requested by the City, a pre-bid meeting will be conducted with prospective bidders to receive questions and comments. CPH will respond to all questions and comments in writing via the issuance of an addendum.
- CPH will revise the bid documents and prepare bid addenda as required.
- CPH will be present for the bid opening and will assist the City in evaluating all bids submitted, including compliance with the construction documents, project budget, ability of the contractor to perform the work, etc.
- Based on the review of the bids and contractor qualifications, CPH will recommend the best qualified bidder/contractor to the City.

PHASE VII | CONSTRUCTION ADMINISTRATION SERVICES

During construction, CPH can provide construction administration services to represent the City as its Contract Administrator for projects, as agreed upon with the City. Specific services typically include:

- The interpretation of drawings and specifications and issuance of instructions to the contractor performing the work.
- The review and approval of contractor's submittals.
- Periodic construction reports, based upon site inspections. Construction observation forms will be completed by the CPH representatives and will be included in the reports. Issues of special concern will be promptly identified, and the Project Manager and the City will be notified. The frequency of inspections will be based on project requirements and determined in the scope of work specific to each project.
- Issue field directives, respond to contractor's request for information (RFI), issue supplementary instructions and clarifications, and negotiate change orders as required.
- Review monthly contractor pay requests and supporting data, and based on field observation visits, review test results and contractor's performance and recommend approval or disapproval to the City. Record construction drawings will also be reviewed with pay requests to insure the contractor is keeping up with recording modifications to the drawings.
- Make a substantial completion inspection and develop a punch list of items that the contractor is to complete in order to receive final payment.
- Make a final inspection to ensure the punch list items have been completed to the satisfaction of the City. Upon the successful completion of the punch list items by the contractor, CPH team members will review the final pay request and support data for recommendation to the City.
- CPH will receive the record construction drawings from the contractor and incorporate the information provided into record as-built drawings.
- CPH will conduct a warranty inspection after eleven months from final acceptance of the project, and submit a written report and/or punch list of items needing attention.
- Construction engineering and inspection services (CEI) will be provided as requested by the City.

INNOVATIVE / COST SAVING IDEAS

It is our goal to provide the City of Wildwood with the safest, longest-lasting improvements within budget, by eliminating excessive right-of-way impacts, excessive drainage, unnecessary utility relocations, and extensive, drawn-out permitting. CPH will provide the most economical design and meet project requirements within the specified schedule. Below is an extensive list of Innovative and Cost Saving ideas, some of which have been recently used on similar projects:

- ✓ Utilize State-of-the-Art surveying techniques, including 3D Laser Scanning to minimize survey costs
- ✓ Utilize 3D Design Software to avoid utility conflicts during construction.
- ✓ Utilize 3D Design Software to provide ADA details to avoid constructability issues during construction.
- ✓ Utilize project documentation/progress through Drone Imagery
- ✓ GIS Expert Capabilities
- ✓ Utilize CPH's extensive database of existing Cities and County utilities dating back to the 1960s
- ✓ Utilize established relationships and experiences to streamline any potential R/W acquisitions
- ✓ Perform a due-diligence assessment as part of every project to knowledgeably advise the City of all potential cost and/or time savings opportunities.
- ✓ Submit simplified Project Memorandums in lieu of formal Reports
- ✓ Use our thorough understanding of FDEP and SJRWMD Rules to pursue Permit Exemptions
- ✓ Use permeable asphalt and pervious concrete to reduce pond sizes

SUSTAINABILITY

Fundamentally, we will incorporate the goals of higher performance by implementing sustainable choices throughout the planning, design, construction and operational phases of the project while maintaining a flexible framework to allow for changes as needed to support the overall goals of the program. CPH's goal will be to work with the City throughout our collaborative workshops to identify areas where we may capture points from the program. These points will be used in order to achieve a sustainability goals and assist the City in making decisions and understanding how those impact project budget. The team has established the following goals for projects:

QUALITY OF LIFE



- Exceed Regulatory Requirements
- Implement Local Community Benefits
- Enhance Community Views

RESOURCE ALLOCATION



- Balanced Site Improvements
- Reduction in Energy Demand
- Use of Recycled Materials

LEADERSHIP



- Sustainable Project Management
- Local Job Creation
- Interdisciplinary Team Work

NATURAL WORLD



- Stormwater Infiltration
- Flood Reduction
- Preservation of Ecologically Sensitive Areas

CLIMATE & RESILIENCE



- Carbon Reduction
- Increased Resilience to Climate Change
- Reduced Air Pollution

QUALITY CONTROL/QUALITY ASSURANCE

CPH has an established culture that places emphasis on quality control and assurance for our clients. The firm and team members are dedicated to this process and incorporation of good design and construction practices from the inception of projects. CPH's corporate quality initiatives include developing a quality control/assurance standardization committee, benchmark reviews by experienced, qualified technical personnel, and means and methods quality reviews by licensed general and utility contractors. The team routinely meets with clients to conduct completed project reviews to evaluate team performance and identify opportunities to enhance service.

CPH's established culture is instilled in every team member and requires that the staff act as an extension of our clients staffing, providing them with services that are on time, within budget, cost effective, and of the highest level of quality. CPH has Standard Operating Procedures (SOP) for all of our major programs (transportation, infrastructure, utilities, stormwater, commercial, residential, and municipal) that include project management techniques, cost estimating, design alternative reviews, subconsultant design reviews, and client communication requirements.

FOUR LEVEL QUALITY CONTROL REVIEW SYSTEM

CPH's quality control system is separated into four distinct levels described as follows:

- 1. Project Manager QA/QC Review:** CPH project managers are trained to review all documentation, including information received from the client, other agencies, subconsultants, and internal drawings and specifications. This is the first step in assuring accurate information and proper project design. The project manager is responsible for reviewing the project for accuracy and required changes.
- 2. Technical Review Committee Member QA/QC Review:** Throughout the design phase, starting from inception, CPH provides one to two team members that will work with the project manager and designer to review areas of concern and offer additional technical expertise. This person is not involved in the daily design facets, but is kept up-to-date through the use of monthly design updates. The technical review committee provides a quality check, various design options, plans, and other construction documents at the 30%, 60%, 90%, and 100% completion intervals.
- 3. "Full Field" Of QA/QC Review:** At the 30%, 60%, and 90% stages of the design, the project documentation and specifications are turned over to architects from other fields to review alternative options and quality of plans. For example, an infrastructure project will be turned over to an independent engineer in our roadway or utility department. This provides a complete internal audit from personnel that have not been involved in the project and are "seeing the project for the first time."
- 4. Contractor/Inspector QA/QC Review:** In addition to architects, engineers, and construction personnel, the team has the added value of having on-staff licensed general and utility contractors who can review projects from various perspectives. With experienced personnel that have provided construction services for over 30 years, we are able to review the project from a constructability and/or mean and methods view point. In addition, the licensed on-staff contractors review projects and provide "real-time" cost estimates throughout the duration of the project. This construction experience allows the team to view projects through the eyes of a contractor with the ability to identify intangible cost factors - elements such as restricted site conditions, specialized equipment requirements, excessive material and labor costs, impacts on schedules that may not be apparent to a designer.



MINORITY BUSINESS ENTERPRISE (MBE) PREFERENCE

I. MINORITY BUSINESS **ENTERPRISE**



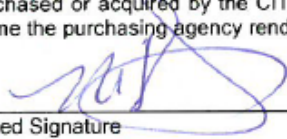
DIVERSITY

CPH has a culturally and ethnically diverse workplace from its owners to employees. CPH employs a workforce that is reflective of many nationalities and cultures. We have established programs and policies for recruiting and retaining minority and women engineers and staff, and strongly encourage all of our employees to become involved in our communities. It is the policy of CPH to provide equal employment opportunity at all times in all actions related to employment without regard to race, color, religion, gender, citizenship status, age, national origin, disability, veteran status, sexual orientation, or any other status protected by state or federal law. This policy applies to recruiting, hiring, training, promotion, evaluation, termination, compensation, benefits eligibility, working conditions and all other aspects of employment. The Firm supports a policy of actively recruiting and retaining a diverse workforce to support both our Equal Employment Opportunity Policy and our business objective to provide the highest quality service possible. CPH is committed to fostering an inclusive atmosphere that seeks actively to employ people of diverse backgrounds at all levels of the Company including top management.

ADDITIONAL REQUIRED DOCUMENTS

J. ADDITIONAL REQUIRED DOCUMENTS

PROPOSER'S CERTIFICATION

Submit To: City of Wildwood 100 N Main Street Wildwood, FL 34785 352-330-1330 352-330-1338 (fax)		CITY OF WILDWOOD REQUEST FOR QUALIFICATION (RFQ) CERTIFICATION AND ADDENDA ACKNOWLEDGMENT	
DUE DATE: March 27, 2023	DUE TIME: 11 a.m.	RFQ # 2023 - 08	
TITLE: Architectural Services			
VENDOR NAME: CPH, LLC.		PHONE NUMBER: 407.322.6841	
VENDOR MAILING ADDRESS: 500 West Fulton Street		FAX NUMBER: 407.330.0639	
CITY/STATE/ZIP: Sanford, FL, 32771		E-MAIL ADDRESS: njindal@cphcorp.com	
"I, the undersigned, certify that I have reviewed the addenda listed below (list all addenda received to date). I understand that timely commencement will be considered in award of this RFQ and that cancellation of award will be considered if commencement time is not met, and that untimely commencement may be cause for termination of contract. I further certify that the services will meet or exceed the RFQ requirements. I, the undersigned, declare that I have carefully examined the RFQ, specifications, terms and conditions as applicable for this Request, and that I am thoroughly familiar with all provisions and the quality and type of coverage and services specified. I further declare that I have not divulged, discussed, or compared this RFQ with any other Offeror and have not colluded with any Offerors or parties to an RFQ whatsoever for any fraudulent purpose."			
<u>1</u>			
Addendum #	Addendum #	Addendum #	Addendum #
"I certify that this quote is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting an RFQ for the same material, supplies, equipment or services and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of this RFQ and certify that I am authorized to sign this response and that the offer is in compliance with all requirements of the RFQ, including but not limited to certification requirements. In conducting offers with an agency for CITY OF WILDWOOD, respondent agrees that if this RFQ is accepted, the respondent will convey, sell, assign, or transfer to the City of Wildwood all rights, title and interest in and to all causes of action it may now or hereafter acquire under the anti-trust laws of the United States for price fixing relating to the particular commodities or services purchased or acquired by the CITY. At the City of Wildwood discretion, such assignment shall be made and become effective at the time the purchasing agency renders final payment to the respondent."			
Nikhel Jindal, GCC, Assoc. DBIA, ENV SP, Chief Strategy and Success Officer Authorized Agent Name, Title (Print)		 Authorized Signature Date	
<i>This form must be completed and returned with your Submittal</i>			

QUALIFICATIONS FORM FOR CITY OF WILDWOOD

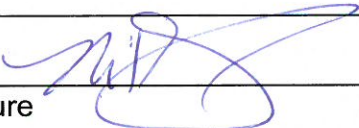


Name of Firm Submitting Qualifications CPH, LLC.

Name of Person Submitting Qualifications Nikhel Jindal, GCC, Assoc. DBIA, ENV SP

PROPOSER ACKNOWLEDGMENT

"The undersigned hereby declares that he/she has informed himself/herself fully in regard to all conditions to the work to be done, and that he/she has examined the RFQ and Specifications for the work and comments hereto attached. The Vendor proposes and agrees, if this submission is accepted, to contract with the City of Wildwood to furnish all necessary materials, equipment, labor and services necessary to complete the work covered by the RFQ and Contract Documents for this Project. The Vendor agrees to accept in full compensation for each item the prices named in the schedules incorporated herein."


Signature

March 27, 2023

Date

2023-08

RFQ Number

[☐] Check if exception(s) or deviation(s) to Specifications. Attach separate sheet(s) detailing reason and type for the exception or deviation.

This document must be completed and returned with your Submittal

Statement of Terms and Conditions For RFPs, RFQs, and Bid

PUBLIC ENTITY CRIME: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a qualifications/Bid on a contract to provide any goods or services to a public entity, for the construction or repair of a public building or public work, may not submit Qualifications/Bids on leases of real property to a public entity, may not be awarded or perform work as a Consultant, supplier, subconsultant, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

INDEMNIFICATION: The consultant shall indemnify and hold harmless the City of Wildwood and their elected officials, employees, agents, representatives, and volunteers from and against any and all claims, damages, losses and expenses, (including legal costs), or liabilities based on third party claims of injury to persons or damage to property arising out of or resulting, in whole or in part, from a negligent act or omission or willful misconduct of consultant or its employees, Subcontractors, agents or representatives.

PROHIBITION OF LOBBYING: During the blackout period which is, the period between the time the submittals for Invitation to Bid or the Request for Proposals, or Qualifications, or information, as applicable, are received at Contracts / Purchasing and the time the City awards the contract, no proposer, no lobbyist, principal, or other person may lobby, on behalf of a competing party in a particular procurement matter, any member of the City, or any City employee other than Cassandra Smith in writing via email to csmith@wildwood-fl.gov. Violation of this provision may result in disqualification of violating party. All questions regarding this Request for Proposals (RFQ) or Invitation to Bid (BID) must be submitted in writing to the contact listed in the solicitation or the City Clerk.

ANTI TRUST LAWS: By submission of a signed RFQ or BID, the successful vendor acknowledges compliance with all antitrust laws of the United States and the State of Florida, in order to protect the public from restraint of trade, which illegally increases prices.

CONFLICT OF INTEREST: The award of the contract hereunder is subject to the provisions of Chapter 112 of the Florida Statutes. Vendors shall disclose the name of any Officer, Director, Partner, Associate, or Agent who is also an Officer, Appointee, or Employee of any of the City's at the time of the RFP, RFQ or BID, or at the time of occurrence of the Conflict of Interest thereafter.

INTERPRETATION, CLARIFICATIONS AND ADDENDA: No oral interpretations will be made to any vendor as to the meaning of the RFQ/BID Contract Documents. Any inquiry or request for interpretation received by Cassandra Smith via email to csmith@wildwood-fl.gov before the date listed herein will be given consideration. All such changes or interpretations will be made in writing in the form of an addendum and, if issued, will be distributed at or after the Pre-Proposals/Pre-Bid Conference, mailed or sent by available or electronic means to all attending prospective Submitters prior to the established RFQ/BID opening date. Each respondent shall acknowledge receipt of such addenda in the space provided. In case any Proposer/Bidder fails to acknowledge receipt of such addenda or addendum, his offer will nevertheless be construed as though it had been received and acknowledged and the submission of his bid will constitute acknowledgment of the receipt of same. All addenda are a part of the RFQ/BID FORMS and each Proposer/Bidder will be bound by such addenda, whether or not received by him. It is the responsibility of each proposer/bidder to verify that he has received all addenda issued before RFQ's/BID's are opened. In the case of unit price items, the quantities of work to be done and materials to be furnished under this RFP/RFQ/BID Contract are to be considered as approximate only and are to be used solely for the comparison of RFP's/RFQ's/BID's received. The City and/or its consultant do not expressly or by implication represent that the actual quantities involved will correspond exactly therewith; nor shall the Vendor plead misunderstanding or deception because of such estimate or quantities of work performed or material furnished in accordance with the Specifications and/or Drawings and other Proposals/Bid Documents, and it is understood that the quantities may be increased or diminished as provided herein without in any way invalidating any of the unit or lump sum prices bid.

GOVERNING LAWS AND REGULATIONS: The vendor is required to be familiar with and shall be responsible for complying with all federal, state and local laws, ordinances, rules and regulations that in any manner affect the work.

PROPRIETARY/CONFIDENTIAL INFORMATION: Vendors are hereby notified that all information submitted as part of, or in support of RFP's/RFQ's/BID's, will be available for public inspection ten days after opening of the RFQ's/BID's or until a short list is recommended whichever comes first, in compliance with Chapter 119, and 287 of the Florida Statutes. All RFP's/RFQ's/Bids submitted in response to this solicitation become the property of the City. Unless information submitted is proprietary, copy written, trademarked, or patented, the City reserves the right to utilize any or all information, ideas, conceptions, or portions of any RFP/RFQ/BID, in its best interest.

TAXES: The City of Wildwood is exempt from any taxes imposed by the State and/or Federal Government. Exemption certificates will be provided upon request.

NON-COLLUSION DECLARATION: By signing this RFQ/BID, all Vendors shall affirm that they shall not collude, conspire, connive or agree, directly or indirectly, with any other Proposer, firm, or person to submit a collusive or sham Proposals in connection with the work for which their RFP/RFQ/BID has been submitted; or to refrain from Bidding in connection with such work; or have in any manner, directly or indirectly, sought by person to fix the price or prices in the RFP/RFQ/BID or of any other Bidder, or to fix any overhead, profit, or cost elements of the RFQ/BID price or the RFP/RFQ/BID price of any other Bidder, or to secure through any collusion, conspiracy, connivance, or unlawful agreement any advantage against any other Bidder, or any person interested in the proposed work.

PROPOSER RESPONSIBILITY: Invitation by the City's to vendors is based on the recipient's specific request or as the result of response by the public to the legal advertisements required by State law. Firms or individuals submit their responses on a voluntary basis, and therefore are not entitled to compensation of any kind.

CITYSHIP OF SUBMITTALS: All responses, inquiries or correspondence relating to or in reference to this RFQ/BID, and all other reports, charts, displays, schedules, exhibits and other documentation submitted by the vendors will become the property of the City. Reference to literature submitted with a previous RFP/RFQ/BID will not relieve the Bidder from including any required documents with this RFP/RFQ/BID.

EXAMINATION OF BID DOCUMENTS: Each Bidder shall carefully examine the RFP/RFQ/BID Document to ensure all pages have been received, all drawings and/or Specifications and other applicable documents are included, and shall inform himself thoroughly regarding any and all conditions and requirements that may in any manner affect cost, progress or performance of the work to be performed under the Contract. Ignorance on the part of the FIRM will in no way relieve him of the obligations and responsibilities assumed under the Contract.

VENDOR RESPONSIBILITY: Vendors are fully and completely responsible for the labeling, identification and delivery of their submittals. The City of Wildwood will not be responsible for any mislabeled or misdirected submissions, nor those handled by delivery persons, couriers, or the US Postal Service.

DRUG FREE WORKPLACE: All Proposers/Bidders shall submit the enclosed, duly signed and notarized form entitled "Drug Free Workplace Certificate". The Drug Free Workplace Vendor shall have the burden of demonstrating that his program complies with Section 287.087 of the Florida Statutes, and any other applicable state law.

THE CITY OF WILDWOOD is a political subdivision of the State of Florida, and reserves the right to cancel an RFQ and to reject any and/or all submittals, reserve the right to waive any and all informalities or irregularities, to re-advertise with either the identical or revised specifications, and reserve the right to award contracts and/or in the best interest of the City. Submittals not meeting stated minimum terms and qualifications may be rejected by the City as non-responsive. The City reserves the right to reject any or all submittals without cause. The City reserves the right to reject the submission of any Vendor in arrears or in default upon any debt or contract to the City, or who has failed to perform faithfully any previous contract with the City's or with other governmental agencies.

PUBLIC RECORDS LAW: Correspondence, materials and documents received pursuant to this RFQ/BID become public records subject to the provisions of Chapter 119, Florida Statutes.

VERIFICATION OF TIME: Verizon time is hereby established as the Official Time of the City's.

PREPARATION OF PROPOSALS/BIDS:

Signature of the Bidder: The Bidder must sign the RFQ/BID FORMS in the space provided for the signature. If the Proposer/Bidder is an individual, the words "doing business as _____" must appear beneath such signature. In the case of a partnership, the signature of at least one of the partners must follow the firm name and the words, "Member of the Firm" should be written beneath such signature. If the Proposer/Bidder is a corporation, the title of the officer signing the RFQ/BID on behalf of the corporation must be stated and evidence of his authority to sign the RFQ/BID must be submitted. The Proposer/Bidder shall state in the RFQ/BID FORMS the name and address of each person interested therein.

Basis for Bidding: The price proposed for each item shall be on a lump sum or unit price basis according to specifications on the RFP/RFQ/BID FORM. The proposed prices shall remain unchanged for the duration of the Contract and no claims for cost escalation during the progress of the work will be considered, unless otherwise provided herein.

Total Proposed Price/Total Contract Sum Proposed: If applicable, the total price bid for the work shall be the aggregate of the lump sum prices proposed and/or unit prices multiplied by the appropriate estimated quantities for the individual items and shall be stated in figures in the appropriate place on the RFP/RFQ/BID FORM. If there is a discrepancy on the RFP/RFQ/BID FORM due to unit price extensions or additions, the corrected extensions and additions shall be used to determine the project bid amount.

TABULATION: Those wishing to receive an official tabulation of the results of the opening of this RFP/RFQ/BID are to submit a self-addressed, stamped business size (No. 10) envelope, prominently marked on the front lower left side, with the RFQ identification. Tabulation requested by telephone, fax or electronic media will not be accepted.

OBLIGATION OF WINNING BIDDER: The contents of the RFP/RFQ/BID of the successful proposer/bidder will become contractual obligations if acquisition action ensues. Failure of the successful Proposer/Bidder to accept these obligations in a contract may result in cancellation of the award and such vendor may be removed from future participation.

AWARD OF BID: It is the City's intent to select a vendor within **sixty (60) calendar days** of the deadline for receipt of Proposals/Qualifications/Bids. However, Proposals/Qualifications/Bids must be firm and valid for award for at least **ninety (90) calendar days** after the deadline for receipt of the RFP/RFQ/BID.

ADDITIONAL REQUIREMENTS: The firms shall furnish such additional information as the City may reasonably require. This includes information which indicates financial resources as well as ability to provide the services. The City reserves the right to make investigations of the qualifications of the firm as it deems appropriate.

PREPARATION COSTS: The City shall not be obligated or be liable for any costs incurred by Proposers/Bidders prior to issuance of a contract. All costs to prepare and submit a response to this RFP/RFQ/BID shall be borne by the Proposer/Bidder.

TIMELINESS: All work will commence upon authorization from the City's representative. All work will proceed in a timely manner without delays. The Consultant shall commence the work UPON RECEIPT OF NOTICE TO PROCEED and/or ORDER PLACED (PURCHASE ORDER PRESENTED) and shall deliver in accordance to the terms and conditions outlined and agreed upon herein.

DELIVERY: All prices shall be FOB Destination, Sumter County, Florida, inside delivery unless otherwise specified.

ADDITIONAL SERVICES/PURCHASES BY OTHER PUBLIC AGENCIES ("PIGGY-BACK"):

The Vendor by submitting a Bid acknowledges that other Public Agencies may seek to "Piggy-Back" under the same terms and conditions, during the effective period of any resulting contract – services and/or purchases being offered in this Bid, for the same prices and/or terms proposed. Vendor has the option to agree or disagree to allow contract Piggy-Backs on a case-by-case basis. Before a Public Agency can Piggy-Back any contract, the Agency must first obtain the vendor's approval – without the vendor's approval, the seeking Agency cannot Piggy-Back.

PLANS, FORMS & SPECIFICATIONS: Bid Packages are available from the City Clerk. These packages are available for pickup or by mail. If requested to mail, the Proposer/Bidder must supply a courier account number (UPS, FedEx, etc.). Proposers/Bidders are required to use the official RFP/RFQ/BID FORMS, and all attachments itemized herein, are to be submitted as a single document. Any variation from the minimum specifications must be clearly stated on the RFQ/BID FORM and/or Exceptions/Deviations Sheet(s). Only one set of plans, forms, and specifications will be furnished each company or corporation interested in submitting a Proposals/bid. RFQ/BID FORM documents for this project are free of charge and are available on-line and are downloadable.

MANUFACTURER'S NAME AND APPROVED EQUIVALENTS: Any manufacturer's names, trade names, brand names, information and/or catalog numbers listed in a specification are for information and not intended to limit competition unless otherwise indicated. The Proposer/Bidder may offer any brand for which he is an authorized representative, which meets or exceeds the RFP/RFQ/BID specification for any item(s). If RFQ's/BID's are based on equivalent products, indicate on the RFP/RFQ/BID FORM the manufacturer's product name and literature, and/or complete specifications. Reference to literature submitted with a previous RFP/RFQ/BID will not satisfy this provision. The Proposer/Bidder shall explain in detail the reason(s) why the proposed equivalent will meet the specifications and not be considered an exception thereto. RFP/RFQ's/BID's which do not comply with these requirements are subject to rejection. RFP/RFQ's/BID's lacking any written indication of intent to quote an alternate brand will be received and considered in complete compliance with the specifications as listed on the RFQ/BID FORM. The City is to be notified, in writing, of any proposed changes in materials used, manufacturing process, or construction. However, changes shall not be binding upon the City unless evidenced by a Change Notice issued and signed by the City or designated representative.

QUANTITIES: The quantities as specified in this RFP/RFQ/BID are estimates only and are not to be construed as guaranteed minimums.

SAMPLES: Samples of items, when called for, shall be furnished free of expense, and if not destroyed may, upon request, be returned at the Proposer's/Bidder's expense. Each sample shall be labeled with the Proposer's/Bidder's name, manufacturer brand name and number, RFP/RFQ/BID number and item reference. Samples of successful Proposer's/Bidder's items may remain on file for the term of the contract. Request for return of samples shall be accompanied by instructions which include shipping authorization and must be received at time of opening. Samples not returned may be disposed of by the City within a reasonable time as deemed appropriate.

DOCUMENT RE-CREATION: Vendor may choose to re-create any document(s) required for this solicitation but must do so at his own risk. All required information in the original City format must be included in any re-created document. Submittals may be deemed non-responsive if required information is not included in any re-created document.

ACKNOWLEDGED

***This document must be completed and returned
with your Submittal***

(Signature and Date)

March 27, 2023

HOLD HARMLESS AGREEMENT

The Consultant agrees to hold the City of Wildwood harmless against all claims for bodily injury, sickness, disease, death or personal injury or damage to property or loss of use resulting there from, arising out of the agreement, to the extent that such claims are attributable, in whole or in part, to a negligent act or omission by the Consultant.

The Consultant shall purchase and maintain workers' compensation insurance for all workers' compensation insurance and employers' liability in accordance with Florida Statute Chapter 440.

The Consultant shall also purchase any other coverage required by law for the benefit of employees.

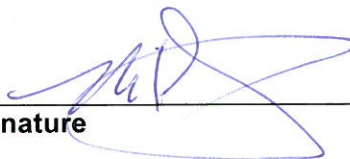
Required insurance shall be documented in Certificates of Insurance and shall be provided to the City representative requesting the service.

By signature upon this form the Consultant stipulates that he/she agrees to the Hold Harmless Agreement, and to abide by all insurance requirements.

Nikhel Jindal, GCC, Assoc. DBIA, ENV SP

Consultant-Print Name

Signature



Architectural Continuing Professional Services

Project Name

March 27, 2023

Date

The effective date of this Hold Harmless Agreement shall be for the duration of this project.

This document must be completed and returned with your Submittal

DRUG FREE WORKPLACE CERTIFICATE

I, the undersigned, in accordance with Florida Statute 287.087, hereby certify that,

CPH, LLC.

(print or type name of firm)

- Publishes a written statement notifying that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the workplace named above, and specifying actions that will be taken against violations of such prohibition.
- Informs employees about the dangers of drug abuse in the work place, the firm's policy of maintaining a drug free working environment, and available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug use violations.
- Gives each employee engaged in providing commodities or contractual services that are under RFQ or bid, a copy of the statement specified above.
- Notifies the employees that as a condition of working on the commodities or contractual services that are under RFQ or bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, plea or guilty or nolo contendere to, any violation of Chapter 1893, or of any controlled substance law of the State of Florida or the United States, for a violation occurring in the work place, no later than five (5) days after such conviction, and requires employees to sign copies of such written (*) statement to acknowledge their receipt.
- Imposes a sanction on, or requires the satisfactory participation in, a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
- Makes a good faith effort to continue to maintain a drug free work place through the implementation of the drug free workplace program.
- "As a person authorized to sign this statement, I certify that the above named business, firm or corporation complies fully with the requirements set forth herein".



Authorized Signature

March 27, 2023

Date Signed

State of: Florida

County of: Seminole

Sworn to and subscribed before me this 27th day of March, 2023

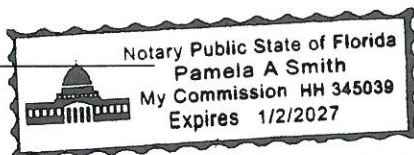
Personally known X or Produced Identification _____
(Specify Type of Identification)



Signature of Notary

My Commission Expires _____

(seal)



This document must be completed and returned with your Submittal

**SWORN STATEMENT TO SECTION 287.133(3)(a),
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES FORM**

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to City of Wildwood

By Nikhel Jindal, GCC, Assoc. DBIA, ENV SP, Chief Strategy and Success Officer

{print individual's name and title}

for CPH, LLC.

{print name of entity submitting sworn statement}

whose business address is 500 West Fulton Street, Sanford, FL 32771

and (if applicable) its Federal Employer Identification Number (FEIN) is 59-2068806 (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement:_____.)

2. I understand that a “public entity crime” as defined in Paragraph 287.133(1)(g), **Florida Statutes**, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.
3. I understand that “convicted” or “conviction” as defined in Paragraph 287.133(1)(b), **Florida Statutes**, means a finding of guilt or a conviction of a public entity crime, with or without adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.
4. I understand that an “affiliate” as defined in Paragraph 287.133(1)(a), **Florida Statutes**, means:
- a. A predecessor or successor of a person convicted of a public entity crime; or
 - b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term “affiliate” includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm’s length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.
 - c. I understand that a “person” as defined in Paragraph 287.133(1)(e), **Florida Statutes**, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term “person” includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.
 - d. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. **{indicate which statement applies.}**

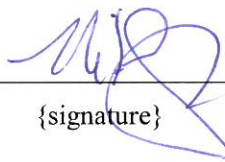
 X Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners,

shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

X The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. **{attach a copy of the final order}**

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH 1 (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.



{signature}

March 27, 2023

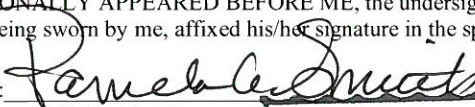
{date}

State of Florida

County of Seminole

Nikhel Jindal, GCC

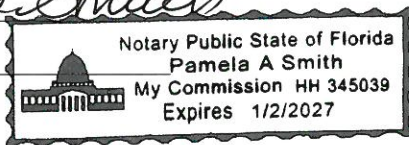
PERSONALLY APPEARED BEFORE ME, the undersigned authority, Assoc. DBIA, ENV SP, who after first being sworn by me, affixed his/her signature in the space provided above on this 27th day of March, 2023

Attest: 

Notary Public

My commission expires: _____

(Notary Seal)



This document must be completed and returned with your Submittal

Conflict of Interest Disclosure Form

I HEREBY CERTIFY that

2. I (*printed name*) Nikhel Jindal, GCC, Assoc. DBIA, ENV SP am the
(*title*) Chief Strategy and Success Officer and the duly authorized representative of the firm of (*Firm Name*)
CPH, LLC. whose address is
500 West Fulton Street, Sanford, FL, 32771
_____, and that I possess the legal authority to make this affidavit on behalf of myself and the firm for which I
am acting; and,

2. Except as listed below, no employee, officer, or agent of the firm have any conflicts of interest, real or apparent, due to ownership, other clients, contracts, or interests associated with this project; and,

3. This bid qualification is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid qualification for the same services, and is in all respects fair and without collusion or fraud.

EXCEPTIONS (List)

Signature: _____

Printed Name: Nikhel Jindal, GCC, Assoc. DBIA, ENV SP

Firm Name: CPH, LLC.

Date: March 27, 2023

State of Florida

County of Seminole

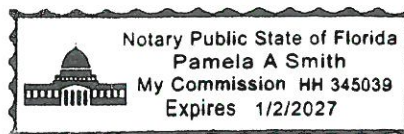
Sworn to and subscribed before me this 27th day of March 2023

Personally Known X

OR Produced Identification _____, Type of Identification _____

My Commission Expires _____

Pamela A. Smith
(Printed, typed or stamped commissioned name of notary)



THIS FORM MUST BE COMPLETED AND RETURNED WITH YOUR QUALIFICATIONS PACKAGE



**REQUEST FOR QUALIFICATIONS
ARCHITECTURAL CONTINUING PROFESSIONAL SERVICES
RFQ # 2023-08**

CITY OF WILDWOOD



Ohlson Lavoie Corporation

March 29, 2023

RFQ COVER PAGE

Name of Firm, Entity or Organization: Ohlson Lavoie Corporation	
Federal Employer Identification Number (FEIN): 84-0674977	
State of Florida License Number (If Applicable): L1702220001168	
Name of Contact Person: Maged Elsheikh	
Title: Senior Principal, Architect	
E-Mail Address: melsheikh@olcdesigns.com	
Mailing Address: 2295 South Hiawassee Road, Suite 310	
Street Address (if different):	
City, State, Zip: Orlando, FL 32835	
Telephone: 407.992.0470	Fax:
Organizational Structure – Please Check One:	
Corporation ☒ Partnership ☐ Proprietorship ☐ Joint Venture ☐ Other ☐	
If Corporation:	
Date of Incorporation: 06/07/1974	State of Incorporation: Colorado
States Registered in as Foreign Corporation: Florida	
Authorized Signature:	
Print Name:	Maged Elsheikh
Signature:	
Title:	Senior Principal, Architect
Phone:	407.992.0470
<i>This document must be completed and returned with your Submittal.</i>	

TABLE OF CONTENTS

A	Statement of Interest	2
B	Form 1 — Firm Profile	3
C	Team Composition and Resumes	6
D	Form 2 – Outside Key Consultants	14
E	Form 3 – Location	18
F	Form 4 – Illustrative Work	19
G	References	39
H	Additional Information	40
I	MBE Preference	44
J	Additional Required Documents	45



STATEMENT OF INTEREST

A



STATEMENT OF INTEREST

March 29, 2023

City of Wildwood
Cassandra Smith
Assistant City Manager/CFO
100 N. Main Street
Wildwood, FL 34785

FIRST-
THANK YOU
FOR CONSIDERING US



RE: RFQ #2023-08 Architectural Continuing Professional Services

Dear Cassandra and Members of the Selection Committee:

OLC is thrilled to submit this proposal for Architectural Continuing Services for the City of Wildwood. We have gathered a team that can exceed your requirements and are experienced in all project types that may result from this contract.

We understand that as your on-call consultant team, we will provide investigation, studies, planning, design, permitting and bidding, and construction administration assistance for repairs, renovation, upgrades, and occupancy changes at City buildings and facilities.

Our team - Ohlson Lavoie Corporation (OLC), NFC (Landscape Architecture), Brightwater (Environmental), DAO Consultants (Civil Engineering), Advance Structural Design (Structural Engineering), Cabral Engineering (Mechanical, Electrical, Plumbing, IT), TSF Geo (Geotechnical Engineering), L&S Diversified (Survey), Ballard King (Feasibility Studies) and Cost-Engineers (Cost Estimating) will work side-by-side with the City of Wildwood to complete the required projects. Our strong added value is that our team never comes to the table with perceived answers, but we ask the right questions to address your concerns.

Established in 1961, our firm has been transforming communities, providing healthy, energetic, and well-designed projects over the years, and our team would love to continue to work with the City. We currently hold on-call contracts with the City of Port Orange, the City of Palm Beach Gardens, the City of Palm Coast, Manatee County, and Brevard County. Projects to date range from a full golf clubhouse and racquet facilities to wall replacements and canoe and kayak launches.

All of OLC's projects benefit from having our most senior people on board from day one to ensure those with the most knowledge are leading the way because continuity of principal involvement is critical to every phase of the project. As Principal-in-Charge and Project Manager, I will be involved throughout the project from day one, as will Senior Principal, Sam Elsheikh, who will be responsible for Quality Control. Michael St. John will be our Project Architect, and Tania Parada is our Interior Designer.

It is our sincere pleasure to submit these qualifications as our intent to offer services requested in the RFQ. We hope to have the opportunity to demonstrate for you, in person, how our team will ensure the success of any project stemming from this contract. Thank you for your consideration; we look forward to hearing from you soon.

Sincerely,

Maged Elsheikh, Principal-in-Charge, Senior Principal
OLC (Ohlson Lavoie Corporation) | 2295 S. Hiawassee Road, Suite 310, Orlando, Florida 32835
P: 407.992.0470 | E: melsheikh@olcdesigns.com







FIRM PROFILE

OLC (Ohlson Lavoie Corporation) is an international architectural firm, founded in 1961 with offices in Orlando, Denver, Tokyo and Cairo.

OLC has 60+ years of experience providing masterplanning, architecture, interior design and aquatic design!

OLC designs community spaces for health and play, often centered around recreation and aquatics. It's a passion our founders dove into in 1961, and a space we've been playing in ever since. With offices in Denver, Orlando, Tokyo, and Cairo we've engaged with 500+ clients world-wide to create community spaces. We love to create and renovate spaces for municipal clients that foster connection through recreation, fitness, and wellness because we care about the health of each community we collaborate with in the design process.

We are committed, enthusiastic and driven to deliver stellar architecture, interior design and aquatic design. For the past 40 years, we have focused on municipal facilities, community and recreation centers, athletic, fitness and wellness facilities, including athletic/sports clubs, commercial fitness centers, medically-based wellness centers, spas, and a broad range of aquatic projects. These projects include on-call projects, including masterplanning, feasibility studies, renovations, additions, and new ground-up facilities.

Our design process is enriched by collaborative spirit, creative commitment and a client-centered attitude. We partner clients' goals and strategic insights with our aesthetic vision, deep experience, and problem solving skills to create superior outcomes. Everyone at OLC is committed to truly understanding each client's unique needs and is dedicated to adding value through design by delivering maximum impact for each dollar invested. Value-conscious, client-centered, custom-fitted design is a strategic investment for every owner. We apply principles of smart design to honor that investment and to produce measurable returns.

The secret to the design success experienced by our clients is easily explained. Treat each new assignment as a fresh challenge. Listen to our client's agenda. Respect their priorities. Understand the needs and aspirations of your community. Focus on enrichment of the user experience. Stay abreast of thought leaders in the industry. Most of all, believe in the power of design to change lives for the better.

Principal-in-Charge/Senior Principal, and OLC Point of Contact, Maged Elsheikh, oversees the majority of OLC's Florida municipal projects. He will be responsible for the team's deliverables on the continuing services contract with the City of Wildwood.

Senior Principal/CFO, Sam Elsheikh, LEED AP is OLC's Project Manager. He will be responsible for quality control for OLC.

PROJECT OFFICE LOCATION

OLC (Ohlson Lavoie Corporation)
2295 S. Hiawassee Road
Suite 310
Orlando, Florida 32835
P: 407.992.0470
www.olcdesigns.com

OLC TEAM

Maged Elsheikh, Senior Principal
melsheikh@olcdesigns.com
407.992.0470 (o) 407.342.3565 (c)
FL License #99999

Sam Elsheikh, Senior Principal
selsheikh@olcdesigns.com
407.992.0470 (o) 303.886.4082 (c)
FL License #92932

Mike St. John, Principal, Architect
mstjohn@olcdesigns.com
407.992.0470 (o) 315.409.3472 (c)
FL License #99965

Tania Parada, Senior Interior Designer
tparada@olcdesigns.com
407.992.0470 (o) 404.936.0252 (c)

TYPE OF BUSINESS

Corporation, Incorporated in CO

FEDERAL EMPLOYER ID

84-067-4977

FIRM PROFILE

1. Firm (or joint venture) Name & Address Ohlson Lavoie Corporation 2295 S Hiawasse Rd. #310 Orlando, FL 32835	1c. Licensed to do business in the State of Florida ☒ Yes ☐ No
1a. Firm is ☒ National ☐ Regional ☐ Local FEIN # <u>84-0674977</u>	1d. Name, Title & Telephone Number of Principal to Contact Maged Elsheikh Senior Principal, Principal In Charge 407.992.0470
1b. Firm is a Certified Minority Business Enterprise ☐ Yes ☒ No	1e. Address of office to perform work, if different from Item 1
2. If submittal is by joint venture list participating firms and outline specific areas of responsibility (including administrative, technical, and financial) for each firm:	
3a. Has this joint venture previously worked together? ☐ Yes ☐ No	

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PROFESSIONAL REGULATION



Department of Business
& Professional Regulation

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LICENSEE DETAILS

2:45:18 PM 3/16/2022

This is a business tracking record only.

Click here for information on how to verify that this business is properly licensed.

Licensee Information

Name:	OHLSON LAVOIE CORPORATION (Primary Name)
	OHLSON LAVOIE COLLABORATIVE (DBA Name)
Main Address:	2295 SOUTH HIAWASSEE ROAD SUITE 310 ORLANDO Florida 32835
County:	ORANGE

License Information

License Type:	Architect Business Information
Rank:	Business Info
License Number:	
Status:	Current
Licensure Date:	09/22/2015
Expires:	

Special Qualifications

Qualification Effective

Corporation	09/22/2015

Alternate Names

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1/2



TEAM COMPOSITION AND RESUMES

C

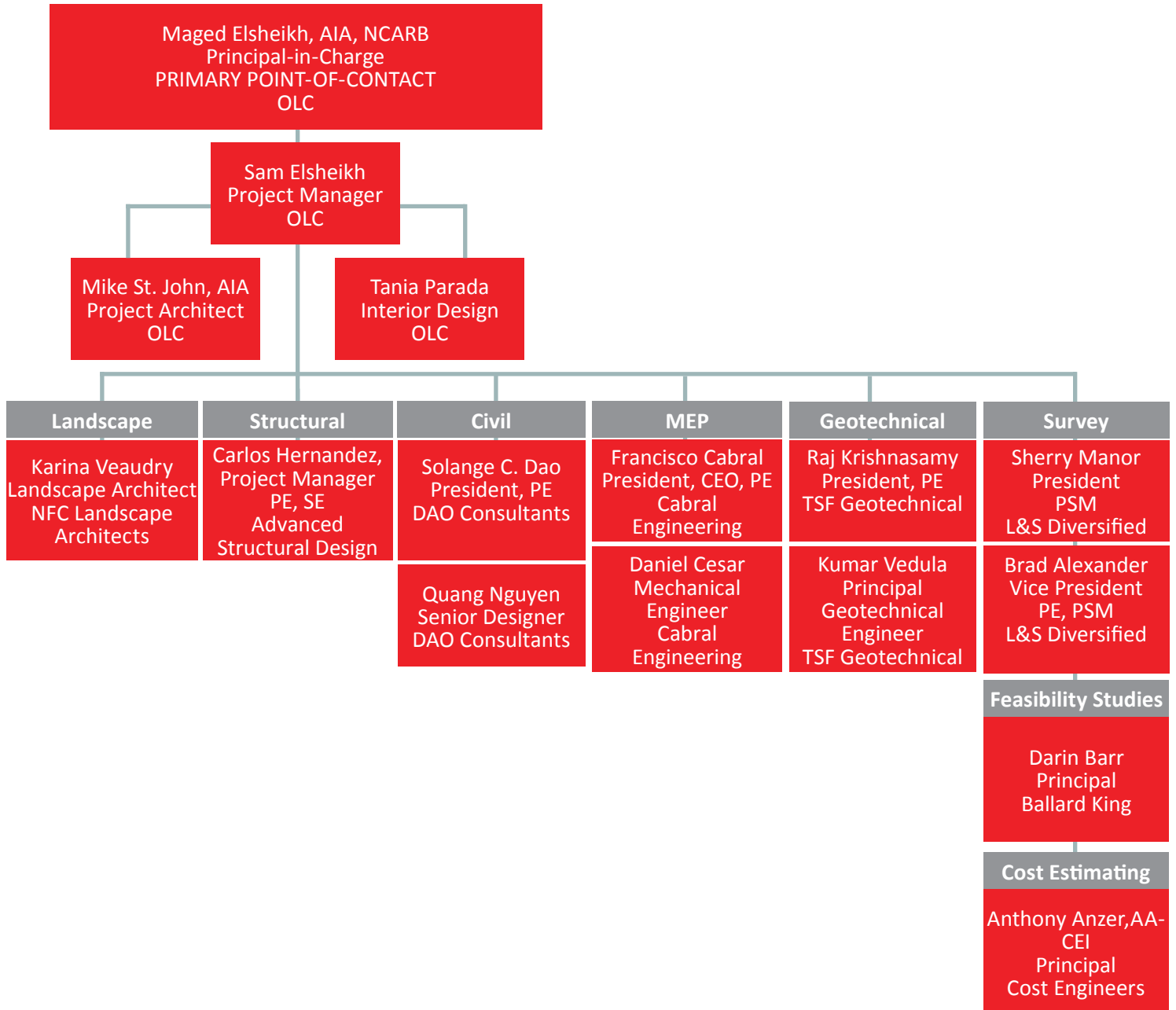
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TEAM COMPOSITION AND RESUMES



The professionals selected for the Continuing Architectural Professional Services team were specifically chosen based on their municipal facility expertise, **experience with OLC as a team**, and **familiarity with and understanding of the City of Wildwood**.

The organizational chart below illustrates the lines of communication between the City staff and the project team members.





MAGED ELSHEIKH, NCARB

SENIOR PRINCIPAL | PRINCIPAL-IN-CHARGE



EDUCATION

Alexandria University, Egypt
Bachelor of Architecture

REGISTRATIONS/AFFILIATIONS

Licensed Architect - CO, FL, NC

Engineering Syndicate, Egypt - Architect

Society of Engineers, Dubai, UAE - Architect

Engineering Syndicate, Egypt - Consultant
Architect

CITY OF RESIDENCE

Orlando, Florida

RELEVANT PROJECTS (ALL TEAM)

Mary Sue Rich Community Center
Palm Beach Gardens Tennis Center Clubhouse
Palm Beach Gardens Burns Road Community
Center
Lake Nona Performance Club
Homeless Resource Center



Maged has over 35 years of architectural experience in a wide variety of project types including municipal, wellness, athletic/fitness facilities, universities, hospitality and resorts, office buildings, malls, and high-rise housing. Working in Dubai, UAE for over 11 years, Maged acquired extensive insight into the relationship between architecture and Middle Eastern culture. He designed several high-profile projects and dealt directly with members of the ruling family.

Joining OLC, Maged established the Cairo branch office in 1999 and served as OLC's Middle East Director until his move to the United States in 2014. He is now the Director of International Projects for the firm, working from the Orlando, Florida office to develop hospitality and healthcare projects across the globe as well as marketing OLC projects in the USA.

PROJECT EXPERIENCE

Mary Sue Rich Community Center at Reed Place, Ocala, FL
Lake Nona Performance Club, Orlando, FL
Oviedo YMCA Remodel, Oviedo, FL
Palm Beach Gardens Golf Club House, Palm Beach Gardens, FL
Palm Beach Gardens On-Call Contract, Palm Beach Gardens, FL
Palm Beach Gardens Tennis Center Clubhouse, Palm Beach Gardens, FL
Palm Beach Homeless Resource Center, West Palm Beach, FL
Palm Coast On-Call Contract, Palm Coast, FL
Palm Coast Southern Recreation Center, Palm Coast, FL
Abdullah & Sultan Robert L. Taylor Community Center, Sarasota, FL
Sailfish Splash Community Aquatic Park, Stuart, FL
Al Dhahiri - Hotel/Furnished Apartment, Dubai, UAE
Infinity Park at Glendale, Multiple Projects, Glendale, CO
Abdullah Ahmed Al-moosa - Hotel, Dubai, UAE
Agriculture Engineers' Society, Beach Resort, North West Coast, Egypt
Al-Dhahiri - Hotel/Furnished Apartment, Dubai, UAE
Al-Moosa - Hotel, Dubai, UAE
Aqua Crest Pool Complex Renovation, Delray Beach, FL
Bronson Hospital Lifestyle Center, Kalamazoo, MI
Cairo Financial Center, Citadel Plaza, Cairo, Egypt
Cascade Hotel, Hacienda Bay, North Coast, Egypt
Chelsea Hospital Wellness Center, Chelsea, MI
CPC Industrial Zone Master Planning & Various Buildings, Cairo, Egypt
Disney Polynesian Resort Room Renovations, Orlando, FL
Dr. Ann Murphy Knight S.T.A.R.S. Complex Expansion, Fort Myers, FL
Dream Village Hotel and Resort, Northwest Coast, Egypt
Dubai Municipality - 45 Villas at Hatta, Hatta, UAE
Esmeralda Sports Complex, King Abdullah Economic City, KSA
Etisalat Telecom Corp. - Business Center at Jabel Ali, Dubai, UAE
H.H. The Ruler of Dubai - Grand Mosque, Dubai, UAE
Hancock Health Healthway Park, New Palestine, IN
Kingwood Country Club, Kingwood, TX
Marina Residence Complex, Marrassi, North Coast, Egypt
Medical Professions Society, Beach Resort, North West Coast, Egypt
MVP Sportsplex, Islesworth, FL
National Bank of Dubai, Dubai, UAE
Newtown Athletic Club, Multiple Projects, Newtown, PA
Piedmont Wellness Center, Atlanta, GA
Saint Francis Heart Hospital and Cancer Institute, Cape Girardeau, MO
The American University in Dubai, Dubai, UAE
Wesley Chapel Fitness Center, Wesley Chapel, FL



SAM ELSHEIKH, AIA, NCARB, LEED AP CFO/SENIOR PRINCIPAL | PROJECT MANAGER



EDUCATION

University of Colorado
Masters of Business Administration
Masters of Information Systems

Clemson University
Master of Construction Science and
Management

Alexandria University, Egypt
Bachelor of Architecture

REGISTRATIONS/AFFILIATIONS

Licensed Architect - DE, FL, GA, IN, LA, PA, SC

USGBC LEED® AP

CITY OF RESIDENCE

Orlando, Florida

RELEVANT PROJECTS (ALL TEAM)

Mary Sue Rich Community Center
Palm Beach Gardens Tennis Center Clubhouse
Palm Beach Gardens Burns Road Community
Center
Lake Nona Performance Club
Homeless Resource Center



Sam is the Principal-in-Charge for OLC's Orlando, Florida office. He has over 30 years of experience in planning and designing a wide variety of project types including municipal facilities, resorts, recreation & athletic facilities and medically-based wellness centers throughout the United States. Sam manages projects in the southern and eastern United States, to which he has applied his expertise in architectural design and a keen understanding of construction management. Sam brings a detailed level of attention to projects small or large, remodeled or new, simple or complex.

Along with managing architectural projects, Sam acts as OLC's CFO. In this role, he promotes fiscal responsibility to ensure the firm's success.

PROJECT EXPERIENCE

Mary Sue Rich Community Center at Reed Place, Ocala, FL
Palm Beach Gardens Golf Club House, Palm Beach Gardens, FL
Palm Beach Gardens On-Call Contract, Palm Beach Gardens, FL
Palm Beach Gardens On-Call Services Contract, Palm Beach Gardens, FL
Palm Beach Gardens Tennis Center Clubhouse, Palm Beach Gardens, FL
Palm Beach Homeless Resource Center, West Palm Beach, FL
Palm Coast On-Call Contract, Palm Coast, FL
Palm Coast Southern Recreation Center, Palm Coast, FL
Aqua Crest Pool Complex Renovation, Delray Beach, FL
Lake Nona Performance Club, Orlando, FL
Robert L. Taylor Recreation Center, Sarasota, FL
Bartow Aquatic Center Feasibility Study, Bartow, FL
Dexter Wellness Center, Dexter, MI
Dr. Ann Murphy Knight S.T.A.R.S. Complex Expansion, Fort Myers, FL
Ethos Fitness, Spa & Wellness Center, Midland, NJ
Hamilton Biomechanics Lab, Dalton, GA
Hancock Gateway Park South Wellness Center & Medical Office Complex, Greenfield, IN
Hancock Health Healthway Park, New Palestine, IN
Hancock Wellness Center & Medical Office Complex, Greenfield, IN
Institute for Healthy Living at Good Shepherd, Longview, TX
Interlocken Athletic Club, Broomfield, CO
LifeWorks of Southwest General, Middleburg Heights, OH
MC Fitness & Health, Lewis Center, OH
MVP Brownwood, The Villages, FL
MVP Sportsplex, Grand Rapids, MI
MVP Sportsplex, Isleworth, FL
Newtown Athletic Club, Newtown, PA
Oviedo YMCA Remodel, Oviedo, FL
Pro-Health & Fitness Center - Viera, Melbourne, FL
Riverside Health & Fitness Center, Bourbonnais, IL
Roper Emergency Department, Charleston, SC
Sailfish Splash Community Aquatic Park, Stuart, FL
Sarah Bush Lincoln Wellness Center, Mattoon, IL
Stone Creek Club & Spa, Covington, LA
Sugar Mill Athletic Club, Youngsville, LA
The Atlantic Club, Red Bank, NJ
Wellness Village Mixed-Use Development, Baton Rouge, LA
Wesley Chapel Wellness Center, Wesley Chapel, FL



MICHAEL ST. JOHN, AIA, LEED AP BD+C

PRINCIPAL | PROJECT ARCHITECT



Michael is Project Architect and has a wide range of project experience in the municipal, education, recreation, and healthcare sectors. As an integral part of any project team, Michael is able to perform many important duties throughout the entirety of the project; such as schematic design, detailed construction documents, and construction administration.

Through his work, it is evident Michael has a passion for sustainability; as he is a certified LEED Accredited Professional and has previous project experience working on LEED Platinum projects. He strives to create sustainable design that resembles the client's vision and goals for the project, all while maintaining a budget.

EDUCATION

University at Buffalo, The State University of New York
Master of Architecture

University at Buffalo, The State University of New York
Bachelor of Science in Architecture

REGISTRATIONS/AFFILIATIONS

Licensed Architect - FL
American Institute of Architects (AIA)
LEED® AP Building Design + Construction
LEED Green Associate

CITY OF RESIDENCE

Orlando, Florida

RELEVANT PROJECTS (ALL TEAM)

Mary Sue Rich Community Center
Palm Beach Gardens Tennis Center Clubhouse
Palm Beach Gardens Burns Road Community Center
Lake Nona Performance Club
Homeless Resource Center

PROJECT EXPERIENCE

Aqua Crest Pool Complex Renovation, Delray Beach, FL
Palm Beach Gardens Golf Club House, Palm Beach Gardens, FL
Palm Beach Gardens On-Call Contract, Palm Beach Gardens, FL
Palm Beach Gardens Tennis Center Clubhouse, Palm Beach Gardens, FL
Palm Coast On-Call Contract, Palm Coast, FL
Palm Coast Racquet Club Masterplanning, Palm Coast, FL
Mary Sue Rich Community Center at Reed Place, Ocala, FL
Lake Nona Performance Club, Orlando, FL
Disney Boardwalk Inn Resort Lobby Renovations, Orlando, FL
Disney Boardwalk Inn Resort Tenant Renovations, Orlando, FL
Disney Caribbean Beach Resort Room Renovations, Orlando, FL
Disney Grand Floridian Resort Villa Renovations, Orlando, FL
Disney Hilton Head Island Resort Exterior Modifications, Hilton Head, SC
Disney Hilton Head Island Resort Room Renovations, Hilton Head, SC
Disney Polynesian Resort Room Renovations, Orlando, FL
Disney Polynesian Resort Room Renovations, Orlando, FL
Borland Groover Ambulatory Surgery Center, St. Augustine, FL*
Clay Eye Physicians and Surgeons Flagship Facility, Orange Park, FL*
Embry Riddle Aeronautical University Dorms, Phase 2, Daytona Beach, FL*
Good Samaritan Society Health Care Center (ASL), Kissimmee, FL*
Hancock Gateway Park South Wellness Center & Medical Office Complex, Greenfield, IN
Hancock Health Healthway Park, New Palestine, IN
Homeless Resource Center, West Palm Beach, FL
Jacksonville University Health Science Building, Jacksonville, FL*
Jacksonville University Lacrosse Facility, Jacksonville, FL*
Jacksonville University Swisher Gym Renovation, Jacksonville, FL*
Lake County Courthouse Expansion, Waukegan, IL*
Long Beach Court Building, Long Beach, CA*
Los Angeles Federal Courthouse, Los Angeles, CA*
North Florida School of Special Education Expansion, Jacksonville, FL*
Oneida Healthcare Cancer Center, Oneida, NY*
Oneida Healthcare Linear Accelerator Building, Oneida, NY*
Onondaga Nation Box Lacrosse Pavilion, Onondaga Nation Territory*
Onondaga Nation Youth Center, Onondaga Nation Territory*
Saratoga-Schenectady Endoscopy Center, Saratoga, NY*
Syracuse Orthopedic Specialists Route 57 Offices, Clay, NY*

**Project experience prior to joining OLC.*





TANIA PARADA

SENIOR INTERIOR DESIGNER



EDUCATION

International Academy of Design and Technology
B.A. Interior Design

Private University of Santa Cruz, Bolivia
B.A. Architecture

CITY OF RESIDENCE

Orlando, Florida

RELEVANT PROJECTS

Palm Beach Gardens Burns Road Community Center

Tania is a Senior Interior Designer at OLC. She collaborates on Interior Design projects from design concepts all the way through construction administration.

Tania has worked extensively in the luxury hospitality industry, designing restaurants, bars, spas, meeting/ballroom venues, for new construction, as well as hotel renovations. She is also experienced in municipal recreation facilities and is currently working on the Burns Road Community Center for Palm Beach Gardens.

Through her diverse background, she is effective in bridging the gap between architecture and interior design. She is passionate about creating beautifully unique spaces that are functional, timeless, and memorable.

PROJECT EXPERIENCE

Palm Beach Gardens Burns Road Community Center, Palm Beach Gardens, FL
Beaver Creek Lodge, Autograph Collection by Marriott, Beaver Creek, CO
Glenwood Hot Springs Lodge Restrooms, Glenwood Springs, CO
Silverthorne Pavillion, Silverthorne, CO
Frisco Slopeside Hall, Frisco, CO
Cape Canaveral Beach Resort, Cape Canaveral, FL*
Capital Creek at Heritage, Wake Forest, NC*
Capital Crest, Savannah, GA*
Capital Crossing at Whitehall, Charlotte, NC*
Casa Monica Hotel, St. Augustine, FL*
Crowne Plaza Universal, Orlando, FL*
Daytona Beach Resort, Daytona Beach, FL*
Delta Hotel by Marriott, Orlando, FL*
DoubleTree Central Park, Denver, CO
DoubleTree Denver Towers, Denver, CO
Grand Bogemian Hotel, Savannah, GA*
Grand Bohemian, Greenville, SC*
Grand Bohemian Hotel, Orlando, FL*
Lake Tahoe Ridge Resort, Stateline, NV*
Mount Ascutney Resort, Brownsville, VT*
Orange Lake Resort, Orlando, FL*
Orlando Breeze Resort, Orlando, FL*
Residence Inn & SpringHill Suites by Marriott, Greenville, NC*
The Castle Hotel, Autograph Collection by Marriott, Orlando, FL*
The Mansion at Forsyth Park, Savannah, GA*
Vyce Lounge, Orlando, FL*

**Project experience prior to joining OLC.*





Ron DeSantis, Governor

Melanie S. Griffin, Secretary



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THE ARCHITECT HEREIN IS LICENSED UNDER THE
PROVISIONS OF CHAPTER 481, FLORIDA STATUTES

ELSHEIKH, MAGED MEDHAT

3767 WINDING LAKE CIR
ORLANDO FL 32835

LICENSE NUMBER: AR99999

EXPIRATION DATE: FEBRUARY 28, 2025

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ELSHEIKH, SAMEH M

OHLSON LAVOIE CORPORATION
2295 S. HIAWASSEE RD.
SUITE 310
ORLANDO FL 32835

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ST JOHN, MICHAEL BRADLEY

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WINTER GARDEN FL 34787

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FORM 2 - OUTSIDE KEY CONSULTANTS

D



FORM 2 - OUTSIDE KEY CONSULTANTS

We typically choose our sub-consultants based on shared philosophy and work ethic to fill your projects needs precisely. We encourage inclusivity and we frequently include MWBEs on projects, regardless of small business or minority requirements. We have included 6 WBE and MWBE firms in this submittal.

Name of Firm and Contact	Role	Experience	Projects with OLC
NFC Landscape Architects Karina Veaudry Landscape Architect	Landscape	- Fire Station #2 City of Orlando - Landscape Maintenance Building, Winter Springs, FL - Winter Springs Easement Acquisition for S.R. 434 Streetscape - South Lake Hospital Medical Complex, Clermont, FL	N/A
Advanced Structural Design Carlos Hernandez Project Manager, PE, SE	Structural	- Orange County Utilities Operations Center East - Haines City Banquet Hall at Lake Eva - Inverness Government Center - Disney Family Suites Arts of Animation	N/A
DAO Consultants Solange C. Dao President, PE	Civil	- ComCast Data Center Orlando - Vista Lakes Community Camera and Lighting Systems - City of Minneola New Fire and Police Station - City of Orlando Administration Parking Garage	N/A
Cabral Engineering Francisco Cabral President, CEO, PE	MEP	- City of Wildwood Electrical Continuing Service - Orange County Courthouse Electrical Continuing Service - City of Apopka Electrical Continuing Service	- Palm Coast COLO 2B Portable Building - Lake Nona HCA Lincoln Harris
TSF Geotechnical Raj Krishnasamy President, PE	Geotechnical	- Sarasota County Professional Services for Construction Testing and Geotechnical Services - Port Harbour Parkway, Manatee County, FL	Palm Beach Homeless Resource Center 2
L&S Diversified Brad Alexander Vice President PE, PSM	Survey	- Wildwood Middle and High School Fields - City of Orlando Continuing Contract - Survey and SUE	N/A
Ballard King	Feasibility Studies	- Alexander Island Master Plan, Debary, FL - Orlando Parks & Recreation Strategic Plan, Orlando, FL	OLC and Ballard*King have worked together on 50+ projects.
Cost Engineers	Cost Estimating	- Florida Waste/Wastewater Treatment Facility - GSA/IRS - Facility Upgrade, Jacksonville, FL	N/A

OUTSIDE KEY CONSULTANTS

If respondent is not a joint venture, list outside key consultants/associates that shall be used for the proposed project. (Form may be reproduced if additional space is necessary.) Include resume of all individuals assigned to this project including projects they have worked on and contact names for each.

Company Name: NFC Landscape Architects

Address of office proposed: 4111 Metric Dr Suite 3
Winter Park, FL 32792

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)
Landscape Architecture	5%	Karina Veaudry	No

Attach resume and projects.

Company Name: Brightwater Solutions

Address of office proposed: 2163 27th Street North
St. Petersburg, FL 33713

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)
Environmental	5%	Scott Crandall Kelly Bishop Michael Bishop	No

Attach resume and projects.

Company Name: Advanced Structural Design

Address of office proposed: 1035 S. Semoran Blvd., Suite 1019
Winter Park, FL 32792

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)
Structural Engineering	7%	Carlos Hernandez	No

Attach resume and projects.

Are there any contractual agreements between the respondent (prime consultant) and any of the proposed sub-consultants? ____ yes ☒ no

If the answer is yes, the respondent shall attach, with their submittal, information describing the contractual relationship including a copy of any written contractual agreement.

OUTSIDE KEY CONSULTANTS

If respondent is not a joint venture, list outside key consultants/associates that shall be used for the proposed project. (Form may be reproduced if additional space is necessary.) Include resume of all individuals assigned to this project including projects they have worked on and contact names for each.

Company Name: DAO Consultants

Address of office proposed: 1110 E Marks St
Orlando, FL 32803

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)
Civil Engineering	6%	Solange Dao	No

Attach resume and projects.

Company Name: Cabral Engineering

Address of office proposed: 1058 Palm Cove Dr
Orlando, FL 32835

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)
Mechanical/Electrical/Plumbing Engineering	12%	Francisco Cabral	Yes

Attach resume and projects.

Company Name: TSF Geotechnical

Address of office proposed: 6011 Benjamin Rd. Suite 106
Tampa, FL 33634

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)
Geotechnical Engineering	4%	Raj Krishnasamy Amy Guisiner	Yes

Attach resume and projects.

Are there any contractual agreements between the respondent (prime consultant) and any of the proposed sub-consultants? ____ yes ☒ no

If the answer is yes, the respondent shall attach, with their submittal, information describing the contractual relationship including a copy of any written contractual agreement.

OUTSIDE KEY CONSULTANTS

If respondent is not a joint venture, list outside key consultants/associates that shall be used for the proposed project. (Form may be reproduced if additional space is necessary.) Include resume of all individuals assigned to this project including projects they have worked on and contact names for each.

Company Name: L&S Diversified

Address of office proposed: 489 State Road Suite 117
Casselberry, FL 32707

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)
Survey	4%	Brad Alexander Sherry Manor	No

Attach resume and projects.

Company Name: Ballard King

Address of office proposed: 2743 E. Ravenhill Circle
Highlands Ranch, CO 80126

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)
Feasibility Studies	6%	Darin Barr Scott Caron	Yes

Attach resume and projects.

Company Name: Cost Engineers

Address of office proposed: 63 East 11400 South Suite #260
Sandy, Utah 84070

Role (i.e. Civil Engineering, Environmental, Landscape Architectural...)	Projected % of Over-All Work	Name of Individual Assigned	Firm Worked with prime before (Yes or No)
Cost Estimator	6%	Anthony Anzer	No

Attach resume and projects.

Are there any contractual agreements between the respondent (prime consultant) and any of the proposed sub-consultants? ____ yes ☒ no

If the answer is yes, the respondent shall attach, with their submittal, information describing the contractual relationship including a copy of any written contractual agreement.





FORM 3

LOCATION

1. Specify address of Prime Consultant's designated office where the majority of work will be performed:

Ohlson Lavoie Corporation
2295 S Hiawasse Rd. #310
Orlando, FL 32835

3. Indicate percentage of total overall project fees projected to be performed by the Prime Consultant's office specified above.

100 %

3. Specify address of Prime Consultant's other office(s) where any part of the work will be performed (if applicable):

4. Indicate percentage of total overall fees projected to be performed by the office specified above.

 %





FORM 4

ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Mary Sue Rich Community Center Ocala, FL <u>Project Manager:</u> Sam Elsheikh		<u>Client's Name & Address</u> City of Ocala 110 SE Watula Avenue Ocala, FL 34471
Completion Date (Actual or Estimated): Completed 2021		
<u>Consultant Fees (In Thousands)</u>		<u>Client Contact Name, Title, Email Address and Telephone Number:</u>
Entire Project: \$ 932,067.00	Work for which firm was/is responsible: \$ 602,935.00	Sean Lanier, City Engineer 352.629.8366 slanier@ocalafl.org
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) This new two-story building will be the hub of the community serving a diverse age population with designated indoor spaces for senior, youth and family programs. The facility includes a 400-seat banquet/event space that can be divided into three rooms and a kitchen that will serve senior meals and kid's after school meals, in addition to catering and public cooking options. Health and wellness facilities include an open fitness area, indoor walking track, two multipurpose studios with operable partitions for larger mind/body and dance studio groups; two full basketball court gymnasiums with 120-person bleachers for each court; indoor playground with connection to one of the courts to be used for camps; senior studio and multipurpose room, library and media center, and huddle rooms for tutoring and health advice. In the future, the City will be adding outdoor spaces, including an outdoor playground and event lawn, and community garden.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Architect of Record Interior Design		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Sam - Principal-in-Charge Maged - Project Manager Mike - Project Architect		

MARY SUE RICH COMMUNITY CENTER

OCALA, FLORIDA



SIZE
41,750 sf

COST
\$8.3 M

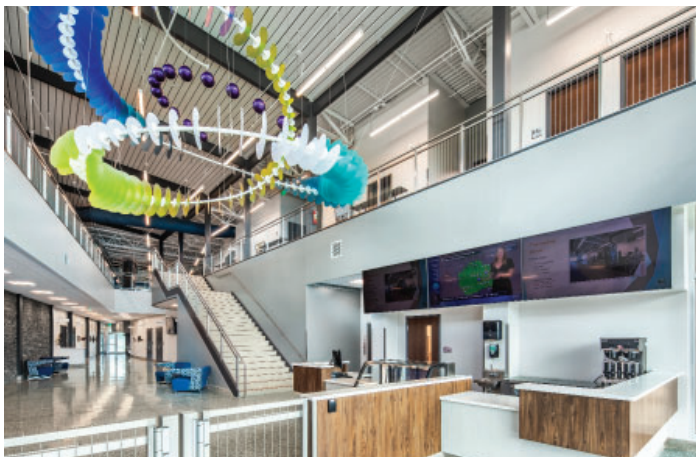
COMPLETED
Fall 2022

FIRM'S ROLE
Architect of Record
Interior Design

CLIENT CONTACT
City of Ocala
Sean Lanier, City Engineer
slanier@ocalafl.org
352.629.8366

PROJECT DESCRIPTION

This new two-story building will be the hub of the community serving a diverse age population with designated indoor spaces for senior, youth and family programs. The facility will include a 400-seat banquet/event space that can be divided into three rooms and a kitchen that will serve senior meals and kid's after school meals, in addition to catering and public cooking options. Health and wellness facilities include an open fitness area, indoor walking track, two multipurpose studios with operable partitions for larger mind/body and dance studio groups; two full basketball court gymnasiums with 120-person bleachers for each court; indoor playground with connection to one of the courts to be used for camps; senior studio and multipurpose room, library and media center, and huddle rooms for tutoring and health advice. In the future, the City will be adding outdoor spaces, including an outdoor playground and event lawn, and community garden.



ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Palm Beach Gardens Architectural On-Call Contract Palm Beach Gardens, FL <u>Project Manager:</u> Sam Elsheikh		<u>Client's Name & Address</u> City of Palm Beach Gardens 10500 N. Military Trail Palm Beach Gardens, FL 33410
Completion Date (Actual or Estimated): On Call 2020 - 2025		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Angela Brown, Director of Public Services 561.804.7010 abrown@pbgfl.com
<u>Consultant Fees (In Thousands)</u> Entire Project: \$ TBD Work for which firm was/is responsible: \$ TBD		
<u>Scope of Entire Project (Please give quantitative indications wherever possible)</u> OLC recently served as the Architect of Record for the 11,000 sf Palm Beach Gardens Tennis & Pickleball Center. The City staff and citizens were delighted with the final building design and the highly responsive services provided by OLC throughout the project's design and construction. When the City issued an RFP for a Continued Service Contract, OLC submitted alongside 82 other respondents. OLC's prior service level and quality of design propelled us to be one of only 5 Architects selected. The contract is valid for 5 years, beginning November 2020, and active for projects under \$4 million. As part of this contract, in February 2021, OLC was awarded an assignment to adapt the design for the Palm Beach Gardens Tennis Center, to serve as the Par-3 Golf Club House, involving an approximately 50% change in the original design. That work is currently in progress at 100% Design Development. The continued contract for Palm Beach Gardens, was also used by the City of Palm Coast as a Piggyback; to provide Master Planning Services and concept plans for the expansion of the Racquet Center. The project includes increasing the tennis court count from the current 10 courts to 25 courts; the addition of 16 Pickle ball courts; and a new 10,000 sf Tennis Clubhouse. This master planning work was completed in March 2021. Subsequently, an RFP has been issued based on the Master Plan Work to provide full Architect of Record Design services.		
<u>Nature of Firm's Responsibility in Project (Please give quantitative indications wherever possible)</u> Architect of Record		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Sam - Principal-in-Charge Maged - Project Manager Mike - Project Architect		

PALM BEACH GARDENS ARCHITECTURAL ON-CALL CONTRACT

PALM BEACH GARDENS, FLORIDA



SIZE
Multiple On-Call Projects

COST
Multiple On-Call Projects

COMPLETED
Multiple On-Call Projects

FIRM'S ROLE
Architect of Record

CLIENT CONTACT
City of Palm Beach Gardens
Angela Brown, Director of
Public Services
abrown@pbgfl.com
561.804.7010

PROJECT DESCRIPTION

OLC recently served as the Architect of Record for the 11,000 sf **Palm Beach Gardens Tennis & Pickleball Center**. The City staff and citizens were delighted with the final building design and the highly responsive services provided by OLC throughout the project's design and construction. When the City issued an RFP for a **Continued Service Contract**, OLC submitted alongside 82 other respondents. OLC's prior service level and quality of design propelled us to be one of only 5 Architects selected. The contract is valid for 5 years, beginning November 2020, and active for projects under \$4 million. As part of this contract, in February 2021, OLC was awarded an assignment to adapt the design for the Palm Beach Gardens Tennis Center, to serve as the **Par-3 Golf Club House**, involving an approximately 50% change in the original design. That work is currently in progress at 100% Design Development. The continued contract for Palm Beach Gardens, was also used by the City of Palm Coast as a Piggyback; to provide Master Planning Services and concept plans for the **expansion of the Racquet Center**. The project includes increasing the tennis court count from the current 10 courts to 25 courts; the addition of 16 Pickle ball courts; and a new 10,000 sf Tennis Clubhouse. This master planning work was completed in March 2021. Subsequently, an RFP has been issued based on the Master Plan Work to provide full Architect of Record Design services.



ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Palm Beach Homeless Resource Center 2 West Palm Beach, Florida <u>Project Manager:</u> Maged Elsheikh		<u>Client's Name & Address</u> Palm Beach County 2633 Vista Parkway West Palm Beach, FL 33411
Completion Date (Actual or Estimated): 2023		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Fernando DelDago, Facilities Development & Operations Department 561.233.0261 fdeldago@pbcgov.org
<u>Consultant Fees (In Thousands)</u> Entire Project: \$ 788,712.00	Work for which firm was/is responsible: \$ 496,712.00	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) This interim housing project for the homeless in West Palm Beach County will provide a 90 days transition where they assist in obtaining employment; advise as to where get education; find apartments to rent or share rent and even provide them with basic furniture. The basic program includes offices for counseling and receiving the homeless; dining and community hall. There are 60 bedrooms, each with a bed, wardrobe, and desk. These bedrooms are grouped in pods for men, women, families and male youth and female youth. There will also be 14 beds for transitional drop off for those who stay for 30 days.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Architect of Record		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Maged - Principal-in-Charge Sam - Project Manager Mike - Project Architect		

PALM BEACH COUNTY HOMELESS RESOURCE CENTER 2

WEST PALM BEACH GARDENS, FLORIDA



SIZE
20,200 sf

COST
\$14 M

COMPLETED
July 2023

FIRM'S ROLE
Architect of Record
Interior Design

CLIENT CONTACT
Palm Beach County
Sunil Jagoo
sjagoo@pbcgov.org
561.233.0271

PROJECT DESCRIPTION

This interim housing and resource center project for the homeless in West Palm Beach County will provide a 90 days transition where they assist in obtaining employment; advise as to where get education; find apartments to rent or share rent and even provide them with basic furniture. The basic program includes offices for counseling and receiving the homeless; dining and community hall. There are 60 bedrooms, each with a bed, wardrobe, and desk. These bedrooms are grouped in pods for men, women, families, and male and female youth. There will also be three private bedrooms for couples and 14 beds for transitional drop off for those who stay for 30 days.



ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Palm Coast Southern Recreation Center Palm Coast, Florida <u>Project Manager:</u> Sam Elsheikh		<u>Client's Name & Address</u> City of Palm Coast 160 Lake Avenue Palm Coast, FL 32164			
Completion Date (Actual or Estimated): Completed 2021		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Carl Cote, Dir. of Stormwater Engineering 386.986.3748 ccote@palmcoastgov.com			
<u>Consultant Fees (In Thousands)</u> <table border="1"> <tr> <td>Entire Project:</td> <td>Work for which firm was/is responsible:</td> </tr> <tr> <td>\$ 713,550.00</td> <td>\$ 421,797.00</td> </tr> </table>			Entire Project:	Work for which firm was/is responsible:	\$ 713,550.00
Entire Project:	Work for which firm was/is responsible:				
\$ 713,550.00	\$ 421,797.00				
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) Palm Coast Southern Recreation Center, initially housing the USTA National Award Winner for the Outstanding Small Public Facility, offering tennis enthusiasts 10 Hydro-grid clay courts lighted to tournament standards. A master plan for a section of the property was completed around 2004 and in 2007 the initial development of the tennis center was constructed. Since the development of the tennis center, the needs of the community have changed. City Council directed staff to modify the master plan to utilize the remaining available lands to create a community center and expand the recreation offering. OLC was retained by the city to provide the master plan. The master plan includes adding 5 Hydro courts to complement the existing 10 courts for a total of 15 Hydro courts. In addition to a stadium court with 400 people seating capacity, the center will also include 6 hard courts, 4 Junior tennis courts and a training hitting wall. Also included are 17 pickleball courts of which 7 are covered with plans to cover an additional 6 courts. The master plan contemplated a 2 phase approach. Upon approval of the master plan, OLC was hired to design Phase One, including the Southern Recreation Center, an 11,500 SF indoor/outdoor recreation building, that includes large social lobby, outdoor seating area with views of tennis and pickleball courts, men's and women's locker room, food and beverages kitchen and bar, community multipurpose rooms and viewing balconies, and administrative and support functions. As part of phase one construction, 12 Pickleball courts, 6 of them are under cover, will be added.					
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Architect of Record Master Planning Concept Design					
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Sam - Principal-in-Charge Maged - Project Manager Mike - Project Architect					

PALM COAST SOUTHERN RECREATION CENTER

PALM COAST, FLORIDA



SIZE
22 Acres, 8,700 sf Indoor,
6,200 sf Covered Viewing

COST
\$5.5 M

COMPLETED
March 2021

FIRM'S ROLE
Architect of Record
Master Planning
Concept Design

CLIENT CONTACT
City of Palm Coast
Carl Cote, Dir. of Stormwater
& Engineering, 386-986-3748
or
603-867-0790
ccote@palmcoastgov.com

PROJECT DESCRIPTION

Palm Coast Southern Recreation Center, initially housing the USTA National Award Winner for the Outstanding Small Public Facility, offering tennis enthusiasts 10 Hydro-grid clay courts lighted to tournament standards. Home of the USTA Futures Men's Tournament, the PCTC delivers a quality facility for players of all ages and abilities. A master plan for a section of the property was completed around 2004 and in 2007 the initial development of the tennis center was constructed. Since the development of the tennis center, the needs of the community have changed. City Council directed staff to modify the master plan to utilize the remaining available lands to create a community center and expand the recreation offering.

OLC was retained by the city to provide the master plan. The resulting master plan includes adding 5 Hydro courts to complement the existing 10 courts for a total of 15 Hydro courts. In addition to a stadium court with 400 people seating capacity, the center will also include 6 hard courts, 4 Junior tennis courts and a training hitting wall. Also included are 17 pickleball courts of which 7 are covered with plans to cover an additional 6 courts. The master plan contemplated a 2 phase approach.

Upon approval of the master plan, OLC was hired to design Phase One, including the Southern Recreation Center, an 11,500 SF indoor/outdoor recreation building, that includes large social lobby, outdoor seating area with views of tennis and pickleball courts, men's and women's locker room, food and beverages kitchen and bar, community multipurpose rooms and viewing balconies, and administrative and support functions

As part of phase one construction, 12 Pickle ball courts 6 of them are under cover will be added. The new Community Recreation center will also be connected to the Trail Head facility and acts as a multi- function recreation hub for the southern part of the city.



ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Palm Beach Gardens Golf Club House Palm Beach Gardens, Florida <u>Project Manager:</u> Maged Elsheikh		<u>Client's Name & Address</u> City of Palm Beach Gardens 10500 N. Military Trail Palm Beach Gardens, FL 33410
Completion Date (Actual or Estimated): In progress as part of on-call services		
<u>Consultant Fees (In Thousands)</u>		<u>Client Contact Name, Title, Email Address and Telephone Number:</u>
Entire Project: \$ TBD	Work for which firm was/is responsible: \$ TBD	Angela Brown, Director of Public Services 561.804.7010 abrown@pbgfl.com
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) OLC is providing Architecture and Interior Design services for a new Golf Club House for the City of Palm Beach Gardens. OLC recently served as the Architect of Record for the 11,000 sf Palm Beach Gardens Tennis Center. The City staff and citizens were delighted with the final building design and the highly responsive services provided by OLC throughout the project's design and construction. OLC was subsequently selected for a 5-year Continued Service Contract, which led to the award of this project, which will adapt the design for the Palm Beach Gardens Tennis Center, to serve as the Par-3 Golf Club House, involving an approximately 50% change in the original design. That work is currently in progress at 100% Design Development.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Architect of Record Interior Design		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Maged - Principal-in-Charge Sam - Project Manager Mike - Project Architect		

PALM BEACH GARDENS PAR 3 GOLF CLUB HOUSE

PALM BEACH GARDENS, FLORIDA



SIZE

12,400 sf

COST

\$5.5 M

COMPLETED

In progress

FIRM'S ROLE

Architect of Record
Interior Design

PROJECT DESCRIPTION

OLC is providing Architecture and Interior Design services for a new Golf Club House for the City of Palm Beach Gardens. OLC recently served as the Architect of Record for the 11,000 sf Palm Beach Gardens Tennis Center. The City staff and citizens were delighted with the final building design and the highly responsive services provided by OLC throughout the project's design and construction.

OLC was subsequently selected for a 5-year Continued Service Contract, which led to the award of this project, which will adapt the design for the Palm Beach Gardens Tennis Center, to serve as the Par-3 Golf Club House, involving an approximately 50% change in the original design. That work is currently in progress at 100% Design Development.

CLIENT CONTACT

City of Palm Beach Gardens
Angela Brown, Director of
Public Services
561.804.7010
abrown@pbgfl.com



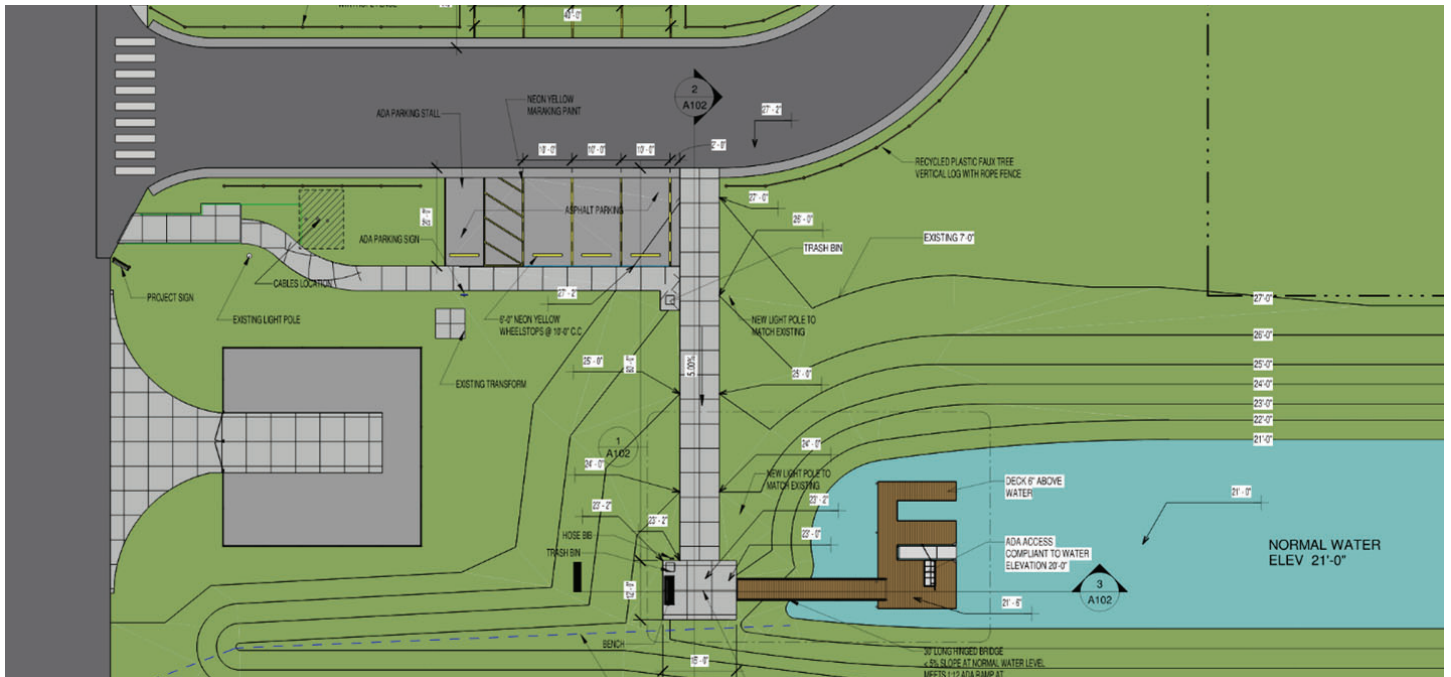
ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Palm Coast Architectural On-Call Contract Palm Coast, Florida <u>Project Manager:</u> Maged Elsheikh		Client's Name & Address City of Palm Coast 160 Lake Avenue Palm Coast, FL 32164
Completion Date (Actual or Estimated): Multiple Projects - TBD		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Carl Cote, Dir. of Stormwater Engineering 386.986.3748 ccote@palmcoastgov.com
<u>Consultant Fees (In Thousands)</u> Entire Project: \$ TBD	Work for which firm was/is responsible: \$ TBD	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) OLC has completed additional projects under our City of Palm Coast's On-Call services contract including: Matanzas Canoe/Kayak Launch As part of the on-call contract, the City of Palm Coast requested to design a Canoe/ Kayak launch leading to a large lake in addition to asphalt and grass parking for the residents of Palm Coast. Palm Harbor Maintenance Building Wall Replacement As part of the on-call contract, the City of Palm Coast requested an evaluation of 50 linear feet and five perpendicular 12' walls in the maintenance area where they store sand and gravel. A segment of the main wall was broken and the conclusion was to demo the perpendicular walls and the broken segment of the main wall, add rebar and grout to fill the remaining segments' cells, and increase the height.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Architect of Record Master Planning Concept Design		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Maged - Principal-in-Charge Sam - Project Manager Mike - Project Architect		

PALM COAST ARCHITECTURAL ON-CALL CONTRACT

PALM COAST, FLORIDA



SIZE
Multiple Projects

ORIGINAL/FINAL COST
TBD

ORIGINAL/FINAL
COMPLETION
Multiple Projects - TBD

FIRM'S ROLE - Architect of
Record, Master Planning,
Concept Design

CLIENT CONTACT
City of Palm Coast
Carl Cote, Dir. of Stormwater
& Engineering, 386-986-3748
or 603-867-0790
ccote@palmcoastgov.com

PROJECT DESCRIPTION

OLC has completed additional projects under our City of Palm Coast's On-Call services contract including:

Matanzas Canoe/Kayak Launch

As part of the on-call contract, the City of Palm Coast requested to design a Canoe/Kayak launch leading to a large lake in addition to asphalt and grass parking for the residents of Palm Coast. (Pictured above)

Palm Harbor Maintenance Building Wall Replacement

As part of the on-call contract, the City of Palm Coast requested an evaluation of 50 linear feet and five perpendicular 12' walls in the maintenance area where they store sand and gravel. A segment of the main wall was broken and the conclusion was to demo the perpendicular walls and the broken segment of the main wall, add rebar and grout to fill the remaining segments' cells, and increase the height. (Pictured below)



ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Lake Nona Performance Club Orlando, FL <u>Project Manager:</u> Sam Elsheikh		<u>Client's Name & Address</u> Integrated Wellness Partners 19 North Street Akron, Ohio 44308			
Completion Date (Actual or Estimated): Completed 2021		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Jim Ellis, Vice President/Managing Director 330.762.9102 jellis@iwp-llc.com			
<u>Consultant Fees (In Thousands)</u> <table border="1"> <tr> <td>Entire Project:</td> <td>Work for which firm was/is responsible:</td> </tr> <tr> <td>\$ 2,441,664.00</td> <td>\$ 1,861,910.00</td> </tr> </table>			Entire Project:	Work for which firm was/is responsible:	\$ 2,441,664.00
Entire Project:	Work for which firm was/is responsible:				
\$ 2,441,664.00	\$ 1,861,910.00				
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) The Lake Nona Performance Club (LNPC) is the inspirational heart of the new 3000-acre mixed use town center of Lake Nona located southeast of Orlando and developed by a Joint Venture between Tavistock Development Company and Signet, LLC. The Performance Club is a 130,000 sf 3-story center for fitness, sports, wellness, and clinical integration that will set a new standard for population health. This uniquely styled, architectural statement will serve as the lifestyle headquarters for a ground-up, master-planned community of housing, retail, corporate headquarters, entertainment, dining, education, hospitality, and healthcare destined to be known as the healthiest community in America. The LNPC offers 4 indoor pools (lap, exercise, family and Jacuzzi), climbing walls, a gymnasium, childcare, fitness group studios, Chopra mind/body studio, a speed track and a massage spa. Also included is a 7500 sf Orthopedic Practice suite on the 3rd floor connected to the adjacent Multi-Sports Performance Program and Recovery Zone.					
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Architect of Record Interior Design Aquatic Design					
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Sam Elsheikh - Principal-in-Charge Maged Elsheikh - Project Manager					

LAKE NONA PERFORMANCE CLUB

ORLANDO, FLORIDA



SIZE

130,000 sf

COST

\$32 M Wellness Center

COMPLETED

July 2021

FIRM'S ROLE

Architect of Record, Interior Design, Aquatic Design

CLIENT CONTACT

Integrated Wellness Partners (IWP)

Jim Ellis, Vice President/
Managing Director
330.762.9102
jellis@iwp-llc.com

PROJECT DESCRIPTION

The Lake Nona Performance Club (LNPC) is the inspirational heart of the new 3000-acre mixed use town center of Lake Nona located southeast of Orlando and developed by a Joint Venture between Tavistock Development Company and Signet, LLC. The Performance Club is a 130,000 sf 3-story center for fitness, sports, wellness, and clinical integration that will set a new standard for population health. This uniquely styled, architectural statement will serve as the lifestyle headquarters for a ground-up, master-planned community of housing, retail, corporate headquarters, entertainment, dining, education, hospitality, and healthcare destined to be known as the healthiest community in America. The LNPC offers 4 indoor pools (lap, exercise, family and Jacuzzi), climbing walls, a gymnasium, childcare, fitness group studios, Chopra mind/body studio, a speed track and a massage spa. Also included is a 7500 sf Orthopedic Practice suite on the 3rd floor connected to the adjacent Multi-Sports Performance Program and Recovery Zone.

"Integrated Wellness Partners is excited to be working with OLC, the top wellness architects in the nation, as we bring a new era of health and well-being to the Lake Nona community." - Jim Ellis, Executive Vice President and Managing Director of IWP



ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Palm Coast Architectural On Call - City Hall Renovations Palm Coast, Florida <u>Project Manager:</u> Maged Elsheikh		<u>Client's Name & Address</u> City of Palm Coast 160 Lake Avenue Palm Coast, FL 32164
Completion Date (Actual or Estimated): Multiple Projects - TBD		
<u>Consultant Fees (In Thousands)</u>		<u>Client Contact Name, Title, Email Address and Telephone Number:</u>
Entire Project: \$ TBD	Work for which firm was/is responsible: \$ TBD	Eric Gebo, Project Manager 386.986.2552 egebo@palmcoastgov.com
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) OLC has completed additional projects under our City of Palm Coast's On-Call services contract including: City Hall Exterior Canopy As part of the on-call contract, the City of Palm Coast requested to design an exterior canopy to provide an outdoor space to be used by staff connected to the break room. City Hall Rain Garden As part of the on-call contract and the outdoor enhancement, the OLC team was also retained to provide a rain garden.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Architect of Record Master Planning Concept Design		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Maged - Principal-in-Charge Sam - Project Manager Mike - Project Architect		

PALM COAST ARCHITECTURAL ON CALL - CITY HALL RENO

PALM COAST, FLORIDA



SIZE
Multiple Projects

COST
TBD

COMPLETED
Multiple Projects -TBD

FIRM'S ROLE
Architect of Record
Master Planning
Concept Design

CLIENT CONTACT
Eric Gebo
Project Manager
egebo@palmcoastgov.com
386.986.2552

PROJECT DESCRIPTION

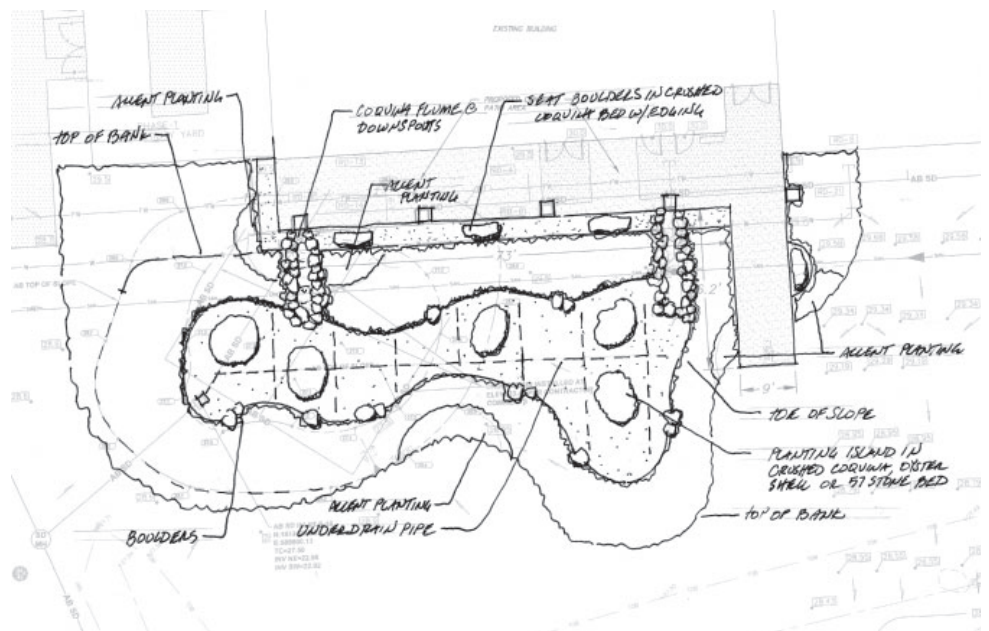
OLC has completed additional projects under our City of Palm Coast's On-Call services contract including:

City Hall Exterior Canopy

As part of the on-call contract, the City of Palm Coast requested to design an exterior canopy to provide an outdoor space to be used by staff connected to the break room. (Pictured above)

City Hall Rain Garden

As part of the on-call contract and the outdoor enhancement, the OLC team was also retained to provide a rain garden. (Pictured below)



ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Wildwood Community & Outreach Center Wildwood, Florida <u>Project Manager:</u> Maged Elsheikh		<u>Client's Name & Address</u> City of Wildwood 100 N Main Wildwood, FL 34785
Completion Date (Actual or Estimated): TBD		<u>Client Contact Name, Title, Email Address and Telephone Number:</u> Cassandra Smith, Assistant City Manager 352.330.1330 csmith@wildwood-fl.gov
<u>Consultant Fees (In Thousands)</u>		
Entire Project: \$ TBD	Work for which firm was/is responsible: \$ TBD	
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) Wildwood Community Center is a 30,000 sf new community center that will serve the residents of the City of Wildwood and fulfill its growing demand for indoor activities. The project will consist of a double gym that can host basketball, volleyball, pickleball, and bleachers for spectators. It will also provide a banquet/multi-purpose hall for 150 people, a seniors game room, a learning center, an art room, and a teens studio in addition to an elevated 15 lap/mile walk/jog track. The facility will be the home for the parks and recreation department's employees in addition to the police outreach program.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Architect of Record		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Maged Elsheikh - Principal-in-Charge Sam Elsheikh - Project Manager Michael St. John - Project Architect		

WILDWOOD COMMUNITY & OUTREACH CENTER

WILDWOOD, FLORIDA



SIZE
30,770 sf

COST
TBD

COMPLETED
TBD

FIRM'S ROLE
Architect of Record

CLIENT CONTACT
Cassandra Smith
Assistant City Manager
csmith@wildwood-fl.gov
352.330.1330

PROJECT DESCRIPTION

Wildwood Community Center is a 30,000 sf new community center that will serve the residents of the City of Wildwood and fulfill its growing demand for indoor activities. The project will consist of a double gym that can host basketball, volleyball, pickleball, and bleachers for spectators. It will also provide a banquet/multi-purpose hall for 150 people, a seniors game room, a learning center, an art room, and a teens studio in addition to an elevated 15 lap/mile walk/jog track. The facility will be the home for the parks and recreation department's employees in addition to the police outreach program.



ILLUSTRATIVE WORK

Work by firm best illustrates current qualifications relevant to the RFQ that have been/is being accomplished by personnel that shall be assigned to the City. List no more than ten (10) projects.

<u>Project Name & Location</u> Hancock Health Healthway Park New Palenstine, Indiana <u>Project Manager:</u> Maged Elsheikh		<u>Client's Name & Address</u> Hancock Regional Hospital 801 N State Street Greenfield, IN 46140
Completion Date (Actual or Estimated): Completed 2021		
<u>Consultant Fees (In Thousands)</u>		<u>Client Contact Name, Title, Email Address and Telephone Number:</u>
Entire Project: \$1,934,025.00	Work for which firm was/is responsible: \$1,250,208.00	Dave Hahn, Operations Manager 317.468.4509 dhahn@hancockregional.org
<u>Scope of Entire Project</u> (Please give quantitative indications wherever possible) Hancock Health Healthway Park is a mixed use land development owned by Hancock Regional Hospital. It is a 66 acre business park that is targeting healthcare and lifestyle enhancement. The signature centerpiece building at the entry to this development is Hancock Wellness Center – New Palestine, a 108,000 sf integrated Wellness/Medical Building developed and owned by Hancock Regional Hospital. The project has become a social hub in the New Palestine community. The building features a significant mix of common area attractions such as a generous community gathering space, conference facility, café and resource center. The member wellness components include a full-size gymnasium, fitness floors, functional fitness activity floor, group exercise, Pilates, Spinning, treadmill studios as well as aquatics and kids' area. The Medical office component includes family practice, physical therapy, radiology, laboratory components as well as a diverse and growing selection of clinical service providers. The 4- exam room PT practice has an open floor that is directly connected to assisted changing rooms with direct access to a dedicated therapy pool with deep well and underwater camera system.		
<u>Nature of Firm's Responsibility in Project</u> (Please give quantitative indications wherever possible) Architect of Record Interior Design Aquatic Design		
<u>Firm's Personnel (Name/Project Assignment) That Worked on the Stated Project that Shall Be Assigned to the City's Project</u> Maged Elsheikh - Principal-in-Charge Sam Elsheikh - Project Manager Michael St. John - Project Architect		

HANCOCK HEALTH HEALTHWAY PARK

NEW PALESTINE, INDIANA



SIZE
108,000 sf

COST
\$31 M

COMPLETED
January 2021

FIRM'S ROLE
Architect of Record
Interior Design
Aquatic Design

CLIENT CONTACT
Hancock Regional Hospital
Dave Hahn
317.468.4509
dhahn@hancockregional.org

PROJECT DESCRIPTION

Hancock Health Healthway Park is a mixed use land development owned by Hancock Regional Hospital. It is a 66 acre business park that is targeting healthcare and lifestyle enhancement. The signature centerpiece building at the entry to this development is Hancock Wellness Center – New Palestine, a 108,000 sf integrated Wellness/Medical Building developed and owned by Hancock Regional Hospital. The project has become a social hub in the New Palestine community. The building features a significant mix of common area attractions such as a generous community gathering space, conference facility, café and resource center. The member wellness components include a full-size gymnasium, fitness floors, functional fitness activity floor, group exercise, Pilates, Spinning, treadmill studios as well as aquatics and kids' area. The Medical office component includes family practice, physical therapy, radiology, laboratory components as well as a diverse and growing selection of clinical service providers. The 4- exam room PT practice has an open floor that is directly connected to assisted changing rooms with direct access to a dedicated therapy pool with deep well and underwater camera system.







OLC currently holds multiple on-call contracts with Cities and Counties in Florida. The projects shown in this proposal are just a few examples of our on-call contract assignments, or other municipal projects with similar elements to the projects expected to stem from this contract.

City of Palm Beach County Aqua Crest Pool
 City of Palm Beach Gardens On-Call Services Contract
 City of Palm Beach Gardens Tennis Center Clubhouse
 City of Palm Beach Gardens Par 3 Golf Clubhouse
 City of Palm Coast On-Call Services Contract
 City of Palm Coast Southern Recreation Center
 Palm Beach County Homeless Resource Center
 Manatee County On-Call Services Contract
 Brevard County On-Call Services Contract
 Palm Beach Gardens Burns Road Community Center
 City of Glendale Infinity Park Municipal Complex

City of Sarasota Robert L. Taylor Community Center
 City of Ocala Mary Sue Rich Community Center
 City of Fort Myers Dr. Ann Murphy Knight STARS Complex Expansion
 City of Grand Junction Orchard Mesa Pool
 City of Arvada Meyers Pool Complex
 Town of Berthoud Town Park Masterplanning and Splash Pad
 Campbell County Recreation Center
 City of Laramie Recreation Center Expansion and Remodel
 Town of Castle Rock Recreation Center Fitness and Aquatic Addition

REFERENCES

Project Title & Location	Project Owner	Point of Contact	Phone Number	Email Address
City of Palm Coast Southern Recreation Center/ Architectural On-Call Palm Coast, FL	City of Palm Coast	Carl Cote, Director of Stormwater & Engineering	386.986.3748	ccote@palmcoastgov.com
Palm Beach Gardens Tennis & Pickleball Center/ Architectural On-Call Palm Beach Gardens, FL	City of Palm Beach Gardens	Angela Brown, Director of Public Services	561.804.7010	abrown@pbgfl.com
Mary Sue Rich Community Center Ocala, FL	City of Ocala	Sean Lanier, City Engineer	352.629.8366	slanier@ocalafl.org
Palm Beach Homeless Resource Center II Palm Beach County, FL	Palm Beach County	Fernando DelDago, Facilities Development & Operations Manager	561.233.0261	fdeldago@pbcgov.org
Lake Nona Performance Club Orlando, FL	Integrated Wellness Partners	Jim Ellis, Vice President/Managing Director	330.762.9102	jellis@iwp-llc.com



PROJECT UNDERSTANDING

OLC understands that the City of Wildwood's primary objective for this on-call contract is to select a firm to act as an extension to the City's resources, by providing services assigned under the term of the contract. We understand this will be on an assignment by assignment basis.

We have put together a comprehensive and diverse team of consultants to perform the work required of this contract.

Our team - OLC (Ohlson Lavoie Corporation), Advanced Structural Design (Structural), DAO Consultants (Civil/Survey), Cabral Engineering (MEP & IT), Tierra South Florida (Geotechnical), L & S Diversified (Survey), NFC Landscape (Landscape), Cumming Group (cost-estimating) and Greenbuilt (Sustainability). We will work side-by-side with the City of Wildwood to deliver any project stemming from this contract.

TEAM MANAGEMENT

Our team is a collaborative group that understands that every project is unique. We have decades of the exact same experience that is critical for a successful outcome for the City of Wildwood's on-call Architectural Services contract. We are adept at providing solutions for ground-up, renovation, and additions to municipal facilities across the US. Our role as your design professionals is to come to the table with a fresh mindset, engage with the City, the City's project managers, the stakeholders, and the community to understand the needs truly, wishes, budget, and constraints, and ask the right questions that define the project. We will set the priorities and work within the budget to balance the needs and wishes to provide maximum value to the projects, the City, and the residents.



Beulah Wellness Center, Beulah, SD

APPROACH TO COMPLETING PROPOSED WORK

Although each project is unique, OLC would implement this general approach overall and individually adapt to each On-Call Project as appropriate:

- Designate OLC's project manager and primary contact.
- Establish early-on project parameters and methodologies required for a streamlined process.
- Provide accurate and predictable cost modeling and design response.
- Interact with utility companies, City agencies/departments, and other governmental agencies to ensure regulatory compliance.
- Communicate regulatory and code requirements and interpretations.
- Incorporate comments and receive sign-off before each stage of the contract.
- Document and communicate thoroughly for an accurate record and understanding.
- Close-out procedures

In addition to the On-Call project goals and objectives listed above—augmented as needed based on individual project requirements—OLC implements the following FOUR SYSTEMS on all its projects.

1. Understand the Projects (UP)

OLC will provide the County with Architectural/Engineering Design Services. OLC will tailor our services based on the specific On-Call Project and its unique requirements based on a careful understanding of what the project requires.

2. Quality Control (QC)

We start QC from the beginning of the project, not just at the end of a phase. The goal is to minimize the impact on cost and schedule and improve the design.

QC is an integral part of each project; OLC dedicates 10% of the design budget to QC, which will be performed by the Senior Principal / Project Manager assigned to the project.

3. Cost Management (CM)

Not only is staying on budget a priority, but we also genuinely believe in maximizing value for each dollar spent. That would include creating an efficient plan that maximizes the programming capability within the least square footage. Conduct most of the needed value engineering in the early design phase when it is most effective. Implement OLC's rigorous quality control to minimize potential change orders. Carefully evaluate change order requests throughout construction administration for viability and propose alternate "no-cost" solutions.

4. Schedule Management (SM)

OLC will lead the process effectively and proactively from project kick-off through construction administration and update periodically to account for clients' revisions and compensate for any critical path items to ensure the overall schedule is met.

ADEQUACY OF RESOURCES

OLC has employees across four offices and three countries. We pull from all resources for on-call contract assignments. However, Maged Elsheikh, Sam Elsheikh, and Mike St. John will be your core team throughout the contract. You will always have the same primary point of contact.

As a specialist in these types of projects, we are accustomed to working on projects throughout USA with projects in 48 states. We currently have 30-40% availability with the staff proposed for this project. We have the capacity and availability now, and commitment over the life of the contract, to take on any project stemming from this on-call contract. In addition to the staff proposed, we have an additional 21 architects, interior designers, administrators, and technical staff available to join the team as needed for any task.

Typical Response Time/Schedule

OLC is committed to meeting the time/ schedule of each assignment; in addition to the core team assigned to this contract, OLC would provide adequate support staff to meet the schedule.

COMPLIANCE WITH ALL STATE CODES & REGULATIONS

OLC has the ADA requirements implemented in every project that we complete. We understand Section 508 of the Rehabilitation Act. OLC completes an internal ADA review and QA review and integrates that knowledge into the interaction with all of its consultants. We also work with sub-consultants to meet the ADA requirements (especially plumbing, electrical, low voltage, and signage). OLC will review all applicable codes pertaining to the project.

"OLC provided architecture services for our \$4 million renovation of the Oviedo YMCA. We are very pleased with the level of service that we received. They listened to our needs and were able to quickly and efficiently translate them to a plan that accomplished all of our goals and objectives."

Their constant availability and lightning quick response time for questions, clarifications, and changes has been very much appreciated and a refreshing change from our experience with other firms. We highly recommend them and look forward to working with them on future YMCA of Central Florida projects."

*Nicole G. Micheli, Director of Planning
YMCA Oviedo, Florida*



ADA Accessibility Conformance Testing Process

ADA Compliance and Quality Control (QC) begins from the project's first stage and is documented at each level, including the Pre-Certification and Final report.

EFFECTIVE COMMUNICATION

Our team is composed of effective communicators that are at ease in front of City meetings, during public presentations, or communicating behind the scenes. But OLC's advantage is that every decision that is made has a documented history, and the Team can call upon that history in the decision-making process throughout the life of the Project. This will allow the Team always to maintain alignment with the overall Project Goals

ERRORS & OMISSIONS

Our team, through the QC/ QA rigorous progress, will aim to reduce the errors and omissions to a minimum. Still, human mistakes and a reasonable contingency will be included in the construction budget to account for such instances and future potential client requirements. In most of our projects, this contingency is back to the client at the end of the project.

CITY COORDINATION, RESPONSIVENESS, & TIMELINESS

The OLC Team works nationally, and we're very good at travel coordination and site visits. We have the resources to attend all meetings and events related to these projects, in-person or virtual. OLC has completed projects in the following municipalities in Florida::

- City of Palm Coast
- Palm Beach County
- Palm Beach Gardens
- City of Ocala
- City of Sarasota
- Orange County

We currently hold on-call contracts with Palm Coast, Port Orange, Manatee County, and Brevard County.

The OLC advantage is: because of the depth of experience of our staff and our interactive process, we can accomplish your goals and provide innovative "out of the box" project solutions that benefit the project outcome in many ways. This saves time and money and, in the end, delivers a facility that surpasses your expectations.

TECHNICAL CAPABILITIES

Our Team has decades of the exact same experience that is critical for a successful outcome for on-call projects. Nearby Cities and Counties have witnessed first-hand the enthusiasm and professionalism we bring to our projects in Sarasota, Oviedo, Palm Beach Gardens, Palm Coast, West Palm Beach, and Del Ray Beach, to name a few. We also hold on-call contracts with multiple agencies, including Port Orange, Palm Coast, and Palm Beach Gardens, Manatee County and Bravard County.

Quality design and documentation. We will utilize targeted programming to identify needs and delve into your facility's operations. We will be creative and artistic while developing a safe, functional, and beautiful architectural design. We will provide complete, accurate, and coordinated Construction Documents, be diligent during Contract Administration, and provide follow-up support and recommendations during the ongoing facility operations.

Using Building Information Modeling. The use of BIM, which OLC has employed for over a decade, has revolution-

ized the way buildings are being constructed today. BIM captures the physical construction in a virtual environment and all the information associated with the proposed construction. As the building is being modeled, information about the specific product that is to be used is simultaneously being incorporated into the model. The beauty of powerful BIM software, such as Revit Architecture, is that the model can be queried to extract information from it. Quantity summaries of things like tons of steel, square yards of carpet, square feet of glass, etc., are easily accessible to generate product specifications, run cost scenarios, and perform energy analyses. We can also check the manufacturing location for products, compare their costs to other materials, and generate other documentation needed for the LEED certification process.

The OLC advantage is that with more information about the design and the project's cost, owners can better manage the budget associated with the design and construction phases of the project. The owner benefits from a higher-quality, lower-cost building.

We are excited to use our team's unique approach to benefit any project resulting from the Architectural Services contract.

ESTIMATING AND COST CONTROL

Our cost authority and consultant Cost-Engineer's proactive approach to providing cost and scheduling services assure our clients they are getting the best value for their invested dollar. They provide accurate pricing based upon our local market analysis and an understanding of the national economy.

Our approach to cost management is based on having a regular discussion with the design team, both during estimating stages and also, significantly, in periods between design stages. Our philosophy is based on this 'cost management' approach rather than solely an estimating one. Being proactive and accessible to the design team between scheduled estimating milestones is the best way to:



Burns Road Community Center, Palm Beach Gardens, FL

- Prevent increases in bottom-line estimates as the design evolves.
- Encourage the entire team to contact us for cost checks and advice as they develop details, rather than wait for a design milestone pack – which is often too late.
- Let us speak up when proposed changes alter the agreed-to-cost plan – this may not be apparent to the design team. It will to us early identification of potential cost issues, which in turn reduces the delays and expenses associated with unnecessary VE exercises and redesign, thereby preserving design.

COST CONTROL MEASURES

Managing Cost. Cost-Engineers assist the design team in managing cost and scope to meet the owners' goals and provide real-time cost feedback at any requested time in the design process.

Continuous Cost Management. As significant time can elapse between design milestones in the design process, continually monitoring budget assumptions/goals against the volatile market conditions allows for real-time feedback of any adverse or advantageous issue affecting budget value.

Examples of OLC On-Call Services our team is capable of providing:

- As-built documentation of existing facilities
- Regulatory & Building code analysis and compliance
- ADA compliance: audits, reports, and implementation
- New, remodel, or alteration projects
- Exterior and interior upgrades
- Investigation, analysis, and design recommendations of Building envelope
- Water infiltration, roof and site drainage
- Structural conditions or failures
- Other building failures or unknown conditions
- Construction cost estimating (budgeting or detailed)
- Aquatics (analysis and design)
- Athletic and recreation facility (analysis and design)
- Feasibility studies

FEASIBILITY STUDY SCOPE

Below is an example approach for Feasibility Studies.

Project Overview:

- Project review and update
- Identify constraints and parameters
- Meet with project team

Needs Assessment:

- * Review of demographic characteristics/ community profile
- Inventory of facility and programs
- Collect data for performance measurements
- Review and analyze existing programs/services
- Competitive market analysis
- Comparison with national, regional and local participation statistics and trends
- Identifying the gap in facilities and programs
- Market segment determination and analysis
- Explore current and future program needs
- Compile, evaluate and interpret all information received

Citizen Participation Plan:

- Conduct/participate community stakeholder meetings (5 in person or virtual)
- Participate in Council meeting (1)
- Participate in Advisory Board Meetings (2)
- Participate in meetings with staff (4 in person or virtual)
- Participate in Public Open House (2)
- Compile and interpret all information received.

Business Plan and Feasibility:

- Operating structure and parameters
- Review fee structure
- Sources of income
- Develop operating cost impact for facility
- Develop revenue impact for facility
- Revenue/expenditure comparisons
- Project recommendations/profitability of components

Final Report

- Written final report and recommendation
- Presentation of report





MBE PREFERENCE

MWBE Certification documents for the following firms are included in this section.

Firm	MWBE	Certifying Agency	% of Participation
NFC Landscape Architects	WBE	State of Florida	5%
Advanced Structural Design	MBE	State of Florida	7%
DAO Consultants	MWBE	- City of Orlando - Orange County	6%
Cabral Engineering	MBE	State of Florida	12%
TSF Geotechnical	MWBE	State of Florida	4%
L&S Diversified	MWBE	- State of Florida - City of Orlando - Orange County - Osceola County - Hillsborough County - City of Tampa - WBENC	4%
Brightwater Solutions	DBE	- Broward County - City of Tallahassee - Florida Department of Transportation	5%



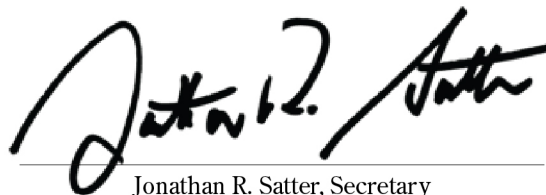
Mary Sue Rich Community Center, Ocala, FL

State of Florida

Woman Business Certification

NFC Landscape Architects

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
07/27/2021 to 07/27/2023



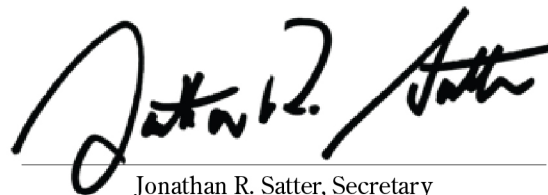
Jonathan R. Satter, Secretary
Florida Department of Management Services

State of Florida

Minority Business Certification

Advanced Structural Design Inc.

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
09/07/2021 to 09/07/2023



Jonathan R. Satter, Secretary
Florida Department of Management Services

Business & Contact Information

BUSINESS NAME	DAO Consultants, Inc.
OWNER	Ms. Solange Dao
ADDRESS	1110 E. Marks Street Orlando, FL 32803 [map]
PHONE	407-898-6872
FAX	000-000-0000
EMAIL	solange@daoconsultants.com
WEBSITE	http://www.daoconsultants.com

Certification Information

CERTIFYING AGENCY	Orange County Florida
CERTIFICATION TYPE	MWBE - Minority/Women Business Enterprise
EXPIRATION DATE	8/23/2023
CERTIFIED BUSINESS DESCRIPTION	State of Florida Certified Professional Engineer.

Commodity Codes

No assigned Commodity Codes for this certification.

Additional Information

SIZE-STANDARD GRADUATE	No

Business & Contact Information

BUSINESS NAME	Dao Consultants, Inc.
OWNER	Ms. Solange Dao
ADDRESS	1110 E Marks Street Orlando, FL 32803 [map]
PHONE	407-898-6872
FAX	407-898-3778
EMAIL	solange@daoconsultants.com
WEBSITE	http://www.daoconsultants.com

Certification Information

CERTIFYING AGENCY	City of Orlando
CERTIFICATION TYPE	MWBE - Minority/Women Business Enterprise
EXPIRATION DATE	4/30/2024
CERTIFIED BUSINESS DESCRIPTION	Professional Civil/Structural Engineering Consultants and Management Seminar Training

Commodity Codes

Code	Description
NIGP 92517	Civil Engineering

Additional Information

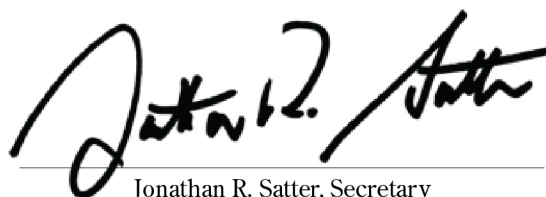
PROFESSIONALS/CONSULTANTS	Yes

State of Florida

Minority Business Certification

cabral engineering inc

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
03/23/2021 to 03/23/2023



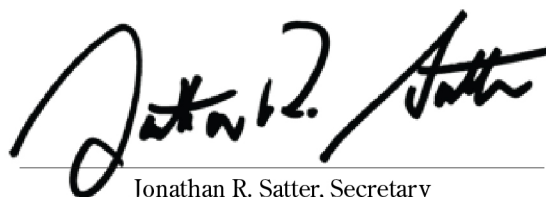
Jonathan R. Satter, Secretary
Florida Department of Management Services

State of Florida

Minority Business Certification

Tierra South Florida, Inc.

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
09/17/2021 to 09/17/2023



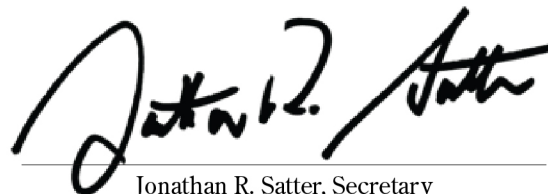
Jonathan R. Satter, Secretary
Florida Department of Management Services

State of Florida

Woman & Minority Business Certification

L & S Diversified

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
07/07/2021 to 07/07/2023



Jonathan R. Satter, Secretary
Florida Department of Management Services



GREATER ORLANDO
AVIATION AUTHORITY



Florida Unified Certification Program

Disadvantaged Business Enterprise (DBE) Certificate of Eligibility

BRIGHTWATER SOLUTIONS, LLC

MEETS THE REQUIREMENTS OF 49 CFR, PART 26

APPROVED NAICS CODES:

541620 – Environmental Consulting Services
562112 – Hazardous Waste Collection
562910 – Remediation Services

August 21, 2020

DATE:

Cheryl Hawkins

By: Cheryl L. Hawkins, Senior Manager, Business Diversity



ANNIVERSARY DATE - Annually on August 21

BRIGHTWATER SOLUTIONS, LLC has been certified under Florida's Unified Certification Program (UCP) as a Disadvantaged Business Enterprise (DBE) in accordance with 49 Code of Federal Regulation Part 26.

DBE certification does not expire. It is contingent upon the firm maintaining eligibility annually through this office. Owners will be notified of their responsibilities in advance of the anniversary date.

The firm is listed in Florida's DBE Directory which can be accessed at the following link:

<http://www.fdot.gov/equalopportunity/>

Prime contractors and consultants must verify the firm's DBE certification status, and identify eligible work area(s) through the Directory.

The Authority's DBE Program Office is available, offering managerial and technical assistance at no cost.

Contact us at (813) 554-1450 or via email DBEProgram@TampaAirport.com.

Cheryl L. Hawkins

Senior Manager, Business Diversity





The required forms have been completed and executed and follow this section:

- Proposer's Certification / Addenda Acknowledgment Form
- Qualification Form
- Statement of Terms and Conditions - statement must be signed and returned with the RFQ form.
- Hold Harmless Agreement
- A sworn, notarized Drug Free Work Place Certificate must accompany each Qualification Package or alternate RFQ.
- Public Entity Crimes Form
- Conflict of Interest Disclosure Form
- A Certificate of Insurability (COI) shall accompany each Qualification or alternate qualification, in the amounts as prescribed by the City.



62 Years
In Business



18 Years
In Florida



11 Countries
Worked In



47 States
Worked In



35
Employees



287
FL Projects



350+
Municipal
Projects



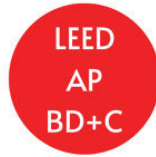
2500+
Recreation
Projects



5.5M SF
of Built Recreation
Facility Projects



\$150M/YEAR
in Value Built

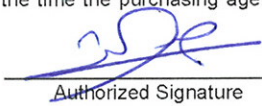


3
LEED AP's



5
LEED Projects

PROPOSER'S CERTIFICATION

Submit To: City of Wildwood 100 N Main Street Wildwood, FL 34785 352-330-1330		CITY OF WILDWOOD REQUEST FOR QUALIFICATION (RFQ) CERTIFICATION AND ADDENDA ACKNOWLEDGMENT	
DUE DATE: 3/29/2023	DUE TIME: 11 am	RFQ # 2023-08	
TITLE: Architectural Continuing Professional Services			
FIRM NAME: Ohlson Lavoie Corporation		PHONE NUMBER: 407.992.0470	
FIRM MAILING ADDRESS: 2295 South Hiawassee Road, Suite 310		FAX NUMBER:	
CITY/STATE/ZIP: Orlando, FL 32835		E-MAIL ADDRESS: melsheikh@olcdesigns.com	
"I, the undersigned, certify that I have reviewed the addenda listed below (list all addenda received to date). I understand that timely commencement will be considered in award of this RFQ and that cancellation of award will be considered if commencement time is not met, and that untimely commencement may be cause for termination of contract. I further certify that the services will meet or exceed the RFQ requirements. I, the undersigned, declare that I have carefully examined the RFQ, specifications, terms and conditions as applicable for this Request, and that I am thoroughly familiar with all provisions and the quality and type of coverage and services specified. I further declare that I have not divulged, discussed, or compared this RFQ with any other Offeror and have not colluded with any Offerors or parties to an RFQ whatsoever for any fraudulent purpose."			
<u>1</u> Addendum #	Addendum #	Addendum #	Addendum #
"I certify that this quote is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting an RFQ for the same material, supplies, equipment or services and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of this RFQ and certify that I am authorized to sign this response and that the offer is in compliance with all requirements of the RFQ, including but not limited to certification requirements. In conducting offers with an agency for the CITY OF WILDWOOD, respondent agrees that if this RFQ is accepted, the respondent will convey, sell, assign, or transfer to the City of Wildwood all rights, title and interest in and to all causes of action it may now or hereafter acquire under the anti-trust laws of the United States for price fixing relating to the particular commodities or services purchased or acquired by the CITY. At the CITY'S discretion, such assignment shall be made and become effective at the time the purchasing agency renders final payment to the respondent."			
Maged Elsheikh, Senior Principal Authorized Agent Name, Title (Print)		 Authorized Signature	3/16/2022 Date
<i>This form must be completed and returned with your Submittal</i>			

QUALIFICATIONS FORM FOR CITY OF WILDWOOD



Name of Firm Submitting Qualifications Ohlson Lavoie Corporation

Name of Person Submitting Qualifications Maged Elsheikh

PROPOSER ACKNOWLEDGMENT

"The undersigned hereby declares that he/she has informed himself/herself fully in regard to all conditions to the work to be done, and that he/she has examined the RFQ and Specifications for the work and comments hereto attached. The Vendor proposes and agrees, if this submission is accepted, to contract with the City of Wildwood to furnish all necessary materials, equipment, labor and services necessary to complete the work covered by the RFQ and Contract Documents for this Project. The Vendor agrees to accept in full compensation for each item the prices named in the schedules incorporated herein."



Signature

3/16/2023

Date

RFQ # 2023 - 08

RFQ Number

[☐] Check if exception(s) or deviation(s) to Specifications. Attach separate sheet(s) detailing reason and type for the exception or deviation.

This document must be completed and returned with your Submittal

Statement of Terms and Conditions For RFPs, RFQs, and Bid

PUBLIC ENTITY CRIME: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a qualifications/Bid on a contract to provide any goods or services to a public entity, for the construction or repair of a public building or public work, may not submit Qualifications/Bids on leases of real property to a public entity, may not be awarded or perform work as a Consultant, supplier, subconsultant, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

INDEMNIFICATION: The consultant shall indemnify and hold harmless the City of Wildwood and their elected officials, employees, agents, representatives, and volunteers from and against any and all claims, damages, losses and expenses, (including legal costs), or liabilities based on third party claims of injury to persons or damage to property arising out of or resulting, in whole or in part, from a negligent act or omission or willful misconduct of consultant or its employees, Subcontractors, agents or representatives.

PROHIBITION OF LOBBYING: During the blackout period which is, the period between the time the submittals for Invitation to Bid or the Request for Proposals, or Qualifications, or information, as applicable, are received at Contracts / Purchasing and the time the City awards the contract, no proposer, no lobbyist, principal, or other person may lobby, on behalf of a competing party in a particular procurement matter, any member of the City, or any City employee other than Cassandra Smith in writing via email to csmith@wildwood-fl.gov. Violation of this provision may result in disqualification of violating party. All questions regarding this Request for Proposals (RFQ) or Invitation to Bid (BID) must be submitted in writing to the contact listed in the solicitation or the City Clerk.

ANTI TRUST LAWS: By submission of a signed RFQ or BID, the successful vendor acknowledges compliance with all antitrust laws of the United States and the State of Florida, in order to protect the public from restraint of trade, which illegally increases prices.

CONFLICT OF INTEREST: The award of the contract hereunder is subject to the provisions of Chapter 112 of the Florida Statutes. Vendors shall disclose the name of any Officer, Director, Partner, Associate, or Agent who is also an Officer, Appointee, or Employee of any of the City's at the time of the RFP, RFQ or BID, or at the time of occurrence of the Conflict of Interest thereafter.

INTERPRETATION, CLARIFICATIONS AND ADDENDA: No oral interpretations will be made to any vendor as to the meaning of the RFQ/BID Contract Documents. Any inquiry or request for interpretation received by Cassandra Smith via email to csmith@wildwood-fl.gov before the date listed herein will be given consideration. All such changes or interpretations will be made in writing in the form of an addendum and, if issued, will be distributed at or after the Pre-Proposals/Pre-Bid Conference, mailed or sent by available or electronic means to all attending prospective Submitters prior to the established RFQ/BID opening date. Each respondent shall acknowledge receipt of such addenda in the space provided. In case any Proposer/Bidder fails to acknowledge receipt of such addenda or addendum, his offer will nevertheless be construed as though it had been received and acknowledged and the submission of his bid will constitute acknowledgment of the receipt of same. All addenda are a part of the RFQ/BID FORMS and each Proposer/Bidder will be bound by such addenda, whether or not received by him. It is the responsibility of each proposer/bidder to verify that he has received all addenda issued before RFQ's/BID's are opened. In the case of unit price items, the quantities of work to be done and materials to be furnished under this RFP/RFQ/BID Contract are to be considered as approximate only and are to be used solely for the comparison of RFP's/RFQ's/BID's received. The City and/or its consultant do not expressly or by implication represent that the actual quantities involved will correspond exactly therewith; nor shall the Vendor plead misunderstanding or deception because of such estimate or quantities of work performed or material furnished in accordance with the Specifications and/or Drawings and other Proposals/Bid Documents, and it is understood that the quantities may be increased or diminished as provided herein without in any way invalidating any of the unit or lump sum prices bid.

GOVERNING LAWS AND REGULATIONS: The vendor is required to be familiar with and shall be responsible for complying with all federal, state and local laws, ordinances, rules and regulations that in any manner affect the work.

PROPRIETARY/CONFIDENTIAL INFORMATION: Vendors are hereby notified that all information submitted as part of, or in support of RFP's/RFQ's/BID's, will be available for public inspection ten days after opening of the RFQ's/BID's or until a short list is recommended whichever comes first, in compliance with Chapter 119, and 287 of the Florida Statutes. All RFP's/RFQ's/BID's submitted in response to this solicitation become the property of the City. Unless information submitted is proprietary, copy written, trademarked, or patented, the City reserves the right to utilize any or all information, ideas, conceptions, or portions of any RFP/RFQ/BID, in its best interest.

TAXES: The City of Wildwood is exempt from any taxes imposed by the State and/or Federal Government. Exemption certificates will be provided upon request.

NON-COLLUSION DECLARATION: By signing this RFQ/BID, all Vendors shall affirm that they shall not collude, conspire, connive or agree, directly or indirectly, with any other Proposer, firm, or person to submit a collusive or sham Proposals in connection with the work for which their RFP/RFQ/BID has been submitted; or to refrain from Bidding in connection with such work; or have in any manner, directly or indirectly, sought by person to fix the price or prices in the RFP/RFQ/BID or of any other Bidder, or to fix any overhead, profit, or cost elements of the RFQ/BID price or the RFP/RFQ/BID price of any other Bidder, or to secure through any collusion, conspiracy, connivance, or unlawful agreement any advantage against any other Bidder, or any person interested in the proposed work.

PROPOSER RESPONSIBILITY: Invitation by the City's to vendors is based on the recipient's specific request or as the result of response by the public to the legal advertisements required by State law. Firms or individuals submit their responses on a voluntary basis, and therefore are not entitled to compensation of any kind.

CITYSHIP OF SUBMITTALS: All responses, inquiries or correspondence relating to or in reference to this RFQ/BID, and all other reports, charts, displays, schedules, exhibits and other documentation submitted by the vendors will become the property of the City. Reference to literature submitted with a previous RFP/RFQ/BID will not relieve the Bidder from including any required documents with this RFP/RFQ/BID.

EXAMINATION OF BID DOCUMENTS: Each Bidder shall carefully examine the RFP/RFQ/BID Document to ensure all pages have been received, all drawings and/or Specifications and other applicable documents are included, and shall inform himself thoroughly regarding any and all conditions and requirements that may in any manner affect cost, progress or performance of the work to be performed under the Contract. Ignorance on the part of the FIRM will in no way relieve him of the obligations and responsibilities assumed under the Contract.

VENDOR RESPONSIBILITY: Vendors are fully and completely responsible for the labeling, identification and delivery of their submittals. The City of Wildwood will not be responsible for any mislabeled or misdirected submissions, nor those handled by delivery persons, couriers, or the US Postal Service.

DRUG FREE WORKPLACE: All Proposers/Bidders shall submit the enclosed, duly signed and notarized form entitled "Drug Free Workplace Certificate". The Drug Free Workplace Vendor shall have the burden of demonstrating that his program complies with Section 287.087 of the Florida Statutes, and any other applicable state law.

THE CITY OF WILDWOOD is a political subdivision of the State of Florida, and reserves the right to cancel an RFQ and to reject any and/or all submittals, reserve the right to waive any and all informalities or irregularities, to re-advertise with either the identical or revised specifications, and reserve the right to award contracts and/or in the best interest of the City. Submittals not meeting stated minimum terms and qualifications may be rejected by the City as non-responsive. The City reserves the right to reject any or all submittals without cause. The City reserves the right to reject the submission of any Vendor in arrears or in default upon any debt or contract to the City, or who has failed to perform faithfully any previous contract with the City's or with other governmental agencies.

PUBLIC RECORDS LAW: Correspondence, materials and documents received pursuant to this RFQ/BID become public records subject to the provisions of Chapter 119, Florida Statutes.

VERIFICATION OF TIME: Verison time is hereby established as the Official Time of the City's

PREPARATION OF PROPOSALS/BIDS:

Signature of the Bidder: The Bidder must sign the RFQ/BID FORMS in the space provided for the signature. If the Proposer/Bidder is an individual, the words "doing business as" must appear beneath such signature. In the case of a partnership, the signature of at least one of the partners must follow the firm name and the words, "Member of the Firm" should be written beneath such signature. If the Proposer/Bidder is a corporation, the title of the officer signing the RFQ/BID on behalf of the corporation must be stated and evidence of his authority to sign the RFQ/BID must be submitted. The Proposer/Bidder shall state in the RFQ/BID FORMS the name and address of each person interested therein.

Basis for Bidding: The price proposed for each item shall be on a lump sum or unit price basis according to specifications on the RFP/RFQ/BID FORM. The proposed prices shall remain unchanged for the duration of the Contract and no claims for cost escalation during the progress of the work will be considered, unless otherwise provided herein.

Total Proposed Price/Total Contract Sum Proposed: If applicable, the total price bid for the work shall be the aggregate of the lump sum prices proposed and/or unit prices multiplied by the appropriate estimated quantities for the individual items and shall be stated in figures in the appropriate place on the RFP/RFQ/BID FORM. If there is a discrepancy on the RFP/RFQ/BID FORM due to unit price extensions or additions, the corrected extensions and additions shall be used to determine the project bid amount.

TABULATION: Those wishing to receive an official tabulation of the results of the opening of this RFP/RFQ/BID are to submit a self-addressed, stamped business size (No. 10) envelope, prominently marked on the front lower left side, with the RFQ identification. Tabulation requested by telephone, fax or electronic media will not be accepted.

OBLIGATION OF WINNING BIDDER: The contents of the RFP/RFQ/BID of the successful proposer/bidder will become contractual obligations if acquisition action ensues. Failure of the successful Proposer/Bidder to accept these obligations in a contract may result in cancellation of the award and such vendor may be removed from future participation.

AWARD OF BID: It is the City's intent to select a vendor within sixty (60) calendar days of the deadline for receipt of Proposals/Qualifications/Bids. However, Proposals/Qualifications/Bids must be firm and valid for award for at least ninety (90) calendar days after the deadline for receipt of the RFP/RFQ/BID.

ADDITIONAL REQUIREMENTS: The firms shall furnish such additional information as the City may reasonably require. This includes information which indicates financial resources as well as ability to provide the services. The City reserves the right to make investigations of the qualifications of the firm as it deems appropriate.

PREPARATION COSTS: The City shall not be obligated or be liable for any costs incurred by Proposers/Bidders prior to issuance of a contract. All costs to prepare and submit a response to this RFP/RFQ/BID shall be borne by the Proposer/Bidder.

TIMELINESS: All work will commence upon authorization from the City's representative. All work will proceed in a timely manner without delays. The Consultant shall commence the work UPON RECEIPT OF NOTICE TO PROCEED and/or ORDER PLACED (PURCHASE ORDER PRESENTED) and shall deliver in accordance to the terms and conditions outlined and agreed upon herein.

DELIVERY: All prices shall be FOB Destination, Sumter County, Florida, inside delivery unless otherwise specified.

ADDITIONAL SERVICES/PURCHASES BY OTHER PUBLIC AGENCIES ("PIGGY-BACK"):

The Vendor by submitting a Bid acknowledges that other Public Agencies may seek to "Piggy-Back" under the same terms and conditions, during the effective period of any resulting contract - services and/or purchases being offered in this Bid, for the same prices and/or terms proposed. Vendor has the option to agree or disagree to allow contract Piggy-Backs on a case-by-case basis. Before a Public Agency can Piggy-Back any contract, the Agency must first obtain the vendor's approval - without the vendor's approval, the seeking Agency cannot Piggy-Back.

PLANS, FORMS & SPECIFICATIONS: Bid Packages are available from the City Clerk. These packages are available for pickup or by mail. If requested to mail, the Proposer/Bidder must supply a courier account number (UPS, FedEx, etc.). Proposers/Bidders are required to use the official RFP/RFQ/BID FORMS, and all attachments itemized herein, are to be submitted as a single document. Any variation from the minimum specifications must be clearly stated on the RFQ/BID FORM and/or Exceptions/Deviations Sheet(s). Only one set of plans, forms, and specifications will be furnished each company or corporation interested in submitting a Proposals/bid. RFQ/BID FORM documents for this project are free of charge and are available on-line and are downloadable.

MANUFACTURER'S NAME AND APPROVED EQUIVALENTS: Any manufacturer's names, trade names, brand names, information and/or catalog numbers listed in a specification are for information and not intended to limit competition unless otherwise indicated. The Proposer/Bidder may offer any brand for which he is an authorized representative, which meets or exceeds the RFP/RFQ/BID specification for any item(s). If RFQ's/BID's are based on equivalent products, indicate on the RFP/RFQ/BID FORM the manufacturer's product name and literature, and/or complete specifications. Reference to literature submitted with a previous RFP/RFQ/BID will not satisfy this provision. The Proposer/Bidder shall explain in detail the reason(s) why the proposed equivalent will meet the specifications and not be considered an exception thereto. RFP/RFQ's/BID's which do not comply with these requirements are subject to rejection. RFP/RFQ's/BID's lacking any written indication of intent to quote an alternate brand will be received and considered in complete compliance with the specifications as listed on the RFQ/BID FORM. The City is to be notified, in writing, of any proposed changes in materials used, manufacturing process, or construction. However, changes shall not be binding upon the City unless evidenced by a Change Notice issued and signed by the City or designated representative.

QUANTITIES: The quantities as specified in this RFP/RFQ/BID are estimates only and are not to be construed as guaranteed minimums.

SAMPLES: Samples of items, when called for, shall be furnished free of expense, and if not destroyed may, upon request, be returned at the Proposer's/Bidder's expense. Each sample shall be labeled with the Proposer's/Bidder's name, manufacturer brand name and number. RFP/RFQ/BID number and item reference. Samples of successful Proposer's/Bidder's items may remain on file for the term of the contract. Request for return of samples shall be accompanied by instructions which include shipping authorization and must be received at time of opening. Samples not returned may be disposed of by the City within a reasonable time as deemed appropriate.

DOCUMENT RE-CREATION: Vendor may choose to re-create any document(s) required for this solicitation but must do so at his own risk. All required information in the original City format must be included in any re-created document. Submittals may be deemed non-responsive if required information is not included in any re-created document.

ACKNOWLEDGED:


(Signature and Date)

3/16/2023

*This document must be completed and returned
with your Submittal*

HOLD HARMLESS AGREEMENT

The Consultant agrees to hold the City of Wildwood harmless against all claims for bodily injury, sickness, disease, death or personal injury or damage to property or loss of use resulting there from, arising out of the agreement, to the extent that such claims are attributable, in whole or in part, to a negligent act or omission by the Consultant.

The Consultant shall purchase and maintain workers' compensation insurance for all workers' compensation insurance and employers' liability in accordance with Florida Statute Chapter 440.

The Consultant shall also purchase any other coverage required by law for the benefit of employees.

Required insurance shall be documented in Certificates of Insurance and shall be provided to the City representative requesting the service.

By signature upon this form the Consultant stipulates that he/she agrees to the Hold Harmless Agreement, and to abide by all insurance requirements.

Maged Elsheikh

Consultant-Print Name



Signature

Architectural Continuing
Professional Services

Project Name

3/16/2023

Date

The effective date of this Hold Harmless Agreement shall be for the duration of this project.

This document must be completed and returned with your Submittal

DRUG FREE WORKPLACE CERTIFICATE

I, the undersigned, in accordance with Florida Statute 287.087, hereby certify that,

Ohlson Lavoie Corporation

(print or type name of FIRM)

- Publishes a written statement notifying that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the workplace named above and specifying actions that will be taken against violations of such prohibition.
- Informs employees about the dangers of drug abuse in the workplace, the firm's policy of maintaining a drug free working environment, and available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug use violations.
- Gives each employee engaged in providing commodities or contractual services that are under RFQ or bid, a copy of the statement specified above.
- Notifies the employees that as a condition of working on the commodities or contractual services that are under RFQ or bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, please or guilty or nolo contendere to, any violation of Chapter 1893, or of any controlled substance law of the State of Florida or the United States, for a violation occurring in the work place, no later than five (5) days after such conviction, and requires employees to sign copies of such written (*) statement to acknowledge their receipt.
- Imposes a sanction on, or requires the satisfactory participation in, a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
- Makes a good faith effort to continue to maintain a drug free workplace through the implementation of the drug free workplace program.
- "As a person authorized to sign this statement, I certify that the above-named business, firm or corporation complies fully with the requirements set forth herein".



Authorized Signature

03/16/2023

Date Signed

State of: Florida

County of: Orange

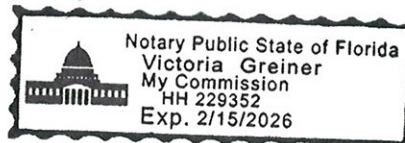
Sworn to and subscribed before me this 16th day of March, 2023

Personally known X or Produced Identification _____
(Specify Type of Identification)

Victoria Greiner
Signature of Notary

My Commission Expires 2/15/2026

(seal)



This document must be completed and returned with your Submittal

**SWORN STATEMENT TO SECTION 287.133(3)(a),
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES FORM**

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to City of Wildwood

By Maged Elsheikh, Senior Principal

{print individual's name and title}

for Ohslon Lavoie Corporation

{print name of entity submitting sworn statement}

whose business address is 2295 South Hiawasse Road, Suite 310, Orlando, FL 32835

and (if applicable) its Federal Employer Identification Number (FEIN) is 84-0674977 (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: _____.)

2. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), **Florida Statutes**, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.
3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(b), **Florida Statutes**, means a finding of guilt or a conviction of a public entity crime, with or without adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.
4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), **Florida Statutes**, means:
- a. A predecessor or successor of a person convicted of a public entity crime; or
 - b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.
 - c. I understand that a "person" as defined in Paragraph 287.133(1)(c), **Florida Statutes**, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.
 - d. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. {indicate which statement applies.}

____ Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners,

shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. **{attach a copy of the final order}**

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH 1 (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.



{signature}

03/16/2023

{date}

State of Florida

County of Orange

PERSONALLY APPEARED BEFORE ME, the undersigned authority, Maged Elsheikh, who after first being sworn by me, affixed his/her signature in the space provided above on this 16th day of March, 20 23.

Attest: Victoria Greiner
Notary Public

My commission expires: 2/15/2026

(Notary Seal)

This document must be completed and returned with your Submittal

Conflict of Interest Disclosure Form

I HEREBY CERTIFY that

2. I (printed name) Maged Elsheikh am the
(title) Senior Principal and the duly authorized representative of the firm of (Firm Name)
Ohlson Lavoie Corporation whose address is
2295 S Hiawasse Rd. Suite 310 Orlando, FL 32835
, and that I possess the legal authority to make this affidavit on behalf of myself and the firm for which I
am acting; and,

2. Except as listed below, no employee, officer, or agent of the firm have any conflicts of interest, real or apparent, due to ownership, other clients, contracts, or interests associated with this project; and,

3. This bid qualification is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid qualification for the same services, and is in all respects fair and without collusion or fraud.

EXCEPTIONS (List)

Signature: _____

Printed Name: Maged Elsheikh

Firm Name: Ohlson Lavoie Corporation

Date: _____

State of Florida

County of Orange

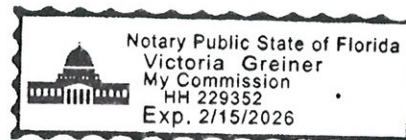
Sworn to and subscribed before me this 16th day of March 20 23

Personally Known ☒
OR Produced Identification _____, Type of Identification _____

My Commission Expires 2/15/2026

Victoria Greiner

(Printed, typed or stamped commissioned name of notary)



THIS FORM MUST BE COMPLETED AND RETURNED WITH YOUR QUALIFICATIONS PACKAGE

ACORD™

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

2/07/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER USI Insurance Services, LLC P.O. Box 7050 Englewood, CO 80155 800 873-8500		CONTACT NAME: PHONE (A/C, No, Ext): 800 873-8500 FAX (A/C, No): E-MAIL ADDRESS: den.certificate@usi.com	
		INSURER(S) AFFORDING COVERAGE	
		INSURER A : Sentinel Insurance Company Ltd.	
		INSURER B : Hartford - WC Multiple Issuing Cos	
		INSURER C : Berkley Insurance Company	
		INSURER D :	
		INSURER E :	
		INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☐ LOC OTHER:	X	X	34SBAAB8906	01/01/2023	01/01/2024	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
A	AUTOMOBILE LIABILITY ☐ ANY AUTO OWNED AUTOS ONLY ☒ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS NON-OWNED AUTOS ONLY	X	X	34SBAAB8906	01/01/2023	01/01/2024	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	☒ UMBRELLA LIAB ☐ EXCESS LIAB ☒ RETENTION \$10000	X	X	34SBAAB8906	01/01/2023	01/01/2024	EACH OCCURRENCE \$5,000,000 AGGREGATE \$5,000,000 \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☒ Y ☒ N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		X	34WECAE3SFT	01/01/2023	01/01/2024	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
C	Professional Liability Claims Made			AEC906297603	01/01/2023	01/01/2024	\$2,000,000 per claim \$2,000,000 annl aggr.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

As required by written contract or written agreement, the following provisions apply subject to the policy terms, conditions, limitations and exclusions: The Certificate Holder and owner are included as Automatic Additional Insured's for ongoing and completed operations under General Liability; Designated Insured under Automobile Liability; and Additional Insureds under Umbrella / Excess Liability but only with respect to liability arising out of the Named Insured work performed on behalf of the certificate holder and owner. (See Attached Descriptions)

CERTIFICATE HOLDER

CANCELLATION

City of Wildwood
 100 N. Main Street
 Wildwood, FL 34785

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



BE WELL GET WELL STAY WELL LIVE WELL

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Annual Lease Agreement with DM7 Cattle Company

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity: DM7 Cattle Company
Effective Date: January 1, 2023 Termination Date: December 31, 2023
Managing Division/Department: Executive

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

During preparation for the annual audit, it was discovered that DM7 Cattle Company had not approached the City about renewing its lease of the R.I.B. property, which the company has used to graze cattle for many years. Staff reached out to Dodd McDowell, the company's owner, to see if they wanted to renew the lease for 2023. They indicated that they did desire to renew the lease, came into City Hall, and paid the annual lease amount. Staff recommends approving the lease agreement as is, which has a retroactive start date of January 1, 2023, and a term of one year.

THIS LEASE

This lease is entered into this 1st day of, January 2023 by and between the City of Wildwood, herein called the lessor, and Dodd McDowell, DM7 Cattle Company, herein called the lessee. The parties agree as follows:

1. In consideration of the covenants herein contained on the part of the said lessee to be kept and performed, the said lessor does hereby lease to the said lessee that portion of the property described in the attached Exhibit "A" that is: (a) not currently and has not been used by the City in operation or maintenance of its rapid infiltration basins which are also located on the front portion of the property described in Exhibit "A"; and, (b) that portion of the property that has been leased by the City to AT&T for a cell tower on a portion of the property described in Exhibit "A."
2. The term of this lease shall be twelve (12) months from the 1st day of January, 2023.
3. And the said lessee covenants with the said lessor to pay the rent in an annual payment of \$1,248 on the 1st day of January, 2023; to make no unlawful, improper or offensive use of the premises; not to assign this lease or to sublet any part of said premises without the written consent of the lessor; not to use said premises for any other purpose than for grazing cattle; to bring the fencing up to the standard necessary to contain cattle on the property, said initial cost to go against the lease payment, and to be responsible for the cost of any on-going required fencing maintenance; to cooperate to allow AT&T access to build and maintain a cell tower; and to quit and deliver up said premises at the end of the said term in good condition as they are now (ordinary wear and decay damage by the elements only expected).
4. The said lessee hereby covenants and agrees that if default shall be made in the payment of the rent as aforesaid, or if the said lessee shall violate any of the covenants of the lease, then said lessee shall become a tenant at sufferance, hereby waiving all right of notice. The lessor shall be entitled to re-enter and retake possession of the demised premises immediately.
5. Lessee further covenants and agrees that: (a) he/she shall be responsible for all maintenance of the fence and that the fence shall be maintained at all times in a manner that will assure that any animal placed on the property will be contained; (b) that the number of cattle on the property shall not exceed seventy-five (75) at any point in time; (c) that Lessee shall install a new gate to be approved by Lessor on CR121 and shall use only this gate; and (d) Lessee shall not use CR122 for egress to the property.
6. Lessee further covenants to indemnify and hold harmless the City of Wildwood for any claims, suits, actions, damages, liability, and expense in connection with loss of life, bodily or personal injury, or

property damage brought against the City of Wildwood arising from or out of or occasioned wholly or in part by lessee's use of the subject property, including, but not limited to, any claim by any person for property or personal injury damage.

7. Lessee further covenants that in the event of default, Lessor shall recover all additional rent, special damages, costs, and attorney's fees incurred by it as a result of the default by Lessee.
8. Lessee further agrees and covenants that either party may terminate this agreement without cause within (30) days' written notice to the other party.
9. Lessee understands and agrees that the fee simple interest in the property being leased is exempt from ad valorem taxation but that the leasehold interest that the lessee is leasing may be subject to ad valorem taxation. The lessee agrees that if a tax is due because of the use of the property by the lessee, the lessee will pay the tax.

Witness or hands and seals this 6th day of April, 2023.

Signed and sealed, and Delivered in the presence of:

Meanda Hurston
Witness Signature

City of Wildwood



By: Ed Wolf, Mayor

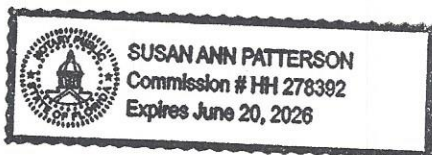
[Signature]
Witness Signature

DM7 Cattle Company

[Signature]
By: Dodd McDowell

STATE OF FLORIDA
COUNTY OF SUMTER

The foregoing instrument was acknowledged before me this 6th day of April, 2023, by Dodd McDowell who is personally known to me or who has produced _____ as identification and who did (did not) take an oath.



[Signature]
Notary Public

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: Demolition of the Old Police Department Building in the Amount of \$52,650

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department: Public Works Department

BUDGET IMPACT: Funding for the demolition will be allocated from 001-541-30-3400

HISTORY/FACTS/ISSUES:

The Public Works Administration solicited quotes for the demolition of the old Police Department building, which was to include asbestos abatement. Seven (7) companies were contacted to obtain quotes for the demolition work, with only three (3) companies submitting proposals.

As the result of limited details of all potential asbestos within the building, the vendors requested additional information about the material make-up of the building to ensure all asbestos mitigation was identified. The City then coordinated to have a full asbestos analysis and report performed on the building. The analysis and report were completed and sent to the three (3) contractors for review and to update their respective quotes to include asbestos abatement. Only one contractor, Patriot Waste Containers, provided an updated quote which included asbestos abatement. Johnsons' Excavating and Dekora, LLC. were given a deadline for submission by 3:00 p.m. on Friday April 7, 2023. Both contractors did not provide updated quotes including the asbestos abatement and demolition by the deadline.

Currently, Patriot Waste Containers is the only contractor with a submission for asbestos abatement and demolition in the amount of \$52,650.00.



Memorandum

To: Jeremy Hockenbury, Public Works Director

From: Thomas J. Rigwood, Asst. Director of Public Works

Date: 4/13/23

Re: Demolition – Old Police Department Building

A request was proposed to have the old Police Department building and a trailer at 923 Village Drive demolished and removed from the sites. Seven (7) companies were contacted to obtain quotes for the demolition work, with only three (3) companies submitting quotes. The results of the quotes are as follows:

Contractor	Old Police Department	Total
*Johnson's Excavation	\$36,490	\$45,680
*Patriot Waste Containers	\$40,650	\$45,850
*Dekora, LLC.	\$31,884	\$45,634
Logan Site Work	No Bid	\$0
Kingdom Construction	No bid	\$0
Greenwood & Sons	No Bid	\$0
Cross Environmental	No Bid	\$0

**The quotes provided do not include asbestos remediation within the old Police Department building, which will be an added cost once the contractor is able to obtain an analysis.*

Due to the bids from the three (3) contractors not having a full asbestos report, the City decided to have a full asbestos analysis and report performed on the old Police Department building. The analysis and report were completed and sent to the three (3) contractors for review and to update their respective quotes to include asbestos abatement in their quotes. Only one contractor, Patriot Waste Containers, provided an updated quote which included asbestos abatement. Johnsons' Excavating and Dekora, LLC. were given a deadline for submission by 3:00 p.m. on Friday, April 7, 2023. Both contractors did not send updated quotes with asbestos abatement and demolition by the deadline.

At this time, Patriot Waste Containers appears as the only contractor with a submission for asbestos abatement and demolition in the amount of \$52,650.00.

Patriot Waste Containers
 PO Box 4368
 Ocala, FL 34478 US
 +1 3524561654
 office@patriotwastecontainers.com

Estimate



ADDRESS

City of Wildwood
 100 N Main St
 Wildwood, FL 34785

SHIP TO

100 Huey Street
 Wildwood FL

ESTIMATE #	DATE	
1140	02/09/2023	

SALES REP

Zach

DATE	ACTIVITY	DESCRIPTION	QTY	RATE	AMOUNT
	Demolition	Demolition of 5,314 sq ft block building.	1	40,650.00	40,650.00
		Removal of chain link fence, sheds, carports, concrete sidewalks, and asphalt parking lot.			
		Demolition Permit.			
		Labor, hauling, disposal and permit fee included.			
	Services	Asbestos Removal	1	12,000.00	12,000.00
		All asbestos to be removed by licensed asbestos company before demolition starts. This includes removal, hauling and disposal.			
TOTAL					\$52,650.00

Accepted By

Accepted Date

Thomas Rigwood

From: Thomas Rigwood
Sent: Monday, April 3, 2023 9:32 AM
To: Sean Givens
Subject: FW: Demolition Quote - City of Wildwood
Attachments: 23003 City of Wildwood 100 Huey St, Wildwood.docx; Wildwood Police Station - Asbestos Survey Report Binder.pdf; Wildwood - Bulk Asbestos Analysis Sheet.pdf

Importance: High

Sean,

Good morning.

Just following up on this email request. Please let me know if JES Contracting is going to resend an updated quote with asbestos abatement. Need to have an answer by 3:00 p.m. Friday 4/7/23.

Respectfully,



Thomas J. Rigwood
Assistant Director, Public Works
City Of Wildwood
743 Huey Street
Wildwood, FL. 34785
Ph.: 352-330-1343 ext. 407
Cell: 352-626-2191
trigwood@wildwood-fl.gov
www.wildwood-fl.gov

From: Thomas Rigwood
Sent: Friday, March 10, 2023 8:22 AM
To: Sean Givens <sgivens@jescontracting.com>
Subject: FW: Demolition Quote - City of Wildwood
Importance: High

Sean,

Good morning.

The City of Wildwood obtained an asbestos report (attached) for the old Police Department for your review and update of your quote of needed.

If you have any questions, please let me know.

Respectfully,



Thomas J. Rigwood
Assistant Director, Public Works
City Of Wildwood
743 Huey Street
Wildwood, FL. 34785
Ph.: 352-330-1343 ext. 407
Cell: 352-626-2191
trigwood@wildwood-fl.gov
www.wildwood-fl.gov

From: Sean Givens <sgivens@jescontracting.com>
Sent: Friday, January 13, 2023 9:08 AM
To: Thomas Rigwood <trigwood@wildwood-fl.gov>
Cc: Sales Johnson Excavation <sales@jescontracting.com>
Subject: Demolition Quote

*****CAUTION:** This email originated from outside of the city. Do not click on any links or open any attachments unless you recognize the sender and are certain the content is safe.***

Tom,

Good morning, we appreciate the opportunity to quote this demolition project. Please see the attached quote and call with any questions.

Thanks,

Sean

Sean Givens

Johnson's Excavation & Services, Inc.
1706 East Trapnell Road
Plant City, Florida 33566
Office: 813.752.7097
Cell: 863-221-7689
Fax: 813.719.9052

Thomas Rigwood

From: Thomas Rigwood
Sent: Monday, April 3, 2023 1:06 PM
To: Javier Rodriguez
Subject: RE: FW: City of Wildwood - Building Demolition
Attachments: Wildwood Police Station - Asbestos Survey Report Binder.pdf; Wildwood - Bulk Asbestos Analysis Sheet.pdf; doc01491220230403120516.pdf

Javier,

Good afternoon.

Just following up on this email request. Please let me know if Dekora LLC. is going to resend an updated quote with asbestos abatement. Need to have an answer by 3:00 p.m. Friday 4/7/23.

Respectfully,

From: Thomas Rigwood
Sent: Tuesday, March 28, 2023 10:56 AM
To: Javier Rodriguez <dekorallc@gmail.com>
Subject: RE: FW: City of Wildwood - Building Demolition

Javier,

I sent you an email with an estimate for abatement from the company that performed the inspection and report. The last time we spoke you stated you would wait for the estimate to decide if you wanted to use them as your asbestos abatement company or hire your own contractor.

Respectfully,



Thomas J. Rigwood
Assistant Director, Public Works
City Of Wildwood
743 Huey Street
Wildwood, FL. 34785
Ph.: 352-330-1343 ext. 407
Cell: 352-626-2191
trigwood@wildwood-fl.gov
www.wildwood-fl.gov

From: Javier Rodriguez <dekorallc@gmail.com>
Sent: Tuesday, March 28, 2023 10:52 AM

To: Thomas Rigwood <trigwood@wildwood-fl.gov>

Subject: Re: FW: City of Wildwood - Building Demolition

*****CAUTION:** This email originated from outside of the city. Do not click on any links or open any attachments unless you recognize the sender and are certain the content is safe.***

Thomas ,

Good Morning ,

Just following up on the above , Has the City decided which way they wish to proceed as to the abatement of the asbestos ? And Demolition .

Thank you

Javier R.

On Fri, Mar 10, 2023 at 8:27 AM Thomas Rigwood <trigwood@wildwood-fl.gov> wrote:

Javier,

Good morning.

The City of Wildwood obtained an asbestos report (attached) for the old Police Department for your review and update of your quote of needed.

If you have any questions, please let me know.

Respectfully,

From: Thomas Rigwood

Sent: Wednesday, February 15, 2023 7:47 AM

To: dekorallc@gmail.com

Subject: City of Wildwood - Building Demolition

Javier,

Good morning.

A complete asbestos report was not performed on the old Police Department building, only sample testing of the products that were known to have asbestos. The above attachments are the results of the samples taken. Could you provide me with some details on the type of report you need regarding the asbestos for the demolition?

Respectfully,

Thomas J. Rigwood

Assistant Director, Public Works



City Of Wildwood

743 Huey Street

Wildwood, FL. 34785

Ph.: 352-330-1343 ext. 407

Cell: 352-626-2191

trigwood@wildwood-fl.gov

www.wildwood-fl.gov

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--

DEKORA, LLC

12011 SW 129TH CT Unit #5

Miami, FL 33186

Phone: 786-573-1872

Fax: 305-397-2706

E-mail: dekorallc@gmail.com

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Amended and Restated Memorandum of Agreement for PepperTree North

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

In 2018, two memorandums of agreement between Early Retirement, LLC (PepperTree North) and the City of Wildwood were recorded in the official records book and found in Book 3467/Page 319 and Book 3488/Page 68. The memorandums are being rescinded and consolidated via the Amended and Restated Memorandum of Agreement for PepperTree North.

Terms of the agreement remain the same and include obligations of the developer as a result of the development project.

Rec. 520

Record and Return to:
City of Wildwood
Attn: Melanie Peavy, AICP
100 N. Main Street
Wildwood, FL 34785

AMENDED AND RESTATED MEMORANDUM OF AGREEMENT
PEPPERTREE NORTH

This **AMENDED AND RESTATED MEMORANDUM OF AGREEMENT** ("Agreement"), is made effective this ____ day of April, 2023, made and entered into between the City of Wildwood, a Florida municipal corporation (hereinafter referred to as "City"), and Early Retirement, LLC, a Florida Limited Liability Company (hereinafter referred to as "Developer").

RECITALS

WHEREAS, the Developer is the owner of certain real property in the City of Wildwood, Florida, which is depicted and legally described in the attached Exhibit "A" (the "Property"); and

WHEREAS, the Developer wishes to develop the Property in compliance with all City codes, regulations, and ordinances; and

WHEREAS, the City recognizes a need to enter into an agreement guaranteeing development of the Property in compliance with all City codes, regulations, and ordinances; and

WHEREAS, the Developer and the City recorded a Memorandum of Agreement in Official Records Book 3467 Page 319 which was amended by a document entitled Contracts & Agreements No: 2018-196, recorded in Official Records Book 3488 Page 68, Public Records of Sumter County, Florida, and now wish to amend and clarify several aspects of the previously recorded documents; and

WHEREAS, Developer has recorded a Declaration of Easements with Covenants Affecting Land for Pepper Tree North at Official Records Book 3600, Page 450, and has filed a Plat for Pepper Tree North at Plat Book 18, Pages 23 and 23A, Public Records of Sumter County, Florida,

NOW, THEREFORE, in consideration of the mutual covenants and undertakings of City and Developer and other good and valuable considerations, these parties covenant and agree with each other as follows:

1. The City agrees to allow the Developer to construct a private lift station for the Property, under the condition that the Developer establishes a Property Owner's Association (POA) responsible for owning and operating said private lift station.
2. The Developer shall ensure that the POA is established in conformance with all applicable statutes, laws, and regulations.
3. The Developer agrees to design and construct the private lift station as presently shown on the approved Improvement Plans. The Developer acknowledges that the current design of the private lift station does not meet the City's required specifications. Consequently, and at such time as the Developer determines that the lift station should be dedicated to the City, the Developer shall be responsible for all costs and expenses associated with bringing the lift station into compliance with the City's specifications, meeting all of the City's codes, regulations, and ordinances. The Developer acknowledges that the City is not obligated to assume and shall not assume ownership or maintenance of the lift station until it meets all of the City's specifications and criteria.
4. The City agrees to allow the Developer to defer extension of a water line as shown on the approved Improvement Plans along the eastern side of the Property fronting along US Hwy 301 (SR 35) to the northern edge of the Property until such time as vertical construction occurs on any one of the lots within the Property.
5. The Developer agrees to extend the water line along the eastern side of the Property fronting along US Hwy 301 (SR 35) at the time vertical construction occurs on any one of the lots within the Property.
6. The Developer agrees to construct a water main loop connecting the terminus of Peppertree Terrace with the above-mentioned water line fronting along US Hwy 301. The water main loop shall be constructed concurrently with the development of Lot 3, Lot 4, or any combination thereof.
7. The Developer agrees to enter into an Intersection Improvement Agreement with the City and agrees to contribute \$140,616 to the improvements at the intersection of Pepper Tree Lane, US Hwy 301, and C-124A.
8. This Memorandum of Agreement Runs with the Property. In consideration of the terms herein, the Developer and the City acknowledge and agree that this Memorandum of Agreement is irrevocable, absent specific mutual agreement by both parties hereto. Furthermore, this Memorandum of Agreement is intended to and shall run with the Property, and shall bind, and inure to the benefit of, the parties hereunder and their respective successors in title.
9. The Developer acknowledges and agrees that the City shall record this Memorandum of Agreement in the Public Records of Sumter County, Florida, and the Developer

agrees to pay all costs associated therewith.

IN WITNESS WHEREOF the parties have executed this **MEMORANDUM OF AGREEMENT** on the day and year set forth below their respective signatures.

CITY OF WILDWOOD

BY: _____

Mayor Ed Wolf

ATTEST:

Cassandra Smith, City Clerk

Dated April __, 2023

State of Florida

County of Sumter

I HEREBY CERTIFY that on this ____ day of April, 2023, before me, an officer duly qualified to take acknowledgments, the foregoing instrument was acknowledged before me by means of _____ physical presence or _____ on line notarization by Ed Wolf, Mayor of the City of Wildwood, who has produced _____ as identification or is personally known to me and who acknowledged before me that he executed same for the purposes expressed herein.

Notary Public, State of Florida

Commission #

My Commission Expires:

EARLY RETIREMENT, LLC

BY: 

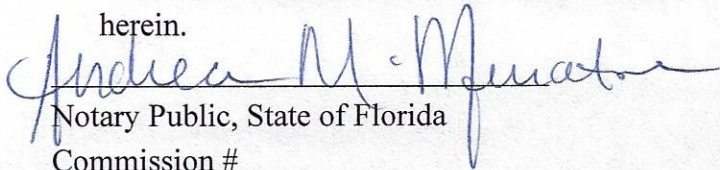
R. William Futch, Manager

Dated April 3, 2023

State of Florida

County of Marion

I HEREBY CERTIFY that on this 3 day of April, 2023, before me, an officer duly qualified to take acknowledgments, the foregoing instrument was acknowledged before me by means of ✓ physical presence or _____ on line notarization by R. William Futch, Manager of Early Retirement, LLC, who has produced _____ as identification or is personally known to me and who acknowledged before me that he executed same for the purposes expressed herein.


Notary Public, State of Florida
Commission #

My Commission Expires:

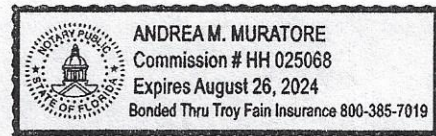


EXHIBIT A

The land referred to herein below is situated in the County of Sumter, State of Florida, and described as follows:

A parcel of land lying in the N.E. 1/4 of Section 30, Township 18 South, Range 23 East, Sumter County, Florida; being more particularly described as follows:

Commence at the N.E. corner of the N.E. 1/4 of Section 30, Township 18 South, Range 23 East; thence N.89°46'06"W., along the North boundary of said N.E. 1/4, a distance of 55.43 feet to a point on the West right of way line of North U.S. Highway 301 (200 feet wide); thence departing said North boundary, S.00°28'36"E., along said West right of way line, a distance of 346.70 feet to a point; thence continue along said West right of way line, S.00°08'06"W., a distance of 313.03 feet to a point on the North boundary of the South 1/2 of the N.E. 1/4 of the N.E. 1/4 of said Section 30 and the point of beginning. Thence continue S.00°08'06"W., along said West right of way line, 602.22 feet; thence departing said West right of way line, S.48°35'26"W., a distance of 26.35 feet to a point on the North right of way line of Pepper Tree Lane (width varies); thence N.89°49'57"W., along said North right of way line, a distance of 248.81 feet to the point of curvature of a 100.00 foot radius curve, concave Southerly, having a chord bearing and distance of S.83°15'05"W. 24.08 feet; thence Westerly, along the arc of said curve and said North right of way line, through a central angle of 13°49'55", a distance of 24.14 feet to the point of tangency; thence continue along said North right of way line, S.76°20'08"W., a distance of 17.57 feet to the point of curvature of a 100.00 foot radius curve, concave Northerly, having a chord bearing and distance of S.83°15'05"W., 24.08 feet; thence Westerly, along the arc of said curve and said North right of way line, through a central angle of 13°49'55", a distance of 24.14 feet to the point of tangency; thence N.89°49'57"W., along said North right of way line, a distance of 80.18 feet; thence departing said North right of way line, N.45°10'03"E., a distance of 24.75 feet; thence N.00°10'03"E., a distance of 344.08 feet; thence N.44°49'57"W., a distance of 60.00 feet to the point of curvature of a 60.00 foot radius curve, concave Northeasterly, having a chord bearing and distance of N.22°40'03"E., 110.87 feet; thence Northerly, along the arc of said curve, through a central angle of 135°00'00", a distance of 141.37 feet; thence departing said curve, N.00°10'03"E., a distance of 123.49 feet to a point on the aforesaid North boundary of the South 1/2 of the N.E. 1/4 of the N.E. 1/4; thence S.89°48'02"E., along said North boundary, a distance of 395.74 feet to the point of beginning.

TOGETHER WITH AN EASEMENT FOR DRAINAGE OVER THE FOLLOWING DESCRIBED PROPERTY:

A PARCEL OF LAND LYING IN THE N.E. 1/4 OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE N.E. CORNER OF THE N.E. 1/4 OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST; THENCE N.89°46'06"W., ALONG THE NORTH BOUNDARY OF SAID N.E. 1/4, A DISTANCE OF 55.43 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF NORTH U.S. HIGHWAY 301 (200 FEET WIDE); THENCE DEPARTING SAID NORTH BOUNDARY, S.00°28'36"E., ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 346.70 FEET TO A POINT; THENCE CONTINUE ALONG SAID WEST RIGHT OF WAY LINE, S.00°08'06"W., A DISTANCE OF 313.03 FEET TO A POINT ON THE NORTH BOUNDARY OF THE SOUTH 1/2 OF THE N.E. 1/4 OF THE N.E. 1/4 OF SAID SECTION 30; THENCE CONTINUE S.00°08'06"W., ALONG SAID WEST RIGHT OF WAY LINE, 602.22 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE, S.48°35'26"W., A DISTANCE OF 26.35 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF PEPPER TREE LANE (WIDTH VARIES); THENCE N.89°49'57"W., ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 248.81 FEET TO THE POINT OF CURVATURE OF A 100.00 FOOT RADIUS CURVE, CONCAVE SOUTHERLY, HAVING A CHORD BEARING AND DISTANCE OF S.83°15'05"W. 24.08 FEET; THENCE WESTERLY, ALONG THE ARC OF SAID CURVE AND SAID

NORTH RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 13°49'55", A DISTANCE OF 24.14 FEET TO THE POINT OF TANGENCY; THENCE CONTINUE ALONG SAID NORTH RIGHT OF WAY LINE, S.76°20'08"W., A DISTANCE OF 17.57 FEET TO THE POINT OF CURVATURE OF A 100.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY, HAVING A CHORD BEARING AND DISTANCE OF S.83°15'05"W., 24.08 FEET; THENCE WESTERLY, ALONG THE ARC OF SAID CURVE AND SAID NORTH RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 13°49'55", A DISTANCE OF 24.14 FEET TO THE POINT OF TANGENCY; THENCE N.89°49'57"W., ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 80.18 FEET TO THE POINT OF BEGINNING. THENCE CONTINUE N.89°49'57"W., ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 279.46 FEET; THENCE DEPARTING SAID NORTH RIGHT OF WAY LINE, N.00°10'03"E., A DISTANCE OF 84.50 FEET; THENCE N.45°10'03"E., A DISTANCE OF 155.30 FEET; THENCE S.89°49'57"E., A DISTANCE OF 162.14 FEET; THENCE S.00°10'03"W., A DISTANCE OF 79.32 FEET; THENCE S.44°49'57"E., A DISTANCE OF 35.36 FEET; THENCE S.00°10'03"W., A DISTANCE OF 72.50 FEET; THENCE S.45°10'03"W., A DISTANCE OF 24.75 FEET TO THE POINT OF BEGINNING.

AND TOGETHER WITH AN EASEMENT FOR UTILITIES OVER THE FOLLOWING DESCRIBED PROPERTY:

A PARCEL OF LAND LYING IN THE N.E. 1/4 OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE N.E. CORNER OF THE N.E. 1/4 OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST; THENCE N.89°46'06"W., ALONG THE NORTH BOUNDARY OF SAID N.E. 1/4, A DISTANCE OF 55.43 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF NORTH U.S. HIGHWAY 301 (200 FEET WIDE); THENCE DEPARTING SAID NORTH BOUNDARY, S.00°28'36"E., ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 346.70 FEET TO A POINT; THENCE CONTINUE ALONG SAID WEST RIGHT OF WAY LINE, S.00°08'06"W., A DISTANCE OF 313.03 FEET TO A POINT ON THE NORTH BOUNDARY OF THE SOUTH 1/2 OF THE N.E. 1/4 OF THE N.E. 1/4 OF SAID SECTION 30; THENCE CONTINUE S.00°08'06"W., ALONG SAID WEST RIGHT OF WAY LINE, 602.22 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE, S.48°35'26"W., A DISTANCE OF 26.35 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF PEPPER TREE LANE (WIDTH VARIES); THENCE N.89°49'57"W., ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 248.81 FEET TO THE POINT OF CURVATURE OF A 100.00 FOOT RADIUS CURVE, CONCAVE SOUTHERLY, HAVING A CHORD BEARING AND DISTANCE OF S.83°15'05"W. 24.08 FEET; THENCE WESTERLY, ALONG THE ARC OF SAID CURVE AND SAID NORTH RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 13°49'55", A DISTANCE OF 24.14 FEET TO THE POINT OF TANGENCY; THENCE CONTINUE ALONG SAID NORTH RIGHT OF WAY LINE, S.76°20'08"W., A DISTANCE OF 17.57 FEET TO THE POINT OF CURVATURE OF A 100.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY, HAVING A CHORD BEARING AND DISTANCE OF S.83°15'05"W., 24.08 FEET; THENCE WESTERLY, ALONG THE ARC OF SAID CURVE AND SAID NORTH RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 13°49'55", A DISTANCE OF 24.14 FEET TO THE POINT OF TANGENCY; THENCE N.89°49'57"W., ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 80.18 FEET; THENCE DEPARTING SAID NORTH RIGHT OF WAY LINE, N.45°10'03"E., A DISTANCE OF 24.75 FEET; THENCE N.00°10'03"E., A DISTANCE OF 72.50 FEET TO THE POINT OF BEGINNING. THENCE N.44°49'57"W., A DISTANCE OF 35.36 FEET; THENCE N.00°10'03"E., A DISTANCE OF 48.32 FEET; THENCE S.89°49'57"E., A DISTANCE OF 25.00 FEET; THENCE S.00°10'03"W., A DISTANCE OF 75.32 FEET TO THE POINT OF BEGINNING.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: Termination of Memorandums of Agreement - Early Retirement, LLC (PepperTree North) and City of Wildwood

REQUESTED ACTION: Staff recommends approval pending Commission approval of the Amended and Restated MOA for PepperTree North.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

In 2018, two memorandums of agreement between Early Retirement, LLC (PepperTree North) and the City of Wildwood were recorded in the public record. The agreements are redundant and being consolidated. The attached agreement will terminate both memorandums of agreement recorded in the official records book and found in Book 3467/Page 319 and Book 3488/Page 68.

Rec. \$18.50

Record and Return to:
City of Wildwood
Attn: Melanie Peavy, AICP
100 N. Main Street
Wildwood, FL 34785

**TERMINATION OF CONTRACTS & AGREEMENTS NO. 2018-196
AND MEMORANDUM OF AGREEMENT**

The City of Wildwood, a Florida municipal corporation (hereinafter referred to as "City"), and Early Retirement, LLC, a Florida Limited Liability Company (hereinafter referred to as "Developer") hereby terminate the following agreements:

1. That certain Memorandum of Agreement recorded in Official Records Book 3467 Page 319 on September 19, 2018 on the Public Records of Sumter County, Florida.
2. That certain Contracts and Agreements No: 2018-196 recorded in Official Records Book 3488 Page 68 on November 6, 2018 on the Public Records of Sumter County, Florida.

The above referenced documents shall be of no further force or effect

IN WITNESS WHEREOF the parties have executed this **TERMINATION** on the day and year set forth below their respective signatures.

CITY OF WILDWOOD

BY: _____
Mayor Ed Wolf

ATTEST:

Cassandra Smith, City Clerk

Dated April ____, 2023

State of Florida

County of Sumter

I HEREBY CERTIFY that on this ____ day of April, 2023, before me, an officer duly qualified to take acknowledgments, the foregoing instrument was acknowledged before me by means of ____ physical presence or ____ on line notarization by Ed Wolf, Mayor of the City of Wildwood, who has produced _____ as identification or is personally known to me and who acknowledged before me that he executed same for the purposes expressed herein.

Notary Public, State of Florida

Commission #

My Commission Expires:

EARLY RETIREMENT, LLC

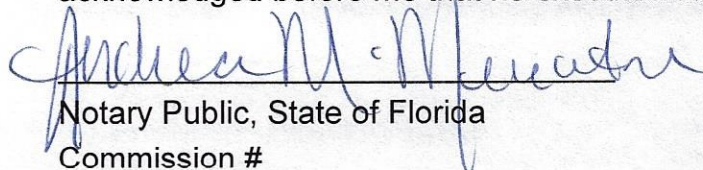
BY: 
R. William Futch, Manager

April 3, 2023

State of Florida

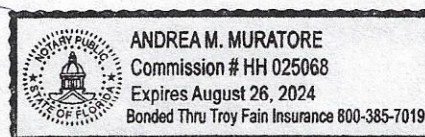
County of Marion

I HEREBY CERTIFY that on this 3 day of April, 2023, before me, an officer duly qualified to take acknowledgments, the foregoing instrument was acknowledged before me by means of ✓ physical presence or ____ on line notarization by R. William Futch, Manager of Early Retirement, LLC, who has produced _____ as identification or is personally known to me and who acknowledged before me that he executed same for the purposes expressed herein.


Notary Public, State of Florida

Commission #

My Commission Expires:



CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Request Special Commission Meeting for May 1, 2023 at 7pm

REQUESTED ACTION: City Manager recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The City Manager requests that a Special Meeting be set for Monday, May 1st at 7pm.