



**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY - CITY OF
WILDWOOD**

Special Magistrate – Lindsay C.T. Holt

**Agenda
Regular Meeting
May 7, 2024 2:00 PM
City Hall Commission Chamber
100 N Main Street**

Persons with disabilities or language barriers needing assistance to participate in any of these proceedings should contact the City Clerk's Department, ADA Coordinator, at 352-330-1330, Ext. 103, forty-eight (48) hours in advance of the meeting.

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

I. Call to Order

II. APPROVAL OF SUMMARY MINUTES

1. **Planning & Zoning Board as Local Planning Agency/Special Magistrate
Regular Meeting April 02, 2024, at 2:00 PM.**

III. OLD BUSINESS

IV. NEW BUSINESS

1. **CP 2307-002 Densan Park Phase 4
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.

D09-028

The applicant seeks a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agriculture (Sumter County) to Medium Density Residential (City) for the parcel listed above on 19.68 acres MOL. This request is accompanied by rezoning request RZ 2307-002. **Ordinance Number O2024-27 to be considered by the Special Magistrate for further action.**

2. CP 2403-002 Pest Bear Office

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. _

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to Commercial (City) for parcel G15D009 on 1.86 acres MOL. This request is accompanied by rezoning request RZ 2403-002 (O2024-21).

3. CP 2403-003 Freeman-Allen Home Site

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.

F01-116

The applicant is seeking approval from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use designation from Agriculture (Sumter County) to Residential Mixed Use (City) for the parcel listed above on 1.00 MOL. The request is accompanied by rezoning request RZ 2403-003 (O2024-30). **Ordinance O2024-29 to be considered by the Special Magistrate for further action.**

4. CP 2403-004 Empey Home Site

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.

G16ED001

The applicant is seeking approval from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use designation from Rural Residential (Sumter County) to Mobile Home Park (City) for the parcel listed above on 0.125 MOL. The request is accompanied by rezoning request RZ 2403-004 (O2024-31). **Ordinance O2024-31 to be considered by the Special Magistrate for further action.**

5. CP 2404-001 301 Lots

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) and Residential Mixed Use (City) to General Commercial (City) for parcels D30-020 and D30-026 on 0.66 acres MOL. This request is accompanied by rezoning request RZ 2404-001 (O2024-31).

V. ADJOURNMENT

May 7, 2024 2:00 PM

**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE
CITY OF WILDWOOD**

EXECUTIVE SUMMARY

**SUBJECT: Planning & Zoning Board as Local Planning Agency/Special Magistrate
Regular Meeting April 02, 2024, at 2:00 PM.**

REQUESTED ACTION:

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
April 2, 2024 2:00 PM
CITY HALL COMMISSION CHAMBER

(meeting taped)

I. Call to Order

Attendee Name	Title	Status
Lindsay C.T. Holt	Special Magistrate	Present
Wendy Then	Assistant Development Services Director	Present
Amanda Bondi	Planner	Present
Jessica Barnes	City Clerk	Present
Brian Harrie	Lieutenant	Present

Special Magistrate Holt brought the meeting to order and explained the quasi-judicial process of the meeting. She then proceeded with the swearing-in of city staff and audience members.

II. APPROVAL OF SUMMARY MINUTES

1. Planning & Zoning Board as Local Planning Agency/Special Magistrate
- Regular Meeting March 05, 2024, at 2:00 PM.

Special Magistrate Holt saw no revisions necessary and approved the summary minutes for the March 5, 2024, meeting.

III. OLD BUSINESS

None.

IV. NEW BUSINESS

1. CP 2310-001 Wildwood III

Special Magistrate Holt read aloud the title of CP 2310-001 Wildwood III. The item was presented by Planner Bondi. The applicant, M&S Dev, LLC, sought a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Large-Scale Comprehensive Plan Amendment to change the Future Land Use designation from Residential Mixed Use (City) to Medium Density Residential (City) for parcels G06-007, G06-012, G06-012A, and G06-204, on 55.73 acres MOL. Kevin Reali and Annie Barnes, with Stearns Weaver Miller, were present on the behalf of the applicant. Reali and Barnes gave a presentation regarding the project request and its compatibility and consistency with the surrounding area. No further comments were offered or received.

RESULT:	Recommends Approval
MOVER:	Special Magistrate Holt

SECONDER:	None
AYES:	Special Magistrate Holt

2. CP 2312-001 Boulder Square

Special Magistrate Holt read aloud the title of CP 2312-001 Boulder Square. The item was presented by Planner Bondi. The applicant, PFD Twisted Sisters, LLC sought approval and a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Large-Scale Comprehensive Plan Amendment to change the Future Land Use designation from Agricultural (County), Commercial (City), and Neighborhood Commercial (City) to Low Density Residential (City) for parcels F01A008, F01-101, G06-185, G06-186, and G06-187, on 83.97 acres MOL. Special Magistrate Holt stated there was an ex-parte communication received from Edward and Edna Adams, as well as on behalf of David and Christina Adams, that was not in support of the project. Bondi addressed some of the concerns in the letter, and advised that the applicant was working on an updated Transportation Impact Analysis (TIA), which would result in 302 dwelling units rather than the listed 312. She also stated that the letter requested clarification of whether the city would require a wall to be built around the development. Bondi stated that as long as the landscape buffers were met, a wall would not be required, but the applicant could add one at the site plan stage if they wanted to. Finally, to address the traffic concerns in the letter, Bondi advised the applicant would like to donate right-of-way through the center of the property to the city to construct a road extending CR 209 from W Clarke St to CR 44A, which would create a parallel corridor to US 301, helping to alleviate added traffic to CR 217. Dwight Saathoff with Project Finance & Development, LLC was present on behalf of the applicant. He provided comments confirming the information stated by Bondi, as well as additional information regarding the TIA. No further comments were offered or received.

RESULT:	Recommends Approval
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

3. CP 2402-002 Matteo Oaks

Special Magistrate Holt read aloud the title of CP 2402-002 Matteo Oaks. The item was presented by Assistant Development Services Director Then. The applicant, Woodrow L. Clymer with Clymer Farner Barley, sought a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agriculture (Sumter County) to Low Density Residential (City) for parcel C36-102 on 19.89 acres MOL. The owner/applicant was not present. Then advised there was one caller, identified as Casey Walker, who was an adjacent property owner, looking for information on the project. She did not state her position whether she was in support or non-support. No further comments were offered or received.

RESULT:	Recommends Approval
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

4. CP 2402-004 Perez Home Site

Special Magistrate Holt read aloud the title of CP 2402-002 Matteo Oaks. The item was presented by Assistant Development Services Director Then. The applicant, Richard Ortengren, sought a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use designation from Agriculture (Sumter County) to Rural Residential (City) for parcel D19-047 on 4.57 MOL. The owner/applicant was not present. No comments were offered or received.

RESULT:	Recommends Approval
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

V. ADJOURNMENT

The meeting adjourned at 2:23 p.m.

RESULT:	Adjourned
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

PLANNING & ZONING BOARD AS LOCAL
PLANNING AGENCY
CITY OF WILDWOOD, FLORIDA

SEAL

Date

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

**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE
CITY OF WILDWOOD**

EXECUTIVE SUMMARY

SUBJECT: CP 2307-002 Densan Park Phase 4

REQUESTED ACTION: Ordinance Number O2024-27 to be considered by the Special Magistrate for further action.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	CP 2307-002 Densan Park Phase 4
Ordinance #	O2024-27
Applicant	Dennis Ferguson w/ Densan Park Partners, LLC
Owner	Allen J. & Julie R. Katra
Property Location	Located at 5057 Country Road 104, Oxford, FL 34484, approximately 0.12 miles west of the intersection of CR 101 and CR 104
Parcel Number	D09-028
Date	04/30/2024

The applicant seeks a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agriculture (Sumter County) to Medium Density Residential (City) for the parcel listed above on 19.68 acres MOL. This request is accompanied by rezoning request RZ 2307-002.

ANALYSIS: The applicant is proposing to construct a residential development and is requesting Medium Density Residential (MDR) land use which allows a maximum of nine (9) dwelling units per acre. This density request would result in a maximum of 178 dwelling units on the proposed property. According to the proposal, the residential development shall not exceed a total of 75 dwelling units. The applicant is proposing Phase 4 of the Densan Park Development.

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

The applicant intends to continue Phase 4 of the Densan Park single-family residential subdivision on the subject parcel consisting of 75 detached dwelling units. Justification has been presented to the city to support the proposed development, highlighting the demand for residential housing in the area, particularly for the workforce. This parcel will be connected to Phase 1 by extending access to the south of the property that has already established the City's Medium Density Residential Future Land Use Designation. The adjacent properties along CR 101 are annexed into the City and have a future land use of MDR (Medium Density Residential), making the requested land use a good fit with the current adjacent uses. In accordance with Future Land Use Policy 1.2.1, "the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present."

(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. The Low Density Residential (LDR) Future Land Use designation allows for a maximum of 178 dwelling units on the subject property. The applicant is only proposing 75 lots to properly accommodate open space and other amenity requirements. The 2050 Comprehensive Plan FLU Policy 1.1.1 designates a maximum density allowance of nine (9) units per acre for the proposed FLU designation, placing the project within acceptable development standards. As such, the proposed amendment is not inconsistent with the FLUM and conforms with the Comprehensive Plan.

(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.

Per F.S. Chapter 163.3177(6)(a)9a any amendment to the Future Land Use element shall discourage urban sprawl. The primary indicators that a plan amendment does not discourage urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan amendment:

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

The subject property is located along CR 104, which has an existing mix of agriculture along the south side of CR 104 and rural residential areas along the north side of CR 104. The proposed development directly combats urban sprawl by focusing on maximizing existing space for compact development and maximizing use of existing and future public facilities and services. The proposed development is seeking to include "patio homes" to maximize the use and density of the land.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development. The proposed future land use map amendment will aid in the transitioning of multiple housing products in the area.

As per Housing Policy 3.1.5, “the City shall allow a wide range of housing types to accommodate a diversity of housing needs and preferences. These may include attached and detached single family homes, cluster development, multifamily homes, and innovative housing types.”

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

The proposed plan amendment is not an isolated or strip development. The project would constitute Phase 4 Expansion of an existing residential community.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

The subject property contains is not within a Special Flood Hazard Area on the FEMA map.

The subject property is classified as Flood Zone X on the FEMA Map 12119C0059D effective 9/27/2013, which shows the property outside the 100-year floodplain. Stormwater and drainage impacts will be monitored at the improvement plan stage where it will be accounted for under SWFWMD Permits.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

The subject property does not have adjacent parcels that are actively utilized for agricultural/silviculture activities but rather as larger tracts of residential dwelling units. Although some of the surrounding areas have a future land use of Agricultural (County), this parcel falls within the Joint Planning Area (JPA) where the proposed future land uses could be commercial or residential should they be annexed into the City of Wildwood.

(VI) Fails to maximize use of existing public facilities and services.

City water and sewer lines are already located on the west side of CR 101 and into the Densan Park Development. The project will have 1 ERU per dwelling unit, requiring a total of 75 ERUs for the subdivision project. ERUs/GPD will still be needed for amenities and irrigation. Per the City’s 2019 Utility Master Plan, there is capacity for this development at this time.

(VII) Fails to maximize use of future public facilities and services.

City water and sewer lines are already located on the west side of CR 101 and into the Densan Park Development. As the area transitions from rural residential into low, medium and high residential densities, additional developments will be serviced as lines are extended.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

The proposed single family subdivision will be located roughly 0.12 miles west from the CR 101 and CR 104 Intersection, a little over one mile away from US Hwy 301, where diverse and various commercial sale and service establishments can be found. Law enforcement is within one mile of the subject parcel. Additionally, education, healthcare, fire, emergency response and general government are located within 2.5 miles of the subject parcel.

(IX) Fails to provide a clear separation between rural and urban uses.

Although some of the surrounding areas have a future land use of agriculture (County), these parcels fall within the Joint Planning Area (JPA) where the proposed future land uses could be commercial and residential should they be annexed into the City of Wildwood.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

Parcel D09-028 was annexed into the City of Wildwood on September 25, 2023, and is consistent with Policy 1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.” Development is beginning to physically materialize in this area of the city. Other developments are expected as city utilities are available to the neighboring parcels.

(XI) Fails to encourage a functional mix of uses.

CR 101 features multiple residential subdivisions that are aimed to balance the provision of much-needed housing. The proposal does not constitute a mix-used development; however, the proximity to Hwy 466 could benefit existing and up coming businesses within that community and nearby.

(XII) Results in poor accessibility among linked or related land uses

Access to the site will be provided via full-access driveway onto CR 104 and will be connected to the existing Densan Park Developement to the south. A 2028 future roadway conditions analysis of the study roadway segments and study intersections indicates that the study roadway segments currently operate within the adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.

(XIII) Results in the loss of significant amounts of functional open space.

Each residential development is required to provide open space and amenities based on the proposed number of dwelling units. The applicant will be required to provide 20 percent of open space and at least three (3) on-site neighborhood amenities to comply with the City’s

Design District Standards. The project will need to adhere not to exceed four dwelling units per acre with a 0.3 floor area ratio.

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

It has been stated that the proposed amendment will not have an adverse effect on environmentally sensitive systems. An Environmental Assessment was conducted by Modica & Associates on May 18, 2023. Based on field review, the consultant stated that no wetlands and/or surface waters were present within the project boundary. The Subject parcel entirely consists of a vegetative community that can be best described as improved pasture. The area is well-maintained with frequent mowing and is dominated by bahia grass. There were no documented American bald eagle nests within or near the subject parcel. In addition, approximately seven (7) potentially occupied gopher tortoise burrows were observed, which requires a Florida Fish and Wildlife Conservation Commission permit to relocate these protected species to a designated sanctuary. A 100% gopher tortoise survey should be done before construction and if any gopher tortoises are found, it will be necessary to apply for a gopher relocation permit with FFWCC.

(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: One full-access point for the property is proposed at CR 104, which is a local urban county maintained road. The proposed Future Land Use change to MDR and proposed development is estimated to add 1,429 new daily external trips, including 105 new AM peak hour & 142 new PM peak hour trips. A full Traffic Impact Analysis has been conducted for maximum density and was accepted by Sumter County. A 2028 future roadway conditions analysis of the study roadway segments indicates that the study roadway segments currently operate within the adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development. Based on the analysis, the turn lane warrant analysis shows that the project driveways do not warrant exclusive turn lanes. The Sumter County accepted TIA indicates that the originally required northbound left turn lane at the southern entrance on CR 101 is still to be constructed by the developer.

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 for the subject property. The applicant/owner will work with City utilities at the site plan stage and will have to provide utility easements as required.

Schools: According to the district, opening up the Intermediate school will free up approximately 300 student stations at the Elementary School and 150 student stations at the Middle High School. The Middle High School will only have approximately 60% of its capacity of 1064 student stations. The school district advises that capacity is available for new students that would be generated by a new development in this zone.

School	Rate	Students Generated
High	0.102	7.65
Middle	0.074	5.55

Elementary	0.152	11.4
Total	0.328	24.6

CONCLUSION:

The proposed amendment to the Comprehensive Plan is compatible with the Goals, Policies and Objectives stated in the City of Wildwood's 2050 Comprehensive Plan. The proposed amendment has been evaluated for the 13 indicators of urban sprawl as listed in F.S. Chapter 163.3177(6)(a)9a. .

DATED: 4/30/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-27

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 D09-028
Allen J. & Julie R. Katra
19.68 +/-

LEGAL DESCRIPTION:

BEING THE WEST 1/2 OF THE N.W. 1/4 OF THE N.W. 1/4 OF SECTION 9, TOWNSHIP 18 SOUTH, RANGE 23 EAST, LYING SOUTH OF COUNTY ROAD 104 (RIGHT OF WAY WIDTH VARIES), SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE N.W. CORNER OF SAID SECTION 9:

THENCE ALONG THE WEST BOUNDARY OF THE N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9, S.00°24'59"E., A DISTANCE OF 24.91 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF AFOREMENTIONED COUNTY ROAD 104, SAID POINT ALSO BEING THE POINT OF BEGINNING.

THENCE DEPARTING THE WEST BOUNDARY OF N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9, ALONG SAID SOUTH RIGHT OF WAY LINE, S.89°51'24"E., A DISTANCE OF 662.26 FEET TO A POINT ON THE EAST BOUNDARY OF THE WEST 1/2 OF THE N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9,

THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE, ALONG SAID EAST BOUNDARY OF THE WEST 1/2 OF THE N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9, S.00°02'16"E., A DISTANCE OF 1294.40 FEET TO THE S.E. CORNER OF THE WEST 1/2 OF THE N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9;

THENCE DEPARTING THE EAST BOUNDARY OF THE WEST 1/2 OF THE N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9, ALONG THE SOUTH BOUNDARY OF THE

N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9, N.89°54'00"W., A DISTANCE OF 662.38 FEET TO THE S.W. CORNER OF THE N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9;

THENCE DEPARTING SAID SOUTH BOUNDARY OF THE N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9, ALONG THE AFOREMENTIONED WEST BOUNDARY OF THE N.W. 1/4 OF THE N.W. 1/4 OF SAID SECTION 9, N.00°01'58"W., A DISTANCE OF 1294.90 FEET TO THE POINT OF BEGINNING

SAID LANDS CONTAINING 19.68 ACRES, MORE OR LESS.

This property is to be reclassified from Agriculture (Sumter County) to Medium Density Residential (City)

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 _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

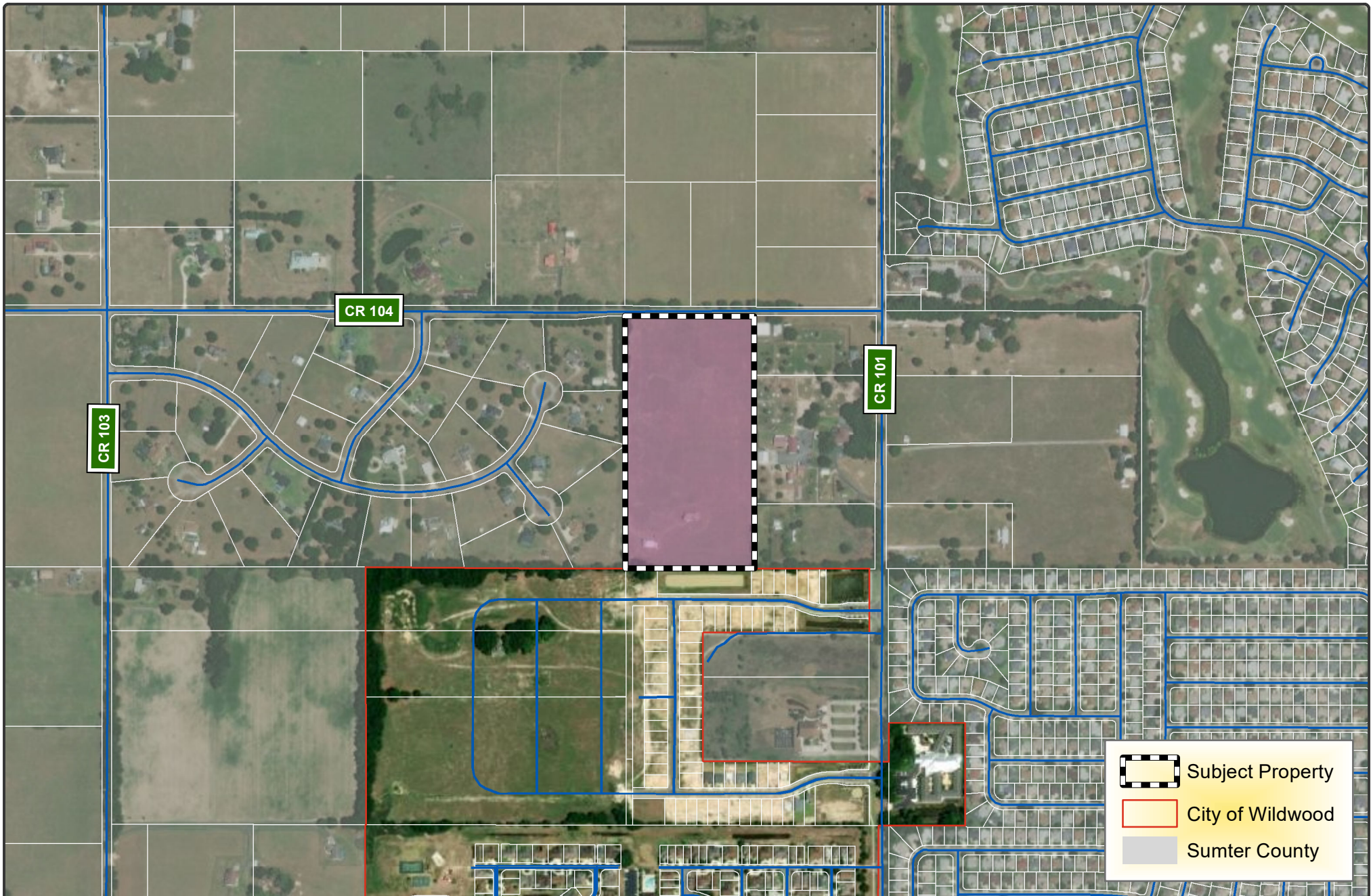
ATTEST: _____
Jessica Barnes, City Clerk

First Reading: _____

Second Reading: _____

Approved as to form:

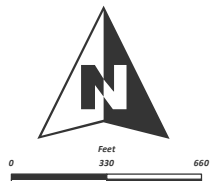
City Attorney



-  Subject Property
-  City of Wildwood
-  Sumter County

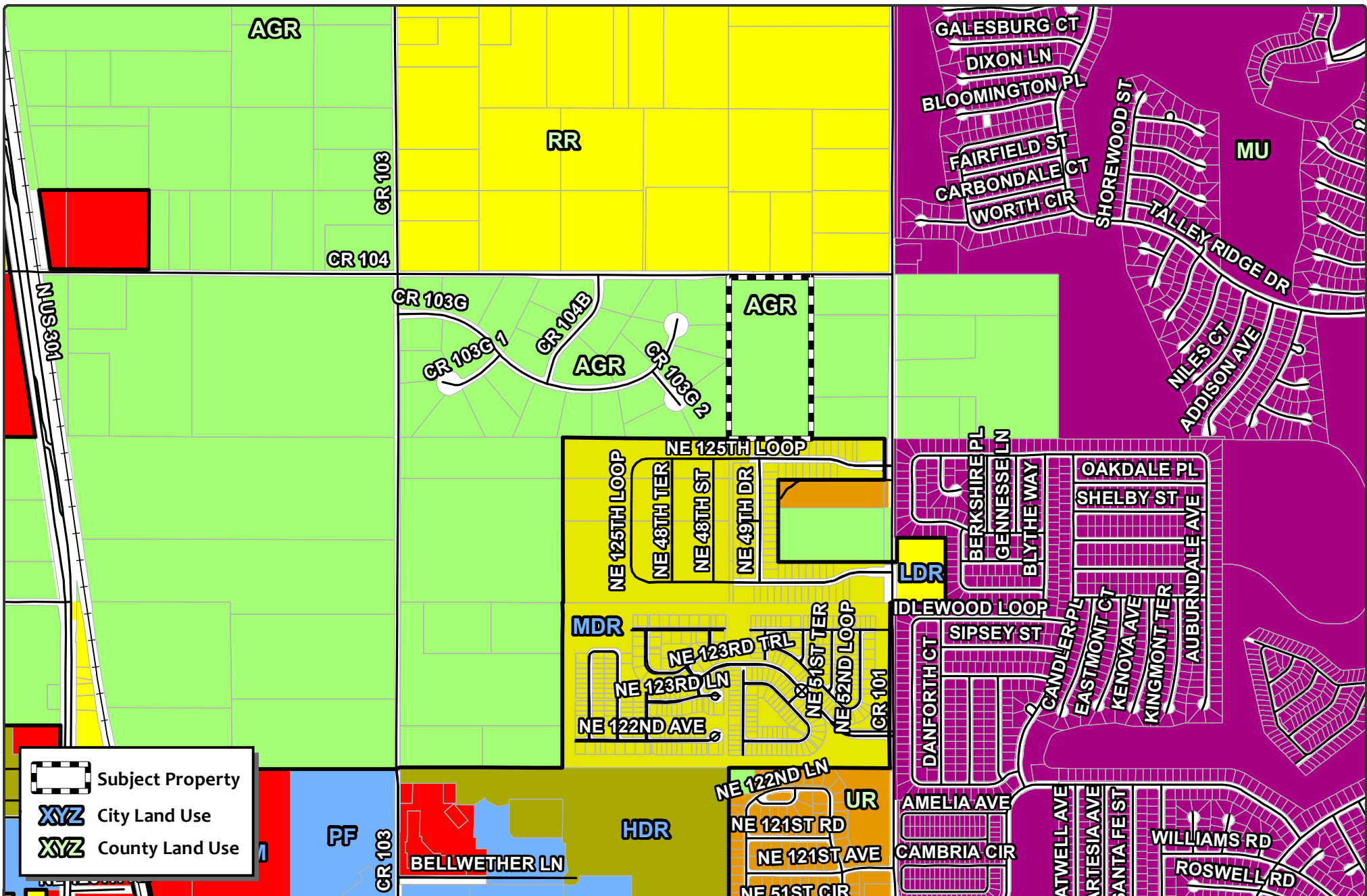


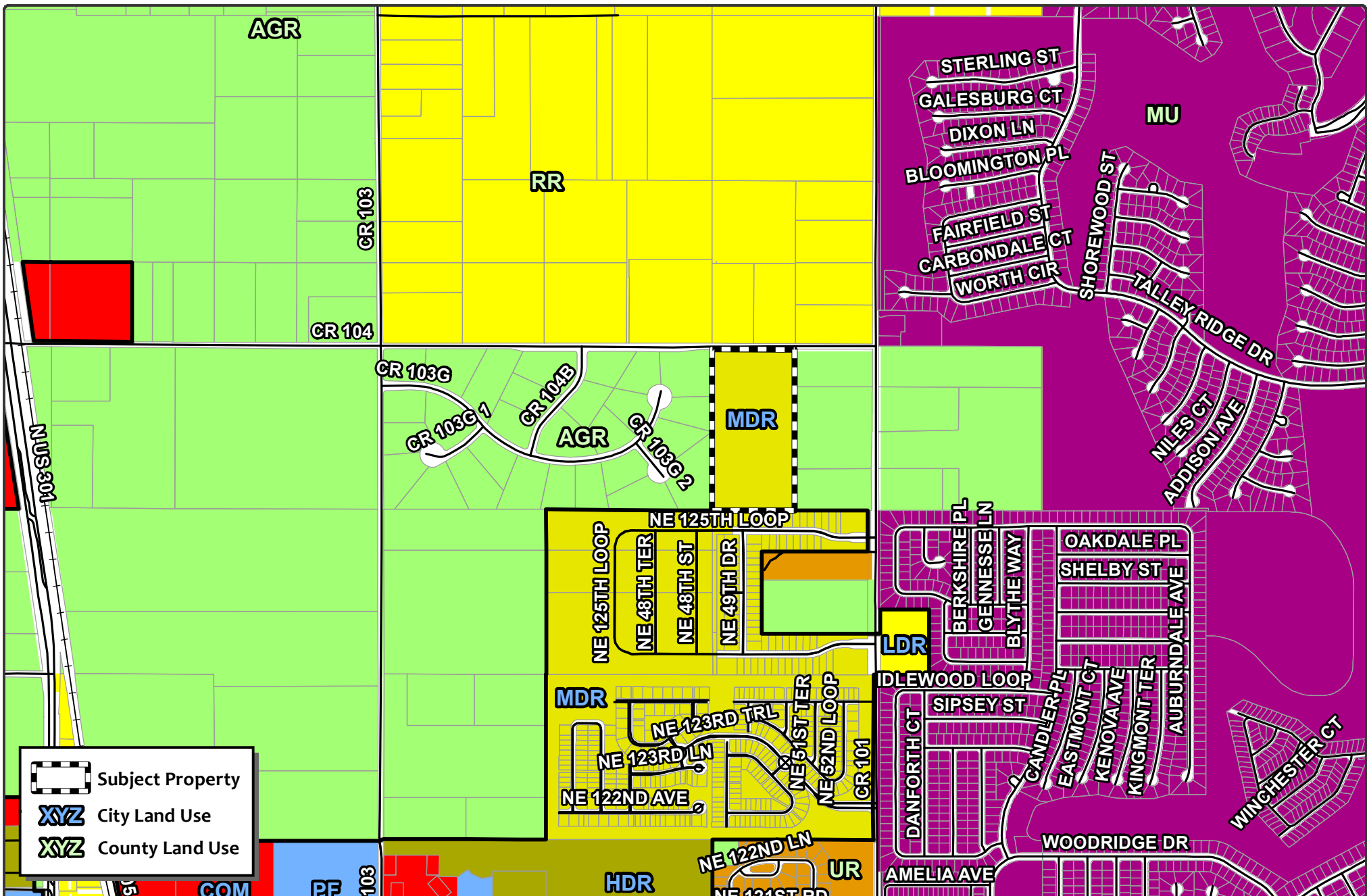
**CITY OF
WILDWOOD**
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov



CP 2307-002
DENSAN PARK - PHASE 4
PARCEL D09-028

MAP 1B
LOCATION
MAP
SEPTEMBER
2023





Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-27

A Business Impact Estimate will not be provided in accordance with section 166.041(4), Florida Statutes. Based upon the box(es) that are checked below, the City of Wildwood is of the view that a business impact estimate is not required by Section 166.041(4)(c) of the Florida Statutes for the proposed ordinance. This Statement of Exemption from Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
 - b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1267488

Date Submitted: 2/21/2024

First Name*	Last Name*	Email Address*
Tyler	Roessler	troessler@vnb.com

Address

501 E Kennedy Boulevard
Suite 1010

City	State	Zip Code
Tampa	FL	33602

Phone	Alt Phone	Parcel Number
8133242172		Parcel Number

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.

Matthew Tadlock

Digitally signed by Matthew Tadlock
DN: cn=Matthew Tadlock, o=Sumter
County Public Works, ou=Planning and
Design,
email=matthew.tadlock@sumtercounty
fl.gov, c=US
Date: 2024.04.08 14:27:31 -04'00'

Sumter County Traffic Impact Analysis (TIA) acceptance, under the following condition:

- The originally required northbound left turn lane at the southern entrance on CR 101 is still to be constructed by the developer.
- o The developer shall submit a right-of-way utilization permit for the offsite improvements.

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 2023 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

Densan Park PH 3+4 TIA.pdf

**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](#)

Densan Park Development

Phase III and IV

PREPARED FOR

Springstead Engineering, Inc.
727 South 14th Street
Leesburg, Florida 34748
352.787.1414

PREPARED BY



501 East Kennedy Boulevard
Suite 1010
Tampa, Florida 33602
813.327.5450

February 2024

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1

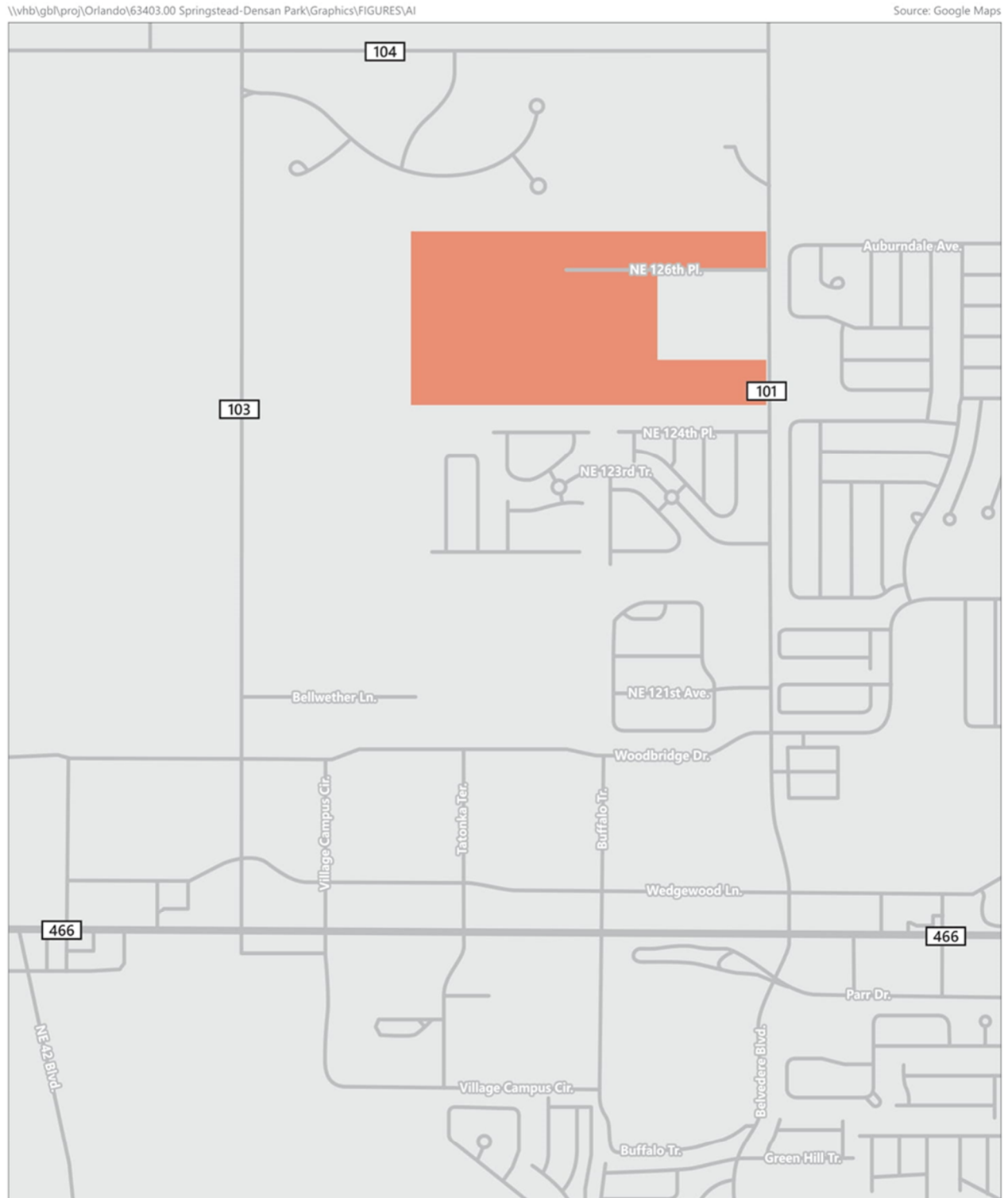
Introduction

VHB has been retained by Springstead Engineering, Inc. to conduct a traffic study for the proposed Phase III and Phase IV of the existing Densan Park development located on the west side of CR 101 between NE 124th Place and CR 104 in Sumter County, Florida. The purpose of this study is to fulfill the requirements set forth by the Sumter County Traffic Impact Analysis (TIA) Guidelines dated June 2022. The analysis quantifies both the existing traffic conditions along area roadways surrounding the parcel and the projected future traffic conditions expected for build-out year 2028. This document provides a detailed description of the study analysis and key findings.

Project Description

The Densan Park development phase III and phase IV will consist of a 71 and 75 single family homes, respectively. Access to the site will be provided by two full access driveways on CR 101 from the existing development. A project location map is shown in **Figure 1**. The project has an anticipated buildout year of 2028.

Figure 1: Project Location Map



 Densan Park



Figure 1
Site Location Map
Densan Park

Trip Generation

The proposed development will only include the single-family housing land use. The nature of the development and associated land use will not result in any trip reduction from pass-by or internal capture. The project traffic volumes for the proposed development were generated using the trip generation rates and formulas outlined in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). Seven homes from Phase I and all 71 homes from Phase II are yet to be constructed and therefore will be included as vested trips.

Table 1: Phase III and IV Trip Generation

ITE Code	Land Use	Intensity	Daily Trips	Total	AM Peak Enter	Exit	Total	PM Peak Enter	Exit
210	Single Family Detached Housing	146 DU	1,429	105	26	79	142	89	53

Table 2: Phase I and II Vested Trip Generation

ITE Code	Land Use	Intensity	Daily Trips	Total	AM Peak Enter	Exit	Total	PM Peak Enter	Exit
210	Single Family Detached Housing	78 DU	803	59	15	44	79	50	29

Trip Distribution and Assignment

The distribution of site generated traffic is a function of population and land use in surrounding areas, existing travel patterns, ease of access to the site, and traffic conditions on area roadways. The trip distribution assignment is based on the Central Florida Regional Planning Model (CFRPM7). The trip distribution is shown in **Appendix A**. Trips were split between the north and south driveways with 60 percent going to the south driveway and 40 percent going to the north driveway.

2

Existing Conditions

This section summarizes existing transportation conditions observed in the study area, including roadway and intersection geometry, existing traffic control, and the daily, AM, and PM peak hour traffic volumes and traffic operations.

Study Area

Consistent with the requirements set forth in Sumter County's TIA Guidelines, impacted segments will include segments within 1 mile of the project site and segments outside of a 1-mile radius of the project site where the project consumes greater than three percent of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips. The study area is consistent with the previously approved methodology for Phase I which can be found in **Appendix B**. Roadway analysis was conducted for the following locations:

- CR 101
 - CR 466 to Woodridge Drive
 - Woodridge Drive to CR 102
- CR 102
 - CR 101 to US 301
- Belvedere Boulevard
 - CR 466 to Churchill Downs
- CR 103
 - CR 466 to Woodridge Drive
- CR 104
 - US 301 to CR 101
- CR 466
 - CR 103 to CR 101
 - CR 101 to Buena Vista Boulevard

In addition, the following intersections were analyzed:

- CR 466 at CR 101
- CR 466 at CR 103
- CR 101 at CR 104
- CR 101 at Project Entrances

Turning movement counts were collected at the study intersections on Tuesday, December 19, 2023 during the AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak period. The seasonal factor for this date is 1.06. A copy of the data collected is found in **Appendix C**. The existing peak hour turning movement volumes are shown in **Figure 2** and **Figure 3**.

Existing Roadway Analysis

Table 3 and **Table 4** summarize the AM and PM peak hour existing conditions roadway analysis within the study area. The roadway volumes were obtained from the Sumter County 2022 Annual Traffic Counts. The maximum service volumes and corresponding peak hour two-way generalized level of service capacities were obtained from the FDOT 2020 Generalized Level of Service Tables. A copy of the data provided by the County is included in **Appendix D**.

Table 3: AM Peak Hour Existing Roadway Conditions

Roadway / Segment	No. of Lanes	Adopted LOS	2-Way Peak Hour Cap.	Growth Rate	2023 ADT	AM 2-Way PK HR	v/c ratio
CR 101							
CR 466 to Woodridge Dr	4D	D	2,600	1.0%	7,200	600	0.23
Woodridge Dr to CR 102	2U	D	1,200	2.5%	4,700	550	0.46
CR 102							
CR 101 to US 301	2U	D	1,200	3.1%	1,300	200	0.17
Belvedere Blvd							
CR 466 to Churchill Downs	2U	D	1,200	1.3%	10,000	850	0.71
CR 103							
CR 466 to Woodbridge Dr	4D	D	2,600	2.6%	4,000	450	0.17
CR 104							
US 301/SR 35 to CR 101	2U	D	1,200	4.9%	3,400	450	0.38
CR 466							
CR 103 to CR 101	4D	D	3,200	1.0%	24,500	1900	0.59
CR 101 to Buena Vista Blvd	4D	D	3,200	1.0%	28,100	2300	0.72

Table 4: PM Peak Hour Existing Roadway Conditions

Roadway / Segment	No. of Lanes	Adopted LOS	2-Way Peak Hour Cap.	Growth Rate	2023 ADT	PM 2-Way PK HR	v/c ratio
CR 101							
CR 466 to Woodridge Dr	4D	D	2,600	1.0%	7,200	700	0.27
Woodridge Dr to CR 102	2U	D	1,200	2.5%	4,700	450	0.38
CR 102							
CR 101 to US 301	2U	D	1,200	3.1%	1,300	150	0.13
Belvedere Blvd							
CR 466 to Churchill Downs	2U	D	1,200	1.3%	10,000	1100	0.92
CR 103							
CR 466 to Woodbridge Dr	4D	D	2,600	2.6%	4,000	400	0.15
CR 104							
US 301/SR 35 to CR 101	2U	D	1,200	4.9%	3,400	350	0.29
CR 466							
CR 103 to CR 101	4D	D	3,200	1.0%	24,500	2250	0.70
CR 101 to Buena Vista Blvd	4D	D	3,200	1.0%	28,100	2500	0.78

Existing Intersection Capacity Analysis

The existing intersections were evaluated using the methodology outline in the Highway Capacity Manual (HCM) and using the Synchro 11 software. Signal timings provided by Pasco County are located in **Appendix E**. The results of the intersection capacity analysis for the AM and PM peak hour are shown in **Table 5**. Synchro printouts are available in **Appendix F**.

Table 5: Existing Conditions Intersection Analysis

Intersection	Control Type	Movement	AM			PM		
			v/c	Delay	LOS	v/c	Delay	LOS
CR 466 at CR 101	Signal	Overall	-	19.9	B	-	37.7	D
CR 466 at CR 103	Signal	Overall	-	20.5	C	-	15.3	B
CR 104 at CR 101	TWSC	EB	0.135	9.2	A	0.059	8.8	A
		WB	0.024	10.5	B	0.018	11.7	B
		NBL	0.023	7.5	A	0.059	7.4	A
		SBL	0.001	7.2	A	-	0	A
		Overall	-	5.9	-	-	4.5	-
CR 101 at N. Entrance	TWSC	EB	0.012	9.5	A	0.01	9.2	A
		NBL	0.004	7.6	A	0.004	7.4	A
		Overall	-	0.5	-	-	0.4	-
CR 101 at S. Entrance	TWSC	EB	0.006	9.2	A	0.013	8.9	A
		NBL	0.008	7.6	A	0.007	7.5	A
		Overall	-	0.5	-	-	0.5	-

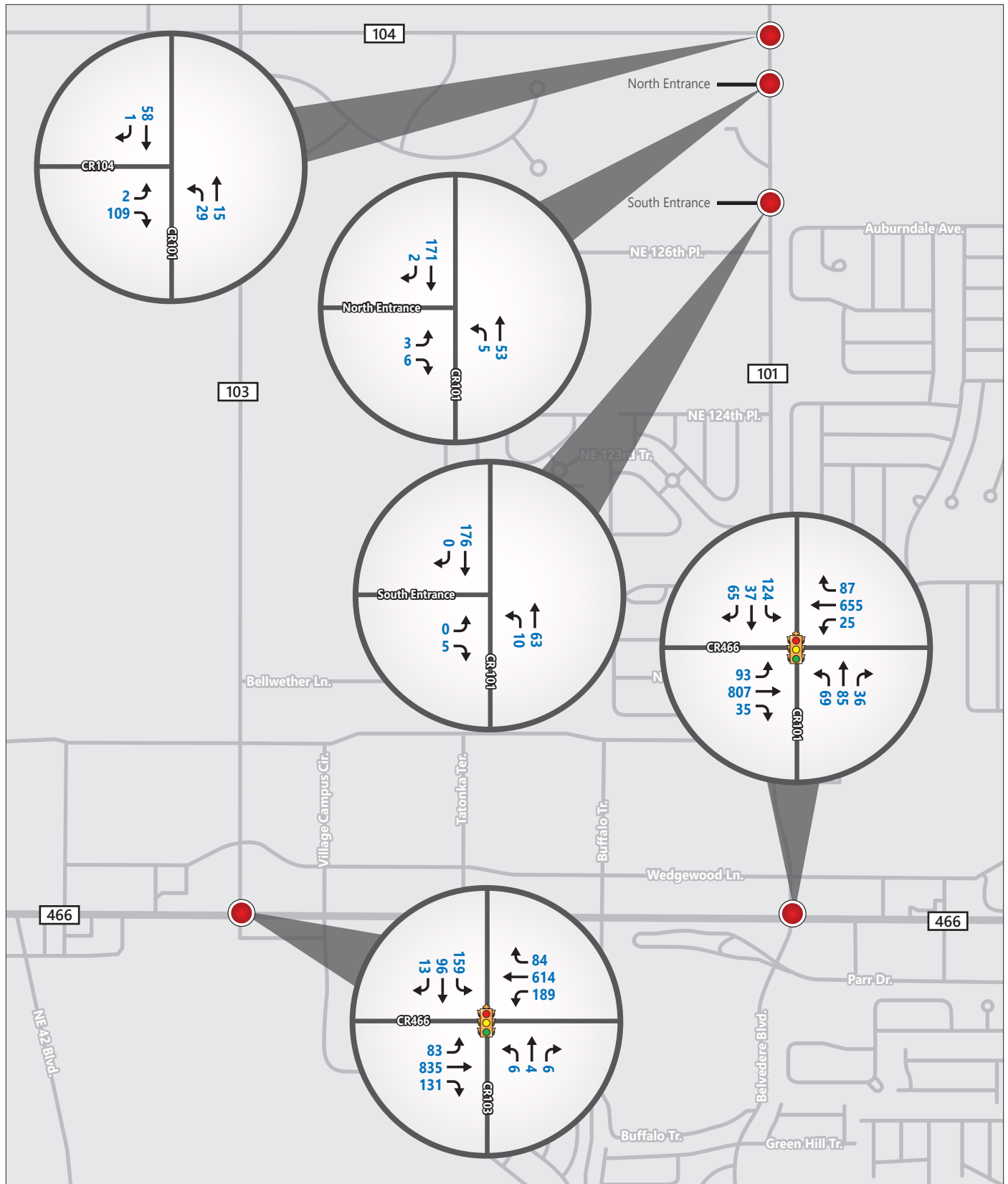
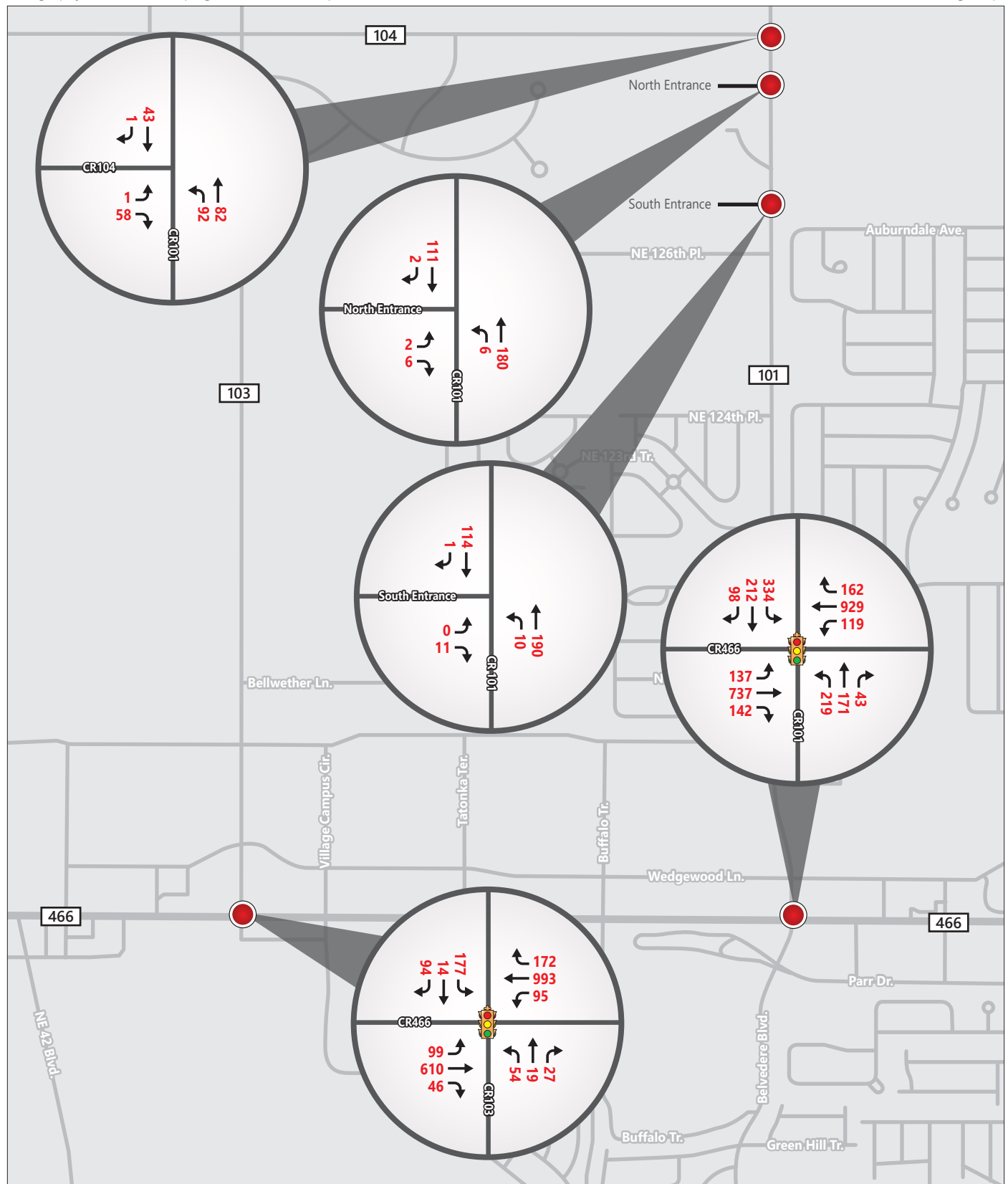


Figure 2

Existing 2023 AM Peak Hour Traffic
Densan Park



→ Traffic Movement



Figure 3

Existing 2023 PM Peak Hour Traffic
Densan Park

3

Future Conditions

The future background traffic for 2028 was developed based on the historical growth rates calculated from volumes the Sumter County Annual Traffic Counts with a minimum of one percent used. Additionally, the anticipated number of trips generated from the development were distributed to the roadways and intersections based on the existing site layout and trip distribution (found in **Appendix A**) for the project buildout condition. The intersection volume derivation is documented in **Appendix G**.

Future Roadway Capacity Analysis

The future capacity analysis for the study area roadways for the project buildout can be found in **Table 6** for the AM peak hour condition, and **Table 7** for the PM peak hour condition. The analysis shows that all study roadways will continue to operate with an acceptable v/c ratio in the background condition and the project buildout condition.

Table 6: Future Roadway Analysis - AM Peak Hour

Roadway	No. of Lanes	LOS	PH TW Cap.	Background				Project Buildout			
				PH TW Vol.	Vested Trips	Total PH TW Vol.	v/c	Project Dist.	Project Vol.	Total Vol.	v/c
CR 101											
CR 466 to Woodridge Dr	4D	D	2,600	600	44	644	0.25	75.00%	79	723	0.28
Woodridge Dr to CR 102	2U	D	1,200	600	48	648	0.54	81.71%	86	734	0.61
CR 102											
CR 101 to US 301	2U	D	1,200	250	1	251	0.21	2.00%	2	253	0.21
Belvedere Blvd											
CR 466 to Churchill Downs	2U	D	1,200	900	4	904	0.75	6.29%	7	910	0.76
CR 103											
CR 466 to Woodbridge Dr	4D	D	2,600	500	0	500	0.19	0.00%	0	500	0.19
CR 104											
US 301/SR 35 to CR 101	2U	D	1,200	550	10	560	0.47	16.14%	17	576	0.48
CR 466											
CR 103 to CR 101	4D	D	3,200	2,000	13	2,013	0.63	22.71%	24	2,037	0.64
CR 101 to Buena Vista Blvd	4D	D	3,200	2,400	27	2,427	0.76	45.86%	48	2,475	0.77

Table 7: Future Roadway Analysis - PM Peak Hour

Roadway	No. of Lanes	LOS	PH TW Cap.	Background				Project Buildout			
				PH TW Vol.	Vested Trips	Total PH TW Vol.	v/c	Project Dist.	Project Vol.	Total Vol.	v/c
CR 101											
CR 466 to Woodridge Dr	4D	D	2,600	750	44	794	0.31	75.00%	107	901	0.35
Woodridge Dr to CR 102	2U	D	1,200	550	48	598	0.50	81.71%	116	714	0.60
CR 102											
CR 101 to US 301	2U	D	1,200	150	1	151	0.13	2.00%	3	154	0.13
Belvedere Blvd											
CR 466 to Churchill Downs	2U	D	1,200	1,100	4	1,104	0.92	6.29%	9	1,113	0.93
CR 103											
CR 466 to Woodbridge Dr	4D	D	2,600	450	0	450	0.17	0.00%	0	450	0.17
CR 104											
US 301/SR 35 to CR 101	2U	D	1,200	450	10	460	0.38	16.14%	23	482	0.40
CR 466											
CR 103 to CR 101	4D	D	3,200	2,400	13	2,413	0.75	22.71%	32	2,446	0.76
CR 101 to Buena Vista Blvd	4D	D	3,200	2,600	27	2,627	0.82	45.86%	65	2,692	0.84

Future Intersection Capacity Analysis

To determine the operational conditions at the intersections and project driveways, intersections were evaluated for the AM and PM peak hour conditions using Synchro 11 software (HCM 6 methodology). Background traffic was calculated by growing existing traffic with historical growth rates calculated from the Sumter County Annual Traffic Counts. Trips from yet-to-be constructed homes in Phase I and Phase II were added to this background traffic as vested trips.

Future AM peak hour turning movement volumes are shown in **Figure 4**. The results from the Synchro analysis for the background and project buildout condition are shown in **Table 8**. In the future background scenario, the results show that all intersections are operating at the target LOS. The future project buildout condition shows similar results, with no deficiencies.

Future PM peak hour turning movement volumes are shown in **Figure 5**. The results for the Synchro analysis for the background and project building condition are shown in **Table 9**. In the future background scenario, the results show that all intersections are operating at the target LOS. The future project buildout condition shows similar results, with no deficiencies. Signal timing splits at the intersection of CR 466 and CR 101 were optimized in both the background and project buildout scenario.

Synchro printouts for all future scenarios are located in **Appendix H**.

Table 8: Future Intersection Analysis - AM Peak Hour

Intersection	Control Type	Movement	Background			Project		
			v/c	Delay	LOS	v/c	Delay	LOS
CR 466 at CR 101	Signal	Overall	-	21.3	C	-	22.5	C
CR 466 at CR 103	Signal	Overall	-	23.1	C	-	23.9	C
CR 104 at CR 101	TWSC	EB	0.174	9.5	A	0.179	9.6	A
		WB	0.034	11.4	B	0.036	11.8	B
		NBL	0.031	7.5	A	0.042	7.5	A
		SBL	0.001	7.3	A	0.001	7.3	A
		Overall	-	6.3	-	-	6.4	-
CR 101 at N. Entrance	TWSC	EB	0.037	9.7	A	0.082	10	B
		NBL	0.009	7.7	A	0.016	7.7	A
		Overall	-	1.1	-	-	2.1	-
CR 101 at S. Entrance	TWSC	EB	0.045	9.8	A	0.116	10.5	B
		NBL	0.015	7.7	A	0.026	7.8	A
		Overall	-	1.3	-	-	2.5	-

Table 9: Future Intersection Analysis - PM Peak Hour

Intersection	Control Type	Movement	Background			Project		
			v/c	Delay	LOS	v/c	Delay	LOS
CR 466 at CR 101	Signal	Overall	-	39.9	D	-	44.6	D
CR 466 at CR 103	Signal	Overall	-	16.2	B	-	16.7	B
CR 104 at CR 101	TWSC	EB	0.081	8.9	A	0.096	9.0	A
		WB	0.025	12.7	B	0.027	13.2	B
		NBL	0.071	7.5	A	0.077	7.5	A
		SBL	-	0.0	A	-	0.0	A
		Overall	-	4.8	-	-	5.0	-
CR 101 at N. Entrance	TWSC	EB	0.024	9.5	A	0.053	9.8	A
		NBL	0.016	7.5	A	0.038	7.6	A
		Overall	-	0.9	-	-	1.7	-
CR 101 at S. Entrance	TWSC	EB	0.037	9.4	A	0.085	10.2	B
		NBL	0.027	7.6	A	0.060	7.7	A
		Overall	-	1.2	-	-	2.2	-

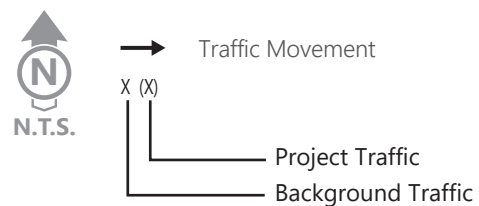
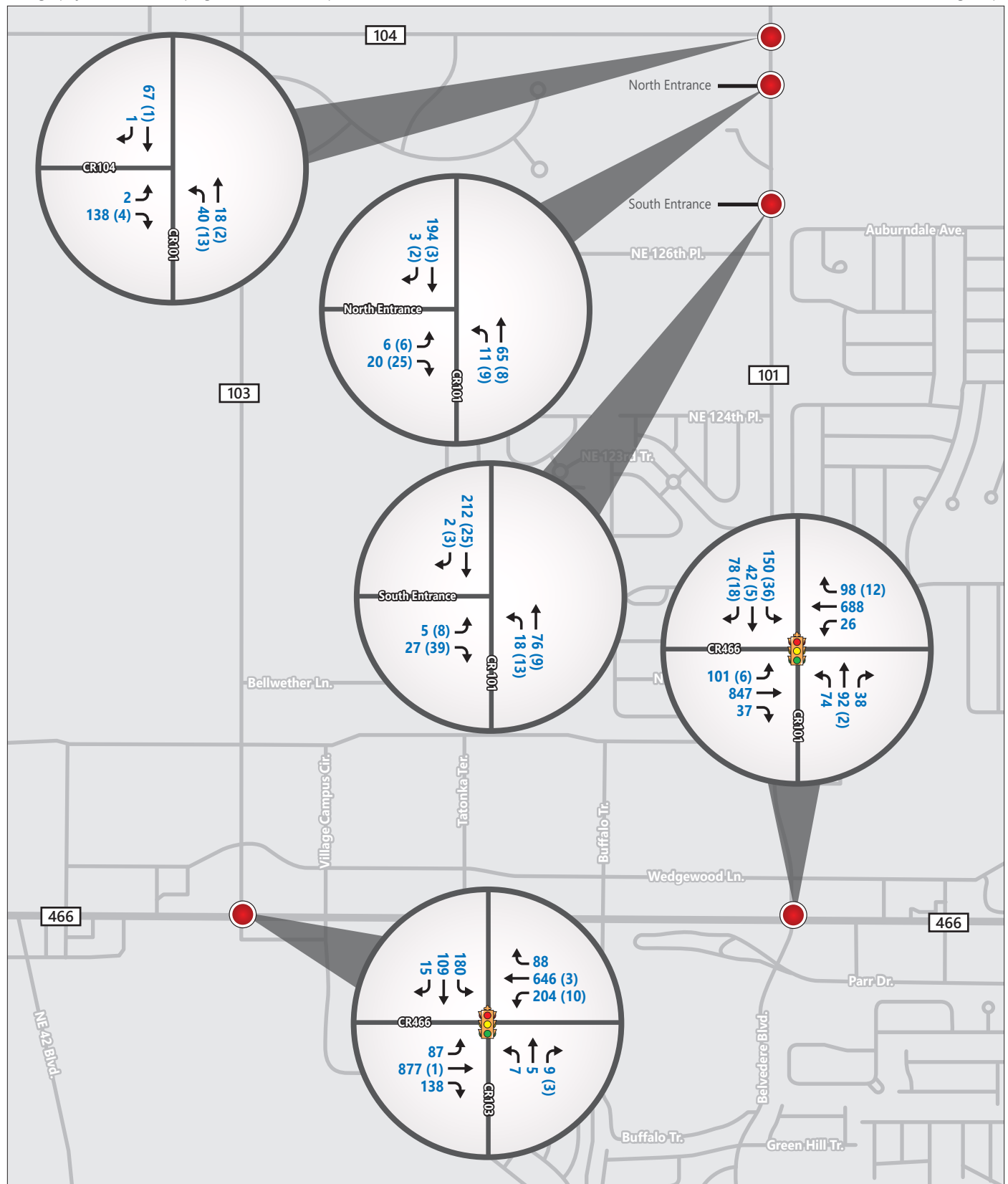


Figure 4

Future 2028 AM Peak Hour Traffic
Densan Park

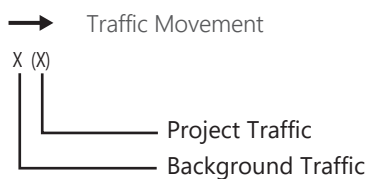
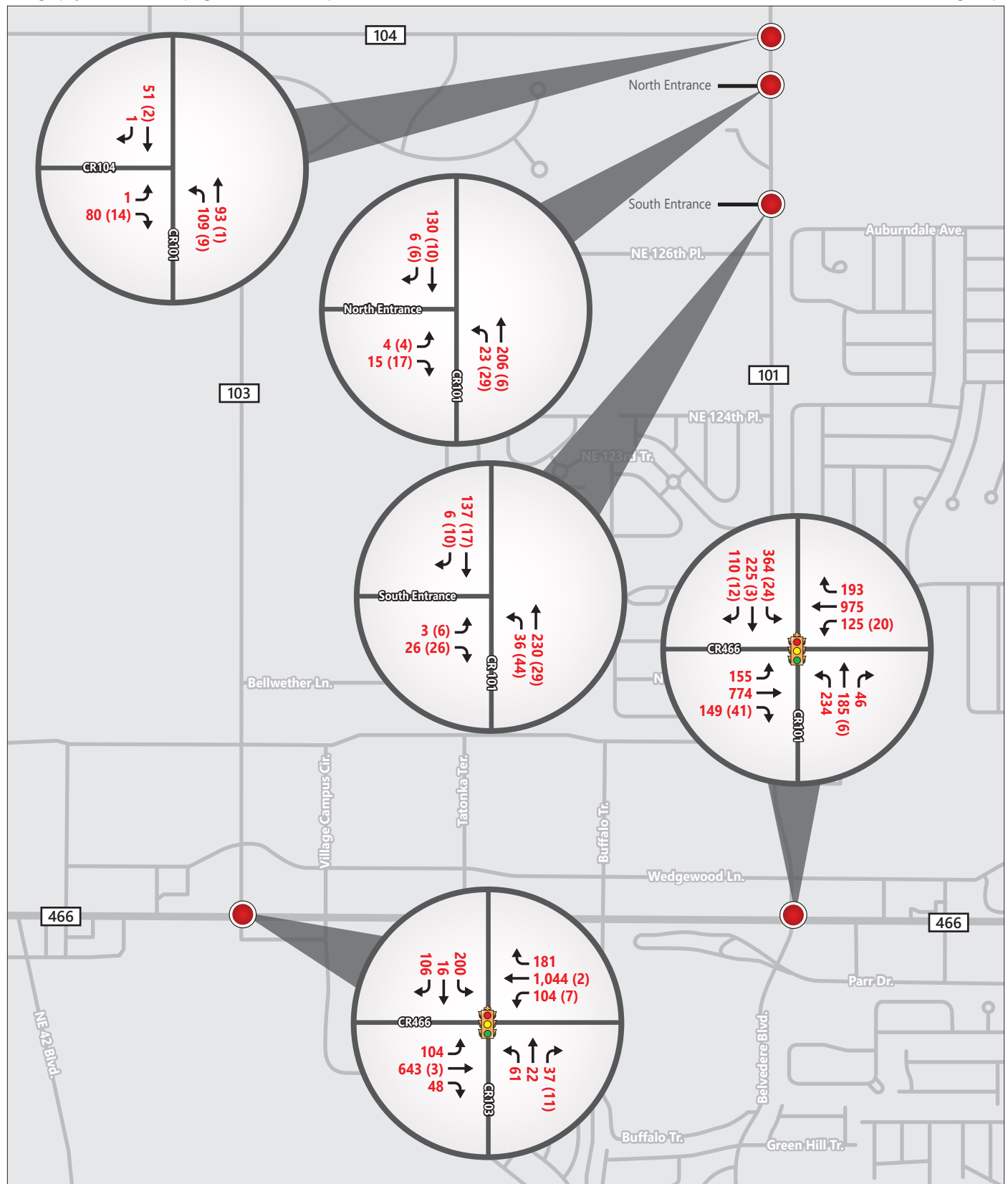


Figure 5

Future 2028 PM Peak Hour Traffic
Densan Park

Project Turn Lane Analysis

To determine if turn lanes are warranted at project driveways, NCHRP Report 457 Figures 2-5 and 2-6 were used. Turn lane warrants were evaluated in the AM and PM peak hour for the project buildout condition. Exclusive right turn and left turn lanes on CR 101 were not warranted on both project driveways. Turn lane warrant calculations can be found in **Appendix I**.

4

Conclusions

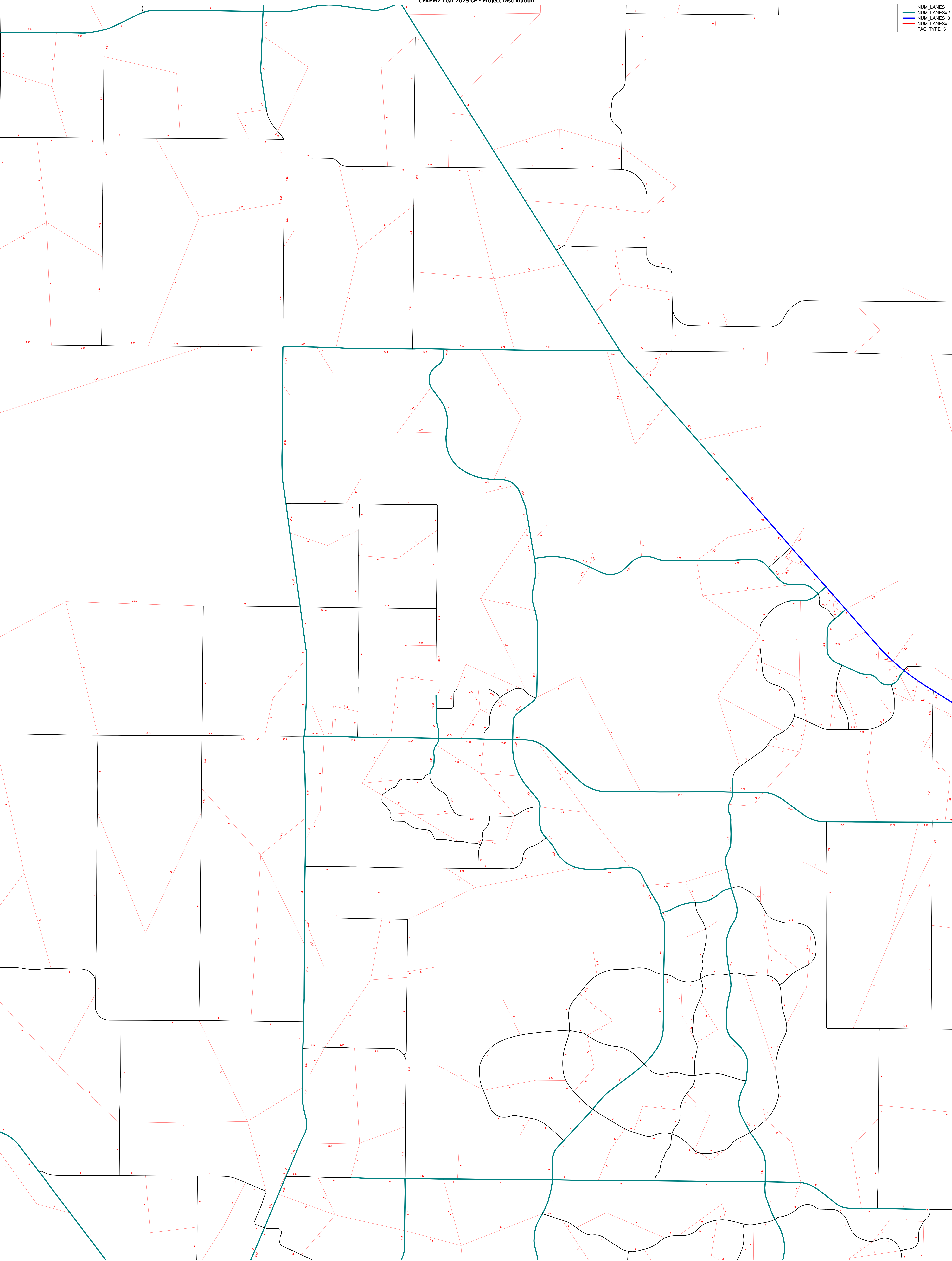
This traffic analysis has been prepared in support of obtaining concurrency approval through Sumter County for the proposed Phase III and Phase IV of the Densan Park development located on the west side of CR 101 in Sumter County, Florida.

Summary of Study Findings

- The proposed development is expected to generate 1,429 new daily external trips, including 105 new AM peak hour and 142 new PM peak hour external trips in the buildout condition.
- The existing roadway analysis shows all study roadways have an acceptable v/c ratio.
- The existing intersection capacity analysis shows that all intersections operate at the target LOS.
- The 2028 future roadway conditions analysis shows that all study roadway segments will continue to operate with an acceptable v/c ratio in the background and project buildout conditions.
- The 2028 future intersection capacity analysis shows that all intersections operate at the target LOS in both the background and project buildout condition for the AM and PM peak hour.
- The turn lane warrant analysis shows that the project driveways do not warrant exclusive turn lanes.

A

Model Trip Distribution



B

Phase I Methodology

To: Ryan Howser
Planner II
Development Services Department
City of Wildwood

Date: March 14, 2019

Project #: 63403.00

From: Demond Hazley, PE
Project Manager
VHB

Re: Densan Park - Wildwood
Major Land Development Traffic Assessment
Methodology Statement

PURPOSE:

The purpose of this document is to outline the proposed methodology for the Major Land Development Traffic Assessment (LDTA) of Densan Park - Wildwood per the requirements set forth in the Guidelines for Traffic Impact Analysis (TIA) in Sumter County. The Traffic Impact Analysis is divided into the following sections:

- | | |
|--|--|
| 1. Introduction | 6. Trip Distribution & Assignment |
| 2. Site Location and Access | 7. Data Collection / Existing Conditions |
| 3. Primary Impact Area / Significance Levels | 8. Minimum Acceptable Level of Service |
| 4. Development Traffic Conditions | 9. Traffic Report |
| 5. Trip Generation Estimate | |

1. INTRODUCTION

The following memorandum provides the proposed methodology to evaluate the traffic impacts of the proposed 242 single family development located in Wildwood, Florida. The site will be developed in 3 phases; Phase I - 68 lots, Phase II - 72 lots, and Phase III - 102 lots. For the purpose of this study, the development will be analyzed for a YR 2022 Full Buildout scenario, as full concurrency is being requested for all phases. The methodology was prepared in accordance with Sumter County's "Guidelines for Traffic Impact Analysis".

2. SITE LOCATION AND ACCESS

The proposed development is located on the west side of CR 101, south of CR 104 in Wildwood, FL. There are two proposed entrances to CR 101. The preliminary conceptual site plan for the Densan Park can be found as an attachment.

3. PRIMARY IMPACT AREA

Consistent with Sumter County's "Guidelines for Traffic Impact Analysis", for a Major LDTA, impacted segments will include segments within 1 mile of the project site and segments outside of a 1 mile of the project site where the project consumes greater than 3 percent of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips.

Table 1. Existing Roadway Significance

Roadway / Segment	No. of Lanes	Adopted LOS	Area Type	Maximum Service Volumes		Existing YR 2017 Traffic Volumes				Project Significance			
				Daily	Peak Hour 2-way	ADT	LOS	2-way Pk Hr	LOS	Dist. (%)	2-way Trips	2-way Sig. (%)	Within 1 mile (Y/N)
CR 101													
CR 466 to Woodridge Dr.	4D	D	U	29,160	2,628	7,814	C	701	C	53.62%	128	4.87%	Y
Woodridge Dr. to CR 102	2U	D	U	13,320	1,197	4,282	C	404	C	75.11%	179	14.95%	Y
CR 103													
CR 466 to Woodbridge Dr.	4D	D	U	29,160	2,628	3,484	C	344	C	1.84%	4	0.15%	Y
CR 104													
US 301/SR 35 to CR 101	2U	D	U	13,320	1,197	2,655	C	281	C	23.51%	56	4.68%	Y
CR 466													
CR 103 to CR 101	4D	D	U	39,800	3,580	26,729	C	2,527	C	20.04%	48	1.34%	Y
CR 101 to Buena Vista Blvd.	4D	D	U	39,800	3,580	31,523	C	2,839	C	27.15%	65	1.82%	Y

Source(s):

Sumter County Annual Traffic Counts - 2017 Volume Summary -- Volumes except as noted below

FDOT 2012 Generalized LOS Tables

VHB

February-19

4. DEVELOPMENT TRAFFIC CONDITIONS

The project is proposed to be evaluated for the existing year of 2019 and for future project build out year of 2022. The development traffic conditions are to be developed by adding the background traffic (non-project) to the development traffic. The background traffic volumes are proposed to be generated for the year of 2022 by using historical traffic growth rates obtained from the Sumter County Annual Traffic Counts – 2018 Volume Summary for the study roadways. In addition, any approved or committed developments will be incorporated into this analysis as background traffic. VHB is respectfully requesting that the any committed development programs be provided by the City/County/MPO as part of the pre-application process.

5. TRIP GENERATION ESTIMATE

The project traffic volumes for the proposed development will be generated using the trip generation rates outlined in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). **Table 2** (attached) is an estimation of the Daily, AM peak, and PM peak hour volumes.

6. TRIP DISTRIBUTION & ASSIGNMENT

The project traffic will be distributed to the adjacent roadways and intersections based the YR 2020 Central Florida Regional Planning Model (CFRPM6.1) results, utilizing the existing and committed network. The distribution can be found attached.

7. DATA COLLECTION / EXISTING CONDITIONS

Daily and PM Peak Hour traffic counts will be assembled for the study roadway segments and intersections to establish existing traffic conditions. Roadway counts for all study roadways will be identified using the data within the Sumter County Annual Traffic Counts – 2018 Volume Summary. PM Peak turning movement counts will be collected by VHB in the field. The existing condition analysis will evaluate the current capacity of the study roadways identified within the Primary Impact Area.

For the purposes of this study, VHB proposes to monitor the roadway traffic volumes of the following Roadway Segments:

- CR 101
 - o CR 466 to Woodridge Dr.
 - o Woodridge Dr. to CR 102
- CR 103
 - o CR 466 to Woodridge Dr.
- CR 104
 - o US 301/SR 35 to CR 101
- CR 466
 - o CR 103 to CR 101
 - o CR 101 to Buena Vista Blvd.

In addition, the following have been identified as “major” intersections along significant roadways and will be analyzed in accordance with the Highway Capacity Manual methodology.

- C-466 at CR 101
- C-466 at CR 103
- CR 101 at CR 104
- CR 101 at Project Entrances

8. MINIMUM ACCEPTABLE LEVEL OF SERVICE

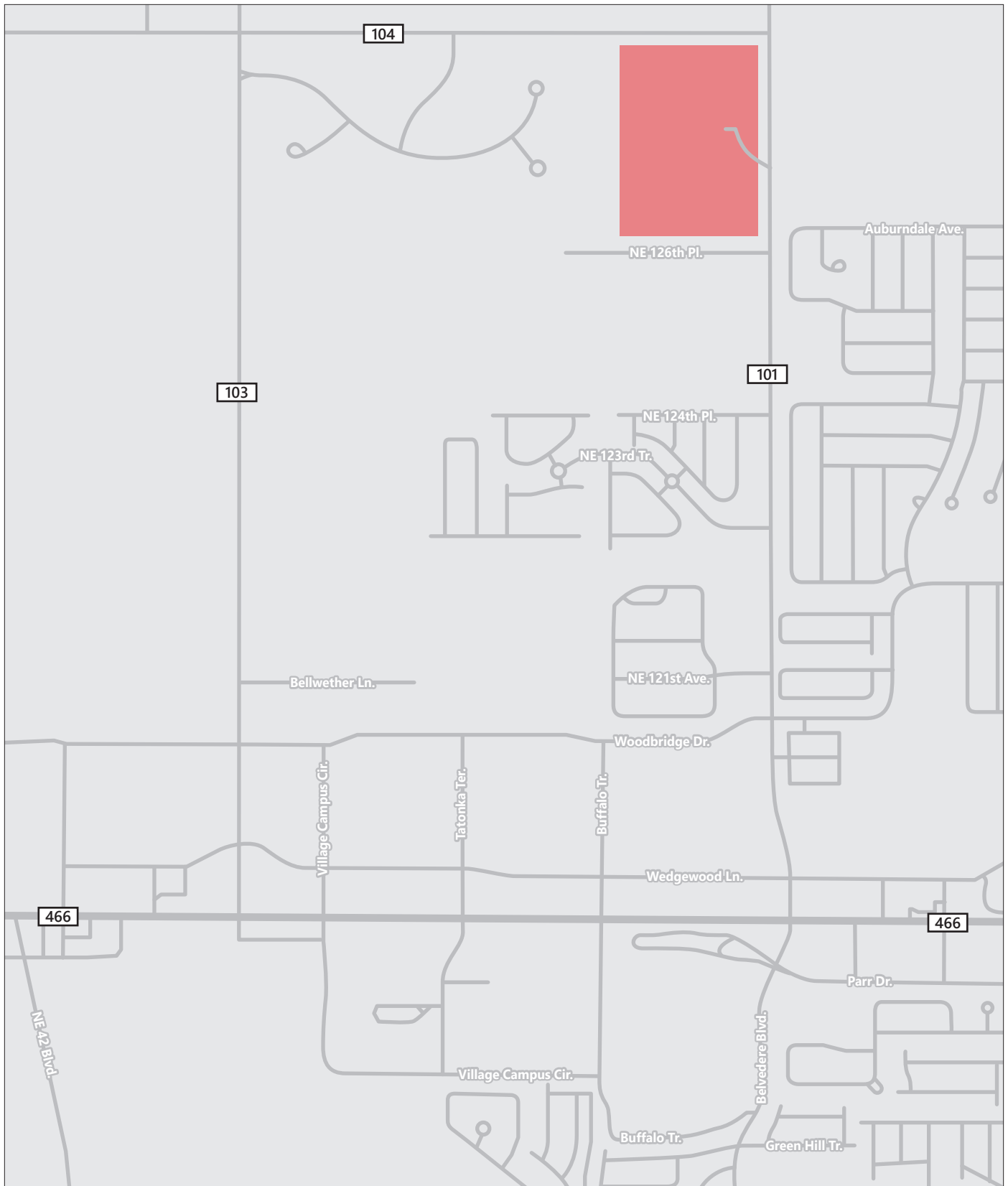
The level of service capacities and adopted standards used in this concurrency evaluation are consistent with the Sumter County TMS Segment Report – 2014/15. It should be noted, that the corresponding peak hour two-way generalized level of service capacities were obtained from the FDOT 2012 Generalized Level of Service Tables, as this information was not provided within the TMS Segment Report.

9. TRAFFIC REPORT

As a result of the trip generation, trip distribution, and trip assignment previously mentioned, VHB will evaluate the adjacent transportation system to determine the necessary improvements and timing requirements to accommodate the project for the existing year 2019 and the build-out year 2022 traffic conditions. The assessment of roadway conditions will be conducted for the PM peak hour and Daily conditions. The findings of the study will be documented in the traffic report. The traffic report will summarize study procedures, analyses performed and recommendations, including exhibits to show existing, background, and future with project traffic volumes.

Attachments:

- Location Map
- Preliminary Conceptual Site Plan
- Table 2 – Trip Generation Summary
- YR 2022 CFRPM6.1 Model Output

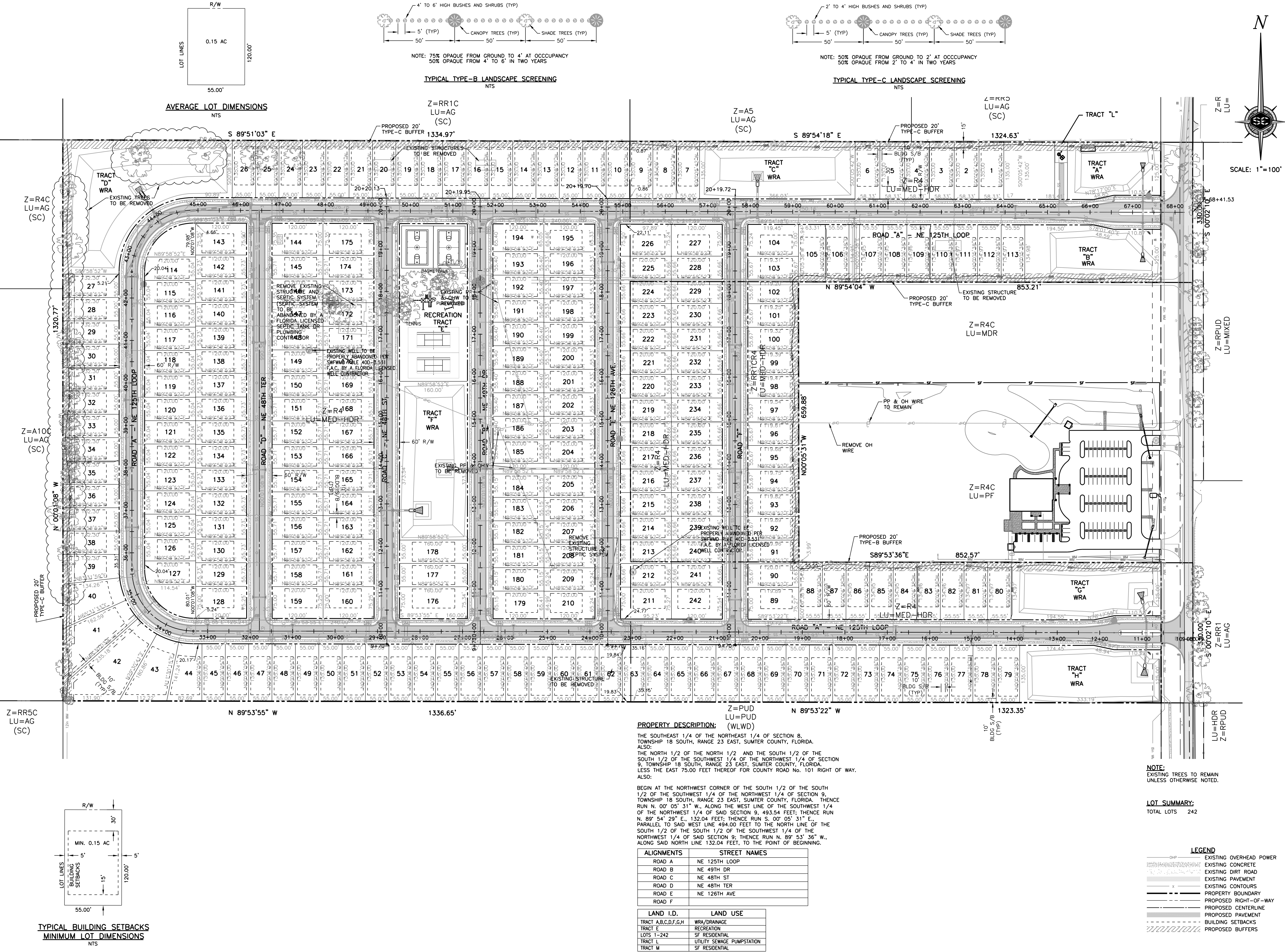


 Densan Park



Figure 1
Site Location Map
Densan Park

The engineer expressly reserves the exclusive common law copyright and property rights to these drawings which may not be reproduced, changed or copied in any form or manner, nor are they to be assigned to any party without the engineers written consent.



PROPERTY DESCRIPTION:

THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 8, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA. ALSO: THE NORTH 1/2 OF THE NORTH 1/2 AND THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA. LESS THE EAST 75.00 FEET THEREOF FOR COUNTY ROAD NO. 101 RIGHT OF WAY. ALSO:

BEGIN AT THE NORTHWEST CORNER OF THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, THENCE RUN N. 00° 05' 31" W., ALONG THE WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 9, 493.54 FEET; THENCE RUN N. 89° 54' 29" E., 132.04 FEET; THENCE RUN S. 00° 05' 31" E., PARALLEL TO SAID WEST LINE 494.00 FEET TO THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 9; THENCE RUN N. 89° 53' 36" W., ALONG SAID NORTH LINE 132.04 FEET TO THE POINT OF BEGINNING.

ALIGNMENTS STREET NAMES

ROAD A	NE 125TH LOOP
ROAD B	NE 49TH DR
ROAD C	NE 48TH ST
ROAD D	NE 48TH TER
ROAD E	NE 126TH AVE
ROAD F	

LAND I.D.	LAND USE
TRACT A,B,C,D,F,G,H	WRA/DRANAGE
TRACT E	RECREATION
LOTS 1-242	SF RESIDENTIAL
TRACT L	UTILITY SEWAGE PUMPSTATION
TRACT M	SF RESIDENTIAL

LEGEND		
	EXISTING OVERHEAD POWER	
	EXISTING CONCRETE	
	EXISTING DIRT ROAD	
	EXISTING PAVEMENT	
	EXISTING CONTOURS	
	PROPERTY BOUNDARY	
	PROPOSED RIGHT-OF-WAY	
	PROPOSED CENTERLINE	
	PROPOSED PAVEMENT	
	BUILDING SETBACKS	
	PROPOSED BUFFERS	

CLIENT: DENSAN PARTNERS, LLC.

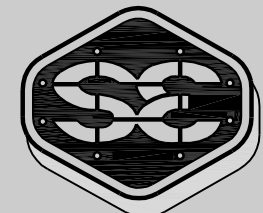
PROJECT: DENSAN PARK

DRAWING: PRELIMINARY/ENGINEERING SITE PLAN

4 of 50

DAVID W. SPRINGSTEAD, P.E.
FLORIDA REGISTRATION No. 48229

Springstead Engineering, Inc.



Consulting Engineers
Planners
CA-0001723
LB-0001723
727 South 14th Street
Leesburg, FL 34748
(352) 787-1414

SCALE:	FILE:	DATE:
AS SHOWN	DENSAN	12/18
DESIGN:	DRAWN:	CHECKED:
	VB	

DRAWING: PRELIMINARY/ENGINEERING SITE PLAN

CLIENT:		
DENSAN PARTNERS, LLC.		
JOB NO.:	SHEET:	4
0410025.006	OF:	50

Table 2
Densan Park
Trip Generation

AM Peak

ITE Code	Land Use	Size/Units	Total Trips			
			Daily Trips	AM Peak		
				Total	Enter	Exit
210	Single Family Detached	242 D.U.	2,345	177	44	133
Totals:			2,345	177	44	133

PM Peak

ITE Code	Land Use	Size/Units	Total Trips			
			Daily Trips	PM Peak		
				Total	Enter	Exit
210	Single Family Detached	242 D.U.	2,345	238	150	88
Totals:			2,345	238	150	88

VHB

February 2019

Notes:

*Trip generation rates and equations are based on the
Institute of Transportation (ITE) Trip Generation Manual 10th Edition*

From: Davis, Tithonas [<mailto:Tithonas.Davis@sumtercountyfl.gov>]
Sent: Friday, March 08, 2019 11:13 AM
To: Ryan Howser
Cc: Snyder, Deborah; Melanie Peavy; Theresa Milsap; David McMahan
Subject: RE: Action: Densan Park Traffic Study Methodology

Ryan,

Please find my comments below.

- Section 5 – Trip Generation Estimate
 - Use trip generation rates from ITE Trip Generation Manual (10th Edition)
- Section 7 – Data collections
 - Please use Sumter County Traffic Counts – 2018 Volume Summary
- Minor comment: Please provide a location map depicting where the development will be.

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

Tithonas D. Davis Jr., EI
Public Works Engineer
Sumter County Board of County Commissioners
Public Works Department
319 East Anderson Avenue
Bushnell, FL 33513
Phone 352-689-4400
Mobile 352-303-1579

Tithonas.Davis@sumtercountyfl.gov

www.SumterCountyFL.gov



C

Turning Movement Counts

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection CR 466

& CR 101

Date December 19, 2023

Autos

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	3	2	0	3	1	1	4	27	3	0	35	3
7:15 AM - 7:30 AM	4	1	2	8	1	2	6	41	2	5	52	5
7:30 AM - 7:45 AM	8	7	2	13	3	6	9	90	4	5	81	8
7:45 AM - 8:00 AM	11	14	0	12	4	1	12	92	4	4	110	7
8:00 AM - 8:15 AM	16	24	1	18	6	5	19	154	8	4	154	15
8:15 AM - 8:30 AM	20	11	2	19	5	4	18	185	6	5	195	16
8:30 AM - 8:45 AM	14	17	4	44	10	3	23	206	8	6	158	16
8:45 AM - 9:00 AM	15	28	4	35	14	3	26	199	3	7	102	30
TOTAL	91	104	15	152	44	25	117	994	38	36	887	100
Peak Hour 8:00 AM - 9:00 AM	65	80	11	116	35	15	86	744	25	22	609	77

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	49	42	5	87	48	15	26	183	23	24	193	40
4:15 PM - 4:30 PM	48	45	6	68	48	5	46	190	16	32	232	36
4:30 PM - 4:45 PM	55	38	5	82	49	15	31	137	12	19	199	30
4:45 PM - 5:00 PM	50	34	5	68	54	10	18	181	10	30	240	31
5:00 PM - 5:15 PM	45	37	1	71	49	19	25	142	20	17	213	27
5:15 PM - 5:30 PM	34	34	5	74	40	11	27	173	32	14	275	34
5:30 PM - 5:45 PM	44	48	4	58	53	9	31	148	32	32	240	28
5:45 PM - 6:00 PM	43	41	2	64	30	9	26	185	32	23	236	35
TOTAL	368	319	33	572	371	93	230	1,339	177	191	1,828	261
Peak Hour 4:00 PM - 5:00 PM	202	159	21	305	199	45	121	691	61	105	864	137

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter City Wildwood
Intersection CR 466 & CR 101
Date December 19, 2023

Trucks

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	3	1	0	1	0
7:15 AM - 7:30 AM	1	0	0	1	0	0	1	5	0	0	1	0
7:30 AM - 7:45 AM	1	0	0	0	0	0	0	1	0	0	1	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	5	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	1	6	0	0	1	0
8:15 AM - 8:30 AM	0	0	0	0	0	1	0	3	0	0	6	1
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	3	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	5	0	0	2	0
TOTAL	2	0	0	2	0	1	2	31	1	0	12	1
Peak Hour 8:00 AM - 9:00 AM	0	0	0	1	0	1	1	17	0	0	9	1
	0%	0%	0%	1%	0%	7%	1%	2%	0%	0%	1%	1%

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	1	1	0	0	1	0	0	0	1	1	6	0
4:15 PM - 4:30 PM	4	0	0	0	0	0	0	1	0	0	3	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	2	0	0	2	0
4:45 PM - 5:00 PM	0	1	0	3	0	0	0	1	0	0	1	2
5:00 PM - 5:15 PM	0	0	0	1	1	1	0	1	0	0	1	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	3	0	0	3	0
5:30 PM - 5:45 PM	1	0	0	0	0	0	1	1	0	0	2	0
5:45 PM - 6:00 PM	0	0	0	0	1	1	0	2	0	0	3	2
TOTAL	6	2	0	4	3	2	1	11	1	1	21	4
Peak Hour 4:00 PM - 5:00 PM	5	2	0	3	1	0	0	4	1	1	12	2

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection CR 466

& CR 101

Date December 19, 2023

U-Turns & RTOR

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	10	0	0	0	0	0	1
7:15 AM - 7:30 AM	0	0	5	0	0	8	0	0	0	2	0	0
7:30 AM - 7:45 AM	0	0	2	0	0	23	0	0	1	3	0	0
7:45 AM - 8:00 AM	0	0	3	0	0	14	0	0	1	1	0	3
8:00 AM - 8:15 AM	0	0	5	0	0	16	0	0	0	1	0	0
8:15 AM - 8:30 AM	0	0	6	0	0	13	0	0	3	0	0	0
8:30 AM - 8:45 AM	0	0	5	0	0	9	0	0	3	0	0	2
8:45 AM - 9:00 AM	0	0	7	0	0	7	1	0	2	1	0	2
TOTAL	0	0	33	0	0	100	1	0	10	8	0	8
Peak Hour 7:30 AM - 8:30 AM	0	0	16	0	0	66	0	0	5	5	0	3

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	1	4	0	7	1	0	11	2	0	3
4:15 PM - 4:30 PM	0	0	6	0	0	12	2	0	19	2	0	7
4:30 PM - 4:45 PM	0	0	8	1	0	15	1	0	24	0	0	1
4:45 PM - 5:00 PM	0	0	5	2	0	13	4	0	18	2	0	3
5:00 PM - 5:15 PM	0	0	10	0	0	15	4	0	6	0	0	3
5:15 PM - 5:30 PM	0	0	6	1	0	3	4	0	1	0	0	3
5:30 PM - 5:45 PM	0	0	10	0	0	3	5	0	6	0	0	2
5:45 PM - 6:00 PM	0	0	6	0	0	5	1	0	4	1	0	2
TOTAL	0	0	52	8	0	73	22	0	89	7	0	24
Peak Hour 4:15 PM - 5:15 PM	0	0	29	3	0	55	11	0	67	4	0	14

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection CR 466

& CR 101

Date December 19, 2023

All Vehicles

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	3	2	0	3	1	11	4	30	4	0	36	4
7:15 AM - 7:30 AM	5	1	7	9	1	10	7	46	2	7	53	5
7:30 AM - 7:45 AM	9	7	4	13	3	29	9	91	5	8	82	8
7:45 AM - 8:00 AM	11	14	3	12	4	15	12	97	5	5	110	10
8:00 AM - 8:15 AM	16	24	6	18	6	21	20	160	8	5	155	15
8:15 AM - 8:30 AM	20	11	8	19	5	18	18	188	9	5	201	17
8:30 AM - 8:45 AM	14	17	9	44	10	12	23	209	11	6	158	18
8:45 AM - 9:00 AM	15	28	11	36	14	10	27	204	5	8	104	32
TOTAL	93	104	48	154	44	126	120	1,025	49	44	899	109
Peak Hour 8:00 AM - 9:00 AM	65	80	34	117	35	61	88	761	33	24	618	82

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	50	43	6	91	49	22	27	183	35	27	199	43
4:15 PM - 4:30 PM	52	45	12	68	48	17	48	191	35	34	235	43
4:30 PM - 4:45 PM	55	38	13	83	49	30	32	139	36	19	201	31
4:45 PM - 5:00 PM	50	35	10	73	54	23	22	182	28	32	241	36
5:00 PM - 5:15 PM	45	37	11	72	50	35	29	143	26	17	214	30
5:15 PM - 5:30 PM	34	34	11	75	40	14	31	176	33	14	278	37
5:30 PM - 5:45 PM	45	48	14	58	53	12	37	149	38	32	242	30
5:45 PM - 6:00 PM	43	41	8	64	31	15	27	187	36	24	239	39
TOTAL	374	321	85	584	374	168	253	1,350	267	199	1,849	289
Peak Hour 4:00 PM - 5:00 PM	207	161	41	315	200	92	129	695	134	112	876	153

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection R 466

& CR 103

Date December 19, 2023

Autos

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	36	21	2	15	165	33	36	126	16
7:15 AM - 7:30 AM	0	0	0	45	29	0	6	181	46	53	148	15
7:30 AM - 7:45 AM	0	0	0	42	35	1	11	216	39	63	150	25
7:45 AM - 8:00 AM	6	4	3	27	6	0	18	210	6	23	141	14
8:00 AM - 8:15 AM	3	3	5	16	2	3	14	138	2	2	76	24
8:15 AM - 8:30 AM	5	0	1	17	5	1	15	140	2	4	93	18
8:30 AM - 8:45 AM	1	0	0	21	0	2	21	161	0	3	100	17
8:45 AM - 9:00 AM	3	0	0	21	2	0	32	149	0	4	110	40
TOTAL	18	7	9	225	100	9	132	1,360	128	188	944	169
Peak Hour 7:00 AM - 8:00 AM	6	4	3	150	91	3	50	772	124	175	565	70

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	8	6	1	50	0	6	23	159	5	10	235	44
4:15 PM - 4:30 PM	7	4	0	38	3	7	26	163	8	14	215	32
4:30 PM - 4:45 PM	5	2	1	45	4	9	20	162	9	13	231	37
4:45 PM - 5:00 PM	12	7	0	49	2	10	20	120	10	24	208	34
5:00 PM - 5:15 PM	17	2	4	39	6	4	16	148	12	20	258	20
5:15 PM - 5:30 PM	16	5	4	37	3	3	16	137	11	33	230	54
5:30 PM - 5:45 PM	6	4	7	41	2	4	26	163	8	6	230	39
5:45 PM - 6:00 PM	8	0	0	43	2	3	16	138	1	2	162	23
TOTAL	79	30	17	342	22	46	163	1,190	64	122	1,769	283
Peak Hour 4:30 PM - 5:30 PM	50	16	9	170	15	26	72	567	42	90	927	145

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection R 466

& CR 103

Date December 19, 2023

Trucks

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	8	0	0	5	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	3	0	0	3	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	2	0	0	4	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	3	0	0	2	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	2	6	0	0	3	0
8:15 AM - 8:30 AM	0	0	0	1	0	1	0	12	0	0	6	0
8:30 AM - 8:45 AM	0	0	0	1	0	0	0	7	1	0	2	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	3	0	0	6	2
TOTAL	0	0	0	2	0	1	2	44	1	0	31	2
Peak Hour 7:00 AM - 8:00 AM	0	0	0	0	0	0	0	16	0	0	14	0
	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	1	2	0	0	2	0
4:30 PM - 4:45 PM	0	0	0	1	0	0	0	1	0	0	3	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	1	0	0	4	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	1	2	0	1	4	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	3	0	0	1	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	1	1	0	0	2	0
5:45 PM - 6:00 PM	1	0	0	0	0	0	1	1	0	0	1	0
TOTAL	1	0	0	1	0	0	4	12	0	1	18	0
Peak Hour 4:30 PM - 5:30 PM	0	0	0	1	0	0	1	7	0	1	12	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection R 466

& CR 103

Date December 19, 2023

U-Turns & RTOR

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	5	3	0	0	1	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	3	7	0	0	0	0	3
7:30 AM - 7:45 AM	0	0	0	0	0	1	7	0	0	1	0	3
7:45 AM - 8:00 AM	0	0	3	0	0	0	11	0	0	1	0	3
8:00 AM - 8:15 AM	0	0	6	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	2	0	0	5	0	0	1	0	0	3
8:30 AM - 8:45 AM	0	0	0	0	0	3	0	0	0	1	0	2
8:45 AM - 9:00 AM	0	0	1	0	0	6	1	0	0	0	0	2
TOTAL	0	0	12	0	0	24	29	0	1	4	0	16
Peak Hour 7:00 AM - 8:00 AM	0	0	3	0	0	9	28	0	0	3	0	9

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	2	0	0	5	1	0	2	0	0	1
4:15 PM - 4:30 PM	0	0	3	0	0	9	0	0	2	1	0	1
4:30 PM - 4:45 PM	0	0	3	0	0	10	1	0	1	1	0	0
4:45 PM - 5:00 PM	0	0	3	0	0	21	0	0	0	0	0	4
5:00 PM - 5:15 PM	0	0	3	0	0	21	4	0	0	0	0	4
5:15 PM - 5:30 PM	0	0	3	1	0	16	4	0	2	1	0	1
5:30 PM - 5:45 PM	0	0	1	0	0	10	5	0	0	5	0	6
5:45 PM - 6:00 PM	0	0	1	0	0	7	3	0	0	5	0	1
TOTAL	0	0	19	1	0	99	18	0	7	13	0	18
Peak Hour 4:45 PM - 5:45 PM	0	0	10	1	0	68	13	0	2	6	0	15

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection R 466

& CR 103

Date December 19, 2023

All Vehicles

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	36	21	7	18	173	33	37	131	16
7:15 AM - 7:30 AM	0	0	0	45	29	3	13	184	46	53	151	18
7:30 AM - 7:45 AM	0	0	0	42	35	2	18	218	39	64	154	28
7:45 AM - 8:00 AM	6	4	6	27	6	0	29	213	6	24	143	17
8:00 AM - 8:15 AM	3	3	11	16	2	4	16	144	2	2	79	24
8:15 AM - 8:30 AM	5	0	3	18	5	7	15	152	3	4	99	21
8:30 AM - 8:45 AM	1	0	0	22	0	5	21	168	1	4	102	19
8:45 AM - 9:00 AM	3	0	1	21	2	6	33	152	0	4	116	44
TOTAL	18	7	21	227	100	34	163	1,404	130	192	975	187
Peak Hour 7:00 AM - 8:00 AM	6	4	6	150	91	12	78	788	124	178	579	79

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	8	6	3	50	0	11	24	160	7	10	236	45
4:15 PM - 4:30 PM	7	4	3	38	3	16	27	165	10	15	217	33
4:30 PM - 4:45 PM	5	2	4	46	4	19	21	163	10	14	234	37
4:45 PM - 5:00 PM	12	7	3	49	2	31	20	121	10	24	212	38
5:00 PM - 5:15 PM	17	2	7	39	6	25	21	150	12	21	262	24
5:15 PM - 5:30 PM	16	5	7	38	3	19	20	140	13	34	231	55
5:30 PM - 5:45 PM	6	4	8	41	2	14	32	164	8	11	232	45
5:45 PM - 6:00 PM	9	0	1	43	2	10	20	139	1	7	163	24
TOTAL	80	30	36	344	22	145	185	1,202	71	136	1,787	301
Peak Hour 4:45 PM - 5:45 PM	51	18	25	167	13	89	93	575	43	90	937	162

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection R 101

& CR 104

Date December 19, 2023

Autos

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	11	2	3	0	7	0	0	0	21	2	0	0
7:15 AM - 7:30 AM	7	2	2	1	10	0	1	1	24	0	0	1
7:30 AM - 7:45 AM	7	3	1	0	17	1	1	1	33	1	0	0
7:45 AM - 8:00 AM	3	5	4	0	12	0	0	0	29	2	0	1
8:00 AM - 8:15 AM	8	4	1	0	14	0	0	1	15	7	1	0
8:15 AM - 8:30 AM	9	3	6	0	6	0	1	0	15	1	1	1
8:30 AM - 8:45 AM	9	7	4	0	8	0	0	0	16	2	0	0
8:45 AM - 9:00 AM	9	3	5	1	8	1	0	1	16	4	0	1
TOTAL	63	29	26	2	82	2	3	4	169	19	2	4
Peak Hour 7:15 AM - 8:15 AM	25	14	8	1	53	1	2	3	101	10	1	2

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	20	17	3	0	7	0	0	0	15	2	0	0
4:15 PM - 4:30 PM	25	14	2	0	6	0	0	0	8	0	1	0
4:30 PM - 4:45 PM	18	23	3	0	7	1	0	0	14	2	0	0
4:45 PM - 5:00 PM	17	19	3	0	10	0	1	0	14	4	0	0
5:00 PM - 5:15 PM	26	15	0	0	10	0	0	0	17	1	0	0
5:15 PM - 5:30 PM	25	19	1	0	14	0	0	0	9	2	0	0
5:30 PM - 5:45 PM	29	12	0	1	4	1	2	1	10	3	0	0
5:45 PM - 6:00 PM	19	9	0	0	3	0	0	0	7	1	0	0
TOTAL	179	128	12	1	61	2	3	1	94	15	1	0
Peak Hour 4:30 PM - 5:30 PM	86	76	7	0	41	1	1	0	54	9	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection R 101

& CR 104

Date December 19, 2023

Trucks

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	1	0	0	0	0	0	0	1	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0
7:30 AM - 7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	1	0	0	0	1	0	0	0	1	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	2	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	1	1	0	0	0	0	0
TOTAL	2	1	0	0	2	1	1	0	5	0	0	0
Peak Hour 7:15 AM - 8:15 AM	2	0	0	0	2	0	0	0	2	0	0	0
	8%	0%	0%	0%	4%	0%	0%	0%	2%	0%	0%	0%

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	1	0	0	0	0	0	0	0	1	0	0	0
5:00 PM - 5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	0	0	0	0	1	0	1	0	0	0
Peak Hour 4:30 PM - 5:30 PM	1	1	0	0	0	0	0	0	1	0	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection R 101

& CR 104

Date December 19, 2023

U-Turns & RTOR

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection R 101

& CR 104

Date December 19, 2023

All Vehicles

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	11	3	3	0	7	0	0	0	22	2	0	0
7:15 AM - 7:30 AM	7	2	2	1	10	0	1	1	25	0	0	1
7:30 AM - 7:45 AM	8	3	1	0	17	1	1	1	33	1	0	0
7:45 AM - 8:00 AM	4	5	4	0	13	0	0	0	30	2	0	1
8:00 AM - 8:15 AM	8	4	1	0	15	0	0	1	15	7	1	0
8:15 AM - 8:30 AM	9	3	6	0	6	0	1	0	17	1	1	1
8:30 AM - 8:45 AM	9	7	4	0	8	0	0	0	16	2	0	0
8:45 AM - 9:00 AM	9	3	5	1	8	2	1	1	16	4	0	1
TOTAL	65	30	26	2	84	3	4	4	174	19	2	4
Peak Hour 7:15 AM - 8:15 AM	27	14	8	1	55	1	2	3	103	10	1	2

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	20	17	3	0	7	0	1	0	15	2	0	0
4:15 PM - 4:30 PM	25	14	2	0	6	0	0	0	8	0	1	0
4:30 PM - 4:45 PM	18	23	3	0	7	1	0	0	14	2	0	0
4:45 PM - 5:00 PM	18	19	3	0	10	0	1	0	15	4	0	0
5:00 PM - 5:15 PM	26	16	0	0	10	0	0	0	17	1	0	0
5:15 PM - 5:30 PM	25	19	1	0	14	0	0	0	9	2	0	0
5:30 PM - 5:45 PM	29	12	0	1	4	1	2	1	10	3	0	0
5:45 PM - 6:00 PM	19	9	0	0	3	0	0	0	7	1	0	0
TOTAL	180	129	12	1	61	2	4	1	95	15	1	0
Peak Hour 4:30 PM - 5:30 PM	87	77	7	0	41	1	1	0	55	9	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter City Wildwood
Intersection CR 101 & North Project Access
Date December 19, 2023

Autos

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	1	14	0	0	31	0	1	0	3	0	0	0
7:15 AM - 7:30 AM	0	14	0	0	36	0	0	0	1	0	0	0
7:30 AM - 7:45 AM	1	8	0	0	50	1	1	0	1	0	0	0
7:45 AM - 8:00 AM	3	12	0	0	41	1	1	0	1	0	0	0
8:00 AM - 8:15 AM	0	12	0	0	36	1	0	0	1	0	0	0
8:15 AM - 8:30 AM	1	21	0	0	24	0	0	0	2	0	0	0
8:30 AM - 8:45 AM	1	18	0	0	24	1	1	0	1	0	0	0
8:45 AM - 9:00 AM	1	16	0	0	29	0	0	0	1	0	0	0
TOTAL	8	115	0	0	271	4	4	0	11	0	0	0
Peak Hour 7:00 AM - 8:00 AM	5	48	0	0	158	2	3	0	6	0	0	0

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	2	37	0	0	24	1	1	0	1	0	0	0
4:15 PM - 4:30 PM	1	40	0	0	13	0	2	0	2	0	0	0
4:30 PM - 4:45 PM	0	41	0	0	25	0	0	0	1	0	0	0
4:45 PM - 5:00 PM	2	41	0	0	27	0	1	0	2	0	0	0
5:00 PM - 5:15 PM	1	40	0	0	28	1	1	0	1	0	0	0
5:15 PM - 5:30 PM	3	46	0	0	24	1	0	0	2	0	0	0
5:30 PM - 5:45 PM	2	40	0	0	18	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	1	27	0	0	10	1	0	0	1	0	0	0
TOTAL	12	312	0	0	169	4	5	0	10	0	0	0
Peak Hour 4:30 PM - 5:30 PM	6	168	0	0	104	2	2	0	6	0	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter City Wildwood
Intersection CR 101 & North Project Access
Date December 19, 2023

Trucks

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL	0	2	0	0	7	0	0	0	0	0	0	0
Peak Hour 7:00 AM - 8:00 AM	0	2	0	0	3	0	0	0	0	0	0	0
	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	3	0	0	2	0	0	0	0	0	0	0
Peak Hour 4:30 PM - 5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter City Wildwood
Intersection CR 101 & North Project Access
Date December 19, 2023

U-Turns & RTOR

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter

City Wildwood

Intersection CR 101

& North Project Access

Date December 19, 2023

All Vehicles

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	1	15	0	0	32	0	1	0	3	0	0	0
7:15 AM - 7:30 AM	0	14	0	0	37	0	0	0	1	0	0	0
7:30 AM - 7:45 AM	1	9	0	0	50	1	1	0	1	0	0	0
7:45 AM - 8:00 AM	3	12	0	0	42	1	1	0	1	0	0	0
8:00 AM - 8:15 AM	0	12	0	0	37	1	0	0	1	0	0	0
8:15 AM - 8:30 AM	1	21	0	0	26	0	0	0	2	0	0	0
8:30 AM - 8:45 AM	1	18	0	0	24	1	1	0	1	0	0	0
8:45 AM - 9:00 AM	1	16	0	0	30	0	0	0	1	0	0	0
TOTAL	8	117	0	0	278	4	4	0	11	0	0	0
Peak Hour 7:00 AM - 8:00 AM	5	50	0	0	161	2	3	0	6	0	0	0

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	2	38	0	0	25	1	1	0	1	0	0	0
4:15 PM - 4:30 PM	1	40	0	0	13	0	2	0	2	0	0	0
4:30 PM - 4:45 PM	0	41	0	0	25	0	0	0	1	0	0	0
4:45 PM - 5:00 PM	2	42	0	0	28	0	1	0	2	0	0	0
5:00 PM - 5:15 PM	1	41	0	0	28	1	1	0	1	0	0	0
5:15 PM - 5:30 PM	3	46	0	0	24	1	0	0	2	0	0	0
5:30 PM - 5:45 PM	2	40	0	0	18	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	1	27	0	0	10	1	0	0	1	0	0	0
TOTAL	12	315	0	0	171	4	5	0	10	0	0	0
Peak Hour 4:30 PM - 5:30 PM	6	170	0	0	105	2	2	0	6	0	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter City Wildwood
Intersection CR 101 & South Project Access
Date December 19, 2023

Autos

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	15	0	0	36	0	1	0	4	0	0	0
7:15 AM - 7:30 AM	2	13	0	0	27	0	0	0	1	0	0	0
7:30 AM - 7:45 AM	2	11	0	0	53	0	0	0	3	0	0	0
7:45 AM - 8:00 AM	4	12	0	0	38	0	0	0	2	0	0	0
8:00 AM - 8:15 AM	2	15	0	0	45	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	1	20	0	0	28	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	2	18	0	0	19	2	1	0	2	0	0	0
8:45 AM - 9:00 AM	1	19	0	0	36	0	0	0	4	0	0	0
TOTAL	14	123	0	0	282	2	2	0	16	0	0	0
Peak Hour 7:30 AM - 8:30 AM	9	58	0	0	164	0	0	0	5	0	0	0

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	4	41	0	0	25	0	0	0	2	0	0	0
4:15 PM - 4:30 PM	0	40	0	0	17	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	45	0	0	22	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	1	45	0	0	31	1	0	0	0	0	0	0
5:00 PM - 5:15 PM	1	44	0	0	32	0	0	0	5	0	0	0
5:15 PM - 5:30 PM	5	41	0	0	28	0	0	0	3	0	0	0
5:30 PM - 5:45 PM	2	49	0	0	16	0	0	0	2	0	0	0
5:45 PM - 6:00 PM	3	29	0	0	11	0	0	0	4	0	0	0
TOTAL	16	334	0	0	182	1	0	0	16	0	0	0
Peak Hour 4:45 PM - 5:45 PM	9	179	0	0	107	1	0	0	10	0	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter City Wildwood
Intersection CR 101 & South Project Access
Date December 19, 2023

Trucks

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	2	0	0	4	0	0	0	0	0	0	0
Peak Hour 7:30 AM - 8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0
	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	3	0	0	0	1	0	0	0
Peak Hour 4:45 PM - 5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter City Wildwood
Intersection CR 101 & South Project Access
Date December 19, 2023

U-Turns & RTOR

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Sumter City Wildwood
Intersection CR 101 & South Project Access
Date December 19, 2023

All Vehicles

VHB Project #: 66506.02

AM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	16	0	0	37	0	1	0	4	0	0	0
7:15 AM - 7:30 AM	2	13	0	0	28	0	0	0	1	0	0	0
7:30 AM - 7:45 AM	2	12	0	0	53	0	0	0	3	0	0	0
7:45 AM - 8:00 AM	4	12	0	0	39	0	0	0	2	0	0	0
8:00 AM - 8:15 AM	2	15	0	0	46	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	1	20	0	0	28	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	2	18	0	0	19	2	1	0	2	0	0	0
8:45 AM - 9:00 AM	1	19	0	0	36	0	0	0	4	0	0	0
TOTAL	14	125	0	0	286	2	2	0	16	0	0	0
Peak Hour 7:30 AM - 8:30 AM	9	59	0	0	166	0	0	0	5	0	0	0

Mid-day

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 11:00 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	4	41	0	0	27	0	0	0	2	0	0	0
4:15 PM - 4:30 PM	0	40	0	0	17	0	0	0	1	0	0	0
4:30 PM - 4:45 PM	0	45	0	0	22	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	1	45	0	0	32	1	0	0	0	0	0	0
5:00 PM - 5:15 PM	1	44	0	0	32	0	0	0	5	0	0	0
5:15 PM - 5:30 PM	5	41	0	0	28	0	0	0	3	0	0	0
5:30 PM - 5:45 PM	2	49	0	0	16	0	0	0	2	0	0	0
5:45 PM - 6:00 PM	3	29	0	0	11	0	0	0	4	0	0	0
TOTAL	16	334	0	0	185	1	0	0	17	0	0	0
Peak Hour 4:45 PM - 5:45 PM	9	179	0	0	108	1	0	0	10	0	0	0

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1800 SUMTER COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.94 PSCF
1	01/01/2022 - 01/01/2022	1.03	1.10
2	01/02/2022 - 01/08/2022	1.06	1.13
3	01/09/2022 - 01/15/2022	1.09	1.16
4	01/16/2022 - 01/22/2022	1.07	1.14
5	01/23/2022 - 01/29/2022	1.06	1.13
6	01/30/2022 - 02/05/2022	1.04	1.11
7	02/06/2022 - 02/12/2022	1.03	1.10
8	02/13/2022 - 02/19/2022	1.01	1.07
* 9	02/20/2022 - 02/26/2022	0.99	1.05
*10	02/27/2022 - 03/05/2022	0.97	1.03
*11	03/06/2022 - 03/12/2022	0.94	1.00
*12	03/13/2022 - 03/19/2022	0.92	0.98
*13	03/20/2022 - 03/26/2022	0.91	0.97
*14	03/27/2022 - 04/02/2022	0.91	0.97
*15	04/03/2022 - 04/09/2022	0.90	0.96
*16	04/10/2022 - 04/16/2022	0.90	0.96
*17	04/17/2022 - 04/23/2022	0.92	0.98
*18	04/24/2022 - 04/30/2022	0.94	1.00
*19	05/01/2022 - 05/07/2022	0.96	1.02
*20	05/08/2022 - 05/14/2022	0.98	1.04
*21	05/15/2022 - 05/21/2022	1.01	1.07
22	05/22/2022 - 05/28/2022	1.01	1.07
23	05/29/2022 - 06/04/2022	1.01	1.07
24	06/05/2022 - 06/11/2022	1.00	1.06
25	06/12/2022 - 06/18/2022	1.00	1.06
26	06/19/2022 - 06/25/2022	1.00	1.06
27	06/26/2022 - 07/02/2022	0.99	1.05
28	07/03/2022 - 07/09/2022	0.99	1.05
29	07/10/2022 - 07/16/2022	0.99	1.05
30	07/17/2022 - 07/23/2022	1.01	1.07
31	07/24/2022 - 07/30/2022	1.03	1.10
32	07/31/2022 - 08/06/2022	1.05	1.12
33	08/07/2022 - 08/13/2022	1.07	1.14
34	08/14/2022 - 08/20/2022	1.09	1.16
35	08/21/2022 - 08/27/2022	1.10	1.17
36	08/28/2022 - 09/03/2022	1.10	1.17
37	09/04/2022 - 09/10/2022	1.11	1.18
38	09/11/2022 - 09/17/2022	1.11	1.18
39	09/18/2022 - 09/24/2022	1.08	1.15
40	09/25/2022 - 10/01/2022	1.04	1.11
41	10/02/2022 - 10/08/2022	1.01	1.07
42	10/09/2022 - 10/15/2022	0.97	1.03
43	10/16/2022 - 10/22/2022	0.97	1.03
44	10/23/2022 - 10/29/2022	0.97	1.03
45	10/30/2022 - 11/05/2022	0.97	1.03
46	11/06/2022 - 11/12/2022	0.96	1.02
47	11/13/2022 - 11/19/2022	0.96	1.02
48	11/20/2022 - 11/26/2022	0.98	1.04
49	11/27/2022 - 12/03/2022	1.00	1.06
50	12/04/2022 - 12/10/2022	1.02	1.09
51	12/11/2022 - 12/17/2022	1.03	1.10
52	12/18/2022 - 12/24/2022	1.06	1.13
53	12/25/2022 - 12/31/2022	1.09	1.16

* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

5_1800_PKSEASON.TXT

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Sumter County Traffic Counts

**Sumter County Annual Traffic Counts
2022 Volumes Summary**

Station ID	Street	Location Description	Start Date	Duration	Yearly ADT						ADT (+/-) Change	Notes	A.M. Peak Hour					P.M. Peak Hour							
					2017	2018	2019	2020	2021	2022			Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	
1	Anna Maria Ave	N of Hillsborough Trl	02/03/22	24-HR	3831	3953	4453	3699	-	3976	7%	Decrease consistent over 2+ days collected; Follows historic trend	11:00 AM	334	166	168	0.08	0.50	12:00 PM	396	199	197	0.10	0.50	
2	Bailey Trl	200' W of S Buena Vista Blvd (North End)	01/20/22	24-HR	12768	12033	10981	10758	-	8045	-25%		11:00 AM	747	362	385	0.09	0.52	12:00 PM	789	389	400	0.10	0.51	
3	Bailey Trl	200 N of St Charles Pl	01/20/22	24-HR	10578	11262	10453	10139	-	9416	-7%		11:00 AM	871	449	422	0.09	0.52	12:00 PM	927	492	435	0.10	0.53	
4	Bailey Trl	200' S of St Charles Pl	01/20/22	24-HR	4034	3840	3840	3543	3797	-	3848		1%	11:00 AM	351	170	181	0.09	0.52	3:00 PM	379	192	187	0.10	0.51
5	Bailey Trl	200' W of Buena Vista Blvd (South End)	02/03/22	24-HR	5741	5439	5423	5848	-	4706	-20%		11:00 AM	455	234	221	0.10	0.51	12:00 PM	499	241	258	0.11	0.52	
6	Belvedere Blvd	200' S of E C 466	01/13/22	24-HR	9035	8960	11502	9193	-	9830	7%	10:30 AM	838	456	382	0.09	0.54	2:30 PM	1061	531	530	0.11	0.50		
7	Belvedere Blvd	200' W of S Buena Vista Blvd	01/20/22	24-HR	5847	7948	7855	7909	-	7685	-3%	11:00 AM	749	405	344	0.10	0.54	1:15 PM	796	436	360	0.10	0.55		
8	Bonita Blvd	200' E of S Buena Vista Blvd	01/20/22	24-HR	4479	4267	4349	4585	-	4689	2%	11:00 AM	446	266	180	0.10	0.60	12:00 PM	461	243	218	0.10	0.53		
9	Bonita Blvd	200' W of Morse Blvd	02/03/22	24-HR	4326	4562	3804	5757	-	5040	-12%	11:00 AM	548	305	243	0.11	0.56	12:15 PM	487	260	227	0.10	0.53		
10	Buenos Aires Blvd	200' N of El Camino Real	01/13/22	24-HR	11254	10695	10612	11004	-	9956	-10%	11:00 AM	960	480	480	0.10	0.50	2:00 PM	977	429	548	0.10	0.56		
11	Buttonwood Run	W of St Charles Pl	01/20/22	24-HR	4697	4962	5432	4701	-	5707	21%	Increase consistent over 2+ days collected; similar to 2019 volume	10:45 AM	665	324	341	0.12	0.51	1:00 PM	620	280	340	0.11	0.55	
12	C 44A	150' E of C 221	01/27/22	24-HR	1372	1075	1298	1522	-	1599	5%		7:00 AM	133	90	43	0.08	0.68	5:00 PM	168	65	103	0.11	0.61	
13	C 44A	500' W of S Buena Vista Blvd	02/03/22	24-HR	-	-	-	-	-	7827	-		11:00 AM	704	314	380	0.09	0.55	2:00 PM	681	307	374	0.09	0.55	
14	C 44A	500' E of S Buena Vista Blvd	02/03/22	24-HR	-	-	-	-	-	3155	-		11:00 AM	244	64	180	0.08	0.74	3:00 PM	293	119	174	0.09	0.59	
15	C 44A	W of CR 139 (Powell Rd)	01/27/22	24-HR	2787	3141	3032	3161	-	3462	10%		10:00 AM	297	164	133	0.09	0.55	3:30 PM	322	178	144	0.09	0.55	
16	W C 462	400' E of N C 475	01/27/22	24-HR	1151	802	825	776	-	844	9%	7:15 AM	98	71	27	0.12	0.72	4:30 PM	91	19	72	0.11	0.79		
17	E C 462	200' E of CR 221	01/27/22	24-HR	3938	2644	2888	3117	-	2842	-9%	7:15 AM	257	172	85	0.09	0.67	4:45 PM	361	111	250	0.13	0.69		
18	E C 462	500' W of US 301	01/27/22	24-HR	3044	3331	3385	3140	-	3348	7%	7:15 AM	273	179	94	0.08	0.66	4:45 PM	398	112	286	0.12	0.72		
19	E C 462	200' E of US 301	01/27/22	24-HR	9819	10876	12120	11882	-	11646	-2%	7:15 AM	832	497	335	0.07	0.60	4:30 PM	1131	406	725	0.10	0.64		
20	E C 462	500' N of C 466A	01/27/22	24-HR	9833	10954	11810	13297	-	13377	1%	7:15 AM	1114	424	690	0.08	0.62	4:30 PM	1166	733	433	0.09	0.63		
21	W C 462	E of CR 229	01/27/22	24-HR	2472	1638	1549	1577	-	1651	5%	7:15 AM	149	105	44	0.09	0.70	3:45 PM	170	66	104	0.10	0.61		
22	C 466	250' E of CR 229	01/27/22	24-HR	3638	6854	7555	8182	-	8716	7%	6:45 AM	678	444	234	0.08	0.65	3:45 PM	764	279	485	0.09	0.63		
23	C 466	450' W of US 301	01/27/22	24-HR	-	8153	8726	8682	-	9970	15%	7:15 AM	676	371	305	0.07	0.55	4:30 PM	839	362	477	0.08	0.57		
24	E C 466	300' W of R/R	01/13/22	24-HR	25692	24995	25324	26459	-	25468	-4%	11:00 AM	1880	933	947	0.07	0.50	2:00 PM	2158	1010	1148	0.08	0.53		
25	E C 466	200' W of CR 101	01/13/22	24-HR	26729	24981	25444	23530	-	24251	3%	11:00 AM	1889	818	1071	0.08	0.57	2:30 PM	2252	1121	1131	0.09	0.50		
26	E C 466	400' W of Buena Vista Blvd	01/13/22	24-HR	31523	29899	31080	31176	-	27786	-11%	11:00 AM	2273	1062	1211	0.08	0.53	2:30 PM	2485	1223	1257	0.09	0.51		
27	E C 466	500' E of Buena Vista Blvd	01/13/22	24-HR	24723	24377	24879	23316	-	23320	0%	10:45 AM	1815	874	941	0.08	0.52	2:30 PM	1985	979	1006	0.09	0.51		
28	E C 466	500' E of Morse Blvd	01/13/22	24-HR	28023	25763	27144	25367	-	24669	-3%	10:45 AM	2143	1066	1077	0.09	0.50	2:45 PM	2228	1168	1060	0.09	0.52		
29	C 466A	500' E of CR 139 (Powell Rd)	01/27/22	24-HR	18870	19706	22776	24123	-	26935	12%	11:00 AM	2277	1127	1150	0.08	0.51	12:30 PM	2372	1095	1277	0.09	0.54		
30	C 466A	500' W of S Buena Vista Blvd	02/03/22	24-HR	21110	22940	25010	26843	-	28605	7%	11:00 AM	2591	1269	1322	0.09	0.51	12:15 PM	2575	1270	1305	0.09	0.51		
31	C 466A	300' W of Morse Blvd	02/03/22	24-HR	17032	17959	18028	18455	-	19155	4%	11:00 AM	1597	791	806	0.08	0.50	12:00 PM	1737	879	858	0.09	0.51		
32	C 466A	50' W of Lake County Line	02/03/22	24-HR	17714	20240	19532	20108	-	21232	6%	11:00 AM	1661	821	840	0.08	0.51	3:00 PM	1811	785	1026	0.09	0.57		
33	C 466A	150' E of US 301	01/27/22	24-HR	10433	10317	9137	10975	-	9784	-11%	10:45 AM	788	368	420	0.08	0.53	12:00 PM	821	381	440	0.08	0.54		
34	Morse Blvd	1400' S of E SR 44	02/10/22	24-HR	6976	9999	13344	12282	-	24892	103%	sites collected	11:00 AM	1978	1066	912	0.08	0.54	12:00 PM	2128	1125	1003	0.09	0.53	
35	Warm Springs Ave	500' E of Marsh Bend Trl	02/10/22	24-HR	5971	8991	10996	11239	-	24291	116%	sites collected	11:00 AM	2064	989	1075	0.08	0.52	12:00 PM	2170	1092	1078	0.09	0.50	
36	Warm Springs Ave	400' E of N US 301	02/10/22	24-HR	6732	6884	10393	9271	-	11776	27%	sites collected	10:00 AM	845	383	462	0.07	0.55	4:15 PM	1045	477	568	0.09	0.54	
37	C 469	2640' S of CR 716	03/15/22	24-HR	3048	3210	2786	3267	-	4863	49%	Consistent with Adjacent sites collected	8:00 AM	382	175	207	0.08	0.54	12:45 PM	359	193	166	0.07	0.54	
38	C 469	N of SR 50	03/15/22	24-HR	3001	2674	3100	2996	-	4567	52%	Consistent with Adjacent sites collected	8:30 AM	376	175	201	0.08	0.53	12:45 PM	352	192	160	0.08	0.55	
39	E C 470	300' E of CR 529	02/10/22	24-HR	10851	12938	11225	11414	-	17029	49%	Consistent with Adjacent sites collected	7:15 AM	1182	720	462	0.07	0.61	4:15 PM	1370	685	685	0.08	0.50	
40	E C 470	300' W of CR 500	02/24/22	24-HR	9966	10217	9939	11739	-	15678	34%	Consistent with Adjacent sites collected	6:45 AM	1208	571	637	0.08	0.53	3:30 PM	1112	647	465	0.07	0.58	
41	E C 470	300' E of Marsh Bend Trl	02/10/22	24-HR	10521	9837	10669	10939	-	15563	42%	Consistent with Adjacent sites collected	7:30 AM	1195	583	612	0.08	0.51	3:45 PM	1220	691	529	0.08	0.57	
42	N C 470	500' W of CR 491	01/27/22	24-HR	7782	8466	8107	8087	-	8454	5%	7:00 AM	704	197	507	0.08	0.72	4:30 PM	743	494	249	0.09	0.66		
43	N C 470	300' N of CR 479	01/27/22	24-HR	6467	7284	6801	6496</																	

**Sumter County Annual Traffic Counts
2022 Volumes Summary**

Station ID	Street	Location Description	Start Date	Duration	Yearly ADT						ADT (+/-) Change	Notes	A.M. Peak Hour					P.M. Peak Hour						
					2017	2018	2019	2020	2021	2022			Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D
83	C 575	1.5 Mi S of W C 48	02/17/22	24-HR	632	581	690	639	-	836	31%	Consistent with Adjacent sites collected	7:00 AM	62	32	30	0.07	0.52	4:15 PM	79	36	43	0.09	0.54
84	C 575	300' N of W C 476	02/17/22	24-HR	-	-	-	-	-	1053	-		7:45 AM	77	24	53	0.07	0.69	12:30 PM	103	42	81	0.10	0.59
85	Canal St	200' S of Odell Cir (North End)	01/20/22	24-HR	8103	6839	5629	7158	-	6251	-13%	2020	11:00 AM	577	298	279	0.09	0.52	1:15 PM	619	287	332	0.10	0.54
86	Canal St	200' N of Odell Cir (South End)	02/03/22	24-HR	5298	4767	5199	5049	-	4881	-3%		11:00 AM	453	230	223	0.09	0.51	12:45 PM	468	235	233	0.10	0.50
87	Canal St	200' S of Odell Cir (South End)	02/03/22	24-HR	4211	3684	3571	3582	-	4010	12%		10:30 AM	378	196	182	0.09	0.52	12:00 PM	416	214	202	0.10	0.51
88	Charlotte Ct	N of Hillsborough Trl	02/03/22	24-HR	2915	3056	3218	3710	-	3349	-10%		10:45 AM	322	147	175	0.10	0.54	12:00 PM	334	153	181	0.10	0.54
89	CR 100	150' S of E C 466	01/13/22	24-HR	1575	1874	2080	2478	-	3362	36%		7:00 AM	285	188	97	0.08	0.66	3:15 PM	299	137	162	0.09	0.54
90	CR 101	100' S of Woodridge Dr	01/13/22	24-HR	7814	7448	7772	8107	-	7098	-12%		7:00 AM	573	152	421	0.08	0.73	2:30 PM	693	376	317	0.10	0.54
91	CR 101	600' N of Woodridge Dr	01/13/22	24-HR	4282	3861	4198	4656	-	4597	-1%		7:00 AM	527	148	379	0.11	0.72	4:45 PM	462	316	146	0.10	0.68
92	CR 102	W of CR 103	01/13/22	24-HR	1156	1076	1324	1440	-	1256	-13%		7:00 AM	198	149	49	0.16	0.75	4:30 PM	122	33	89	0.10	0.73
93	CR 103	200' N of Woodridge Dr	01/13/22	24-HR	3516	3422	3720	3873	-	3938	2%		6:45 AM	427	139	288	0.11	0.67	2:45 PM	371	192	179	0.09	0.52
94	CR 104	W of CR 103	01/13/22	24-HR	2655	2437	2928	3387	-	3208	-5%		7:00 AM	439	350	89	0.14	0.80	4:45 PM	350	108	242	0.11	0.69
95	CR 117	100' South of C 472	01/20/22	24-HR	-	-	-	-	-	2964	-		7:00 AM	288	133	155	0.10	0.54	4:45 PM	303	156	147	0.10	0.51
96	CR 121	S of CR 128	01/20/22	24-HR	3085	2772	3366	3583	-	4174	16%		7:15 AM	378	89	289	0.09	0.76	4:30 PM	412	257	155	0.10	0.62
97	CR 139 (Powell Rd)	S of C 466A	01/27/22	24-HR	10599	11485	13419	15097	-	17456	16%		11:00 AM	1428	774	654	0.08	0.54	4:30 PM	1535	938	597	0.09	0.61
98	C 139 (Powell Rd)	N of SR 44	02/10/22	24-HR	9551	9937	10667	12273	-	12446	1%		11:00 AM	1102	491	611	0.09	0.55	3:45 PM	1111	482	629	0.09	0.57
99	CR 156	E of CR 181	01/27/22	24-HR	-	-	-	-	-	1396	-		7:15 AM	138	104	34	0.10	0.75	4:45 PM	116	59	57	0.08	0.51
100	CR 209	S of E C 466	01/27/22	24-HR	-	-	-	-	-	2491	-		7:00 AM	219	76	143	0.09	0.65	5:00 PM	486	266	220	0.20	0.55
101	CR 209	N of CR 222	01/27/22	24-HR	-	-	-	-	-	1363	-		7:00 AM	157	71	86	0.12	0.55	4:45 PM	189	109	80	0.14	0.58
102	CR 209	S of E C 462	01/27/22	24-HR	-	-	-	-	-	610	-		6:30 AM	53	22	31	0.09	0.68	4:45 PM	75	42	33	0.12	0.56
103	CR 209	300' N of E C 466	01/27/22	24-HR	-	-	-	-	-	1272	-		7:00 AM	118	38	80	0.09	0.68	5:00 PM	231	191	40	0.18	0.83
104	CR 213	S of C 44A	01/27/22	24-HR	-	-	-	-	-	505	-		9:30 AM	38	18	20	0.08	0.53	5:00 PM	54	34	20	0.11	0.63
105	CR 229	300' N of E SR 44	01/27/22	24-HR	-	-	-	-	-	4654	-		7:30 AM	328	138	190	0.07	0.58	4:30 PM	427	210	217	0.09	0.51
106	CR 229	1000' N of E C 462	01/27/22	24-HR	-	-	-	-	-	3893	-		7:15 AM	298	139	159	0.08	0.53	4:30 PM	369	190	179	0.09	0.51
107	CR 237	300' S of E C 466	01/27/22	24-HR	-	-	-	-	-	560	-		6:45 AM	65	19	46	0.12	0.71	4:30 PM	68	43	25	0.12	0.63
108	Marsh Bend Trl	780' S of Warm Springs Ave	03/15/22	24-HR	4070	5444	6291	7295	-	11703	60%	Consistent with Adjacent sites collected	11:00 AM	964	527	437	0.08	0.55	12:00 PM	990	516	474	0.08	0.52
109	Marsh Bend Trl	200' N of CR 500	02/10/22	24-HR	-	-	-	-	-	6079	-		7:00 AM	541	254	287	0.09	0.53	5:00 PM	566	288	278	0.09	0.51
110	CR 567	300' N of E C 48	02/10/22	24-HR	-	-	-	-	-	275	-	6:45 AM	26	17	9	0.09	0.65	3:45 PM	37	10	27	0.13	0.73	
111	CR 616	200' S of W C 48	02/17/22	24-HR	4054	4253	4388	4517	-	5016	11%	10:45 AM	340	179	161	0.07	0.53	4:30 PM	416	198	218	0.08	0.52	
112	CR 625	S of W C 48	02/17/22	24-HR	-	-	-	-	-	362	-	10:00 AM	35	12	23	0.10	0.66	4:15 PM	35	19	16	0.10	0.54	
113	CR 673	400' E of I 75	03/15/22	24-HR	2025	1940	2236	2197	-	3508	60%	Consistent with Adjacent sites collected	11:00 AM	266	136	130	0.08	0.51	12:00 PM	298	130	168	0.08	0.56
114	CR 673	1000' E of CR 674	03/15/22	24-HR	1727	1604	2198	1687	-	2532	50%		7:00 AM	175	96	79	0.07	0.55	3:45 PM	228	103	125	0.09	0.55
115	CR 674	200' N of CR 673	02/17/22	24-HR	-	-	-	-	-	285	-	11:00 AM	24	11	13	0.08	0.54	4:00 PM	28	15	13	0.10	0.54	
116	CR 683D	200' S of CR 673	02/24/22	24-HR	-	-	-	-	-	1078	-	8:00 AM	74	53	21	0.07	0.72	5:00 PM	88	29	59	0.08	0.67	
117	CR 707	300' E of CR 721	02/24/22	24-HR	-	-	-	-	-	329	-	7:00 AM	33	15	18	0.10	0.55	5:00 PM	35	17	18	0.11	0.51	
118	CR 721	300' E of SR 471	02/24/22	24-HR	729	710	912	748	-	696	-7%	7:00 AM	66	21	45	0.09	0.68	4:30 PM	71	40	31	0.10	0.56	
119	N CR 416	100' S of N CR 470	01/27/22	24-HR	-	-	-	-	-	330	-	8:15 AM	24	9	15	0.07	0.63	4:15 PM	37	17	20	0.11	0.54	
120	CR 727	300' N of SR 50	02/24/22	24-HR	-	-	-	-	-	245	-	7:00 AM	19	3	16	0.08	0.84	2:45 PM	29	19	10	0.12	0.66	
121	CR 728	E of C 469	02/10/22	24-HR	-	-	-	-	-	611	-	7:00 AM	61	21	40	0.10	0.66	4:45 PM	71	31	40	0.10	0.12	
122	CR 733	200' N of E C 478	02/17/22	24-HR	-	-	-	-	-	369	-	7:45 AM	97	77	20	0.26	0.79	3:30 PM	104	66	38	0.28	0.63	
123	CR 747	300' N of CR 730	02/17/22	24-HR	1274	1210	1395	1587	-	1248	-21%	7:45 AM	226	116	110	0.18	0.51	3:30 PM	169	104	65	0.14	0.62	
124	CR 747	300' S of CR 730	02/17/22	24-HR	704	634	894	638	-	718	13%	7:30 AM	63	37	26	0.09	0.59	3:45 PM	78	25	53	0.11	0.68	
125	El Camino Real	200' W of N Morse Blvd	01/13/22	24-HR	13488	13204	13320	13526	-	11224	-17%	Decrease consistent with 2+ days collected	11:00 AM	1010	545	465	0.09	0.54	12:00 PM	1088	540	548	0.10	0.50
126	El Camino Real	200' E of Buenos Aires Blvd	01/13/22	24-HR	12879	12977	13472	12947	-	11556	-11%		10:45 AM	1039	510	529	0.09	0.51	2:30 PM	1073	506	567	0.09	0.53
127	El Camino Real	200' W of Buenos Aires Blvd	01/13/22	24-HR	19131	18177	18945	18544	-	16992	-8%	10:45 AM	1537	794	743	0.09	0.52	12:00 PM	1634	807	827	0.10	0.51	
128	El Camino Real	300' E of N Buena Vista Blvd	01/13/22	24-HR	16998	17058	17285	16953	-	15151	-11%	10:45 AM	1433	680	753	0.09	0.53	12:00 PM	1473	703	770	0.10	0.52	
129	Hillsborough Trl	E of S Buena Vista Blvd	02/24/22	24-HR	7989	7404	7673	6889	-	12224	77%	11:00 AM	1107	543	564	0.09	0.51	12:00 PM	1087	507	580	0.09	0.53	
130																								

Sumter County Annual Traffic Counts 2022 Volumes Summary

Station ID	Street	Location Description	Start Date	Duration	Yearly ADT							ADT (+/-) Change	Notes	A.M. Peak Hour						P.M. Peak Hour					
					2017	2018	2019	2020	2021	2022	Time			Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	
166	S Buena Vista Blvd	200' N of Stillwater Trl	01/20/22	24-HR	19230	18261	18964	17541	-	17165	-2%			10:45 AM	1574	766	808	0.09	0.51	12:00 PM	1765	856	809	0.10	0.52
167	S Buena Vista Blvd	300' S of Stillwater Trl	01/20/22	24-HR	24156	22996	23446	21900	-	21217	-3%			11:00 AM	1940	948	992	0.09	0.51	12:00 PM	2104	1033	1071	0.10	0.51
168	S Buena Vista Blvd	1320' S of St Charles Pl	01/20/22	24-HR	11926	12029	12758	12328	-	12583	2%			11:00 AM	1144	565	579	0.09	0.51	12:00 PM	1257	617	640	0.10	0.51
169	S Buena Vista Blvd	300' S of Bailey Trl (South End)	02/03/22	24-HR	13908	14228	15270	14542	-	15651	8%			11:00 AM	1423	682	741	0.09	0.52	12:00 PM	1508	735	773	0.10	0.51
170	Morse Blvd	200' S of Odell Cir (North End)	01/20/22	24-HR	12408	12588	12800	12315	-	12929	5%			11:00 AM	1114	561	553	0.09	0.50	12:45 PM	1159	609	550	0.09	0.53
171	Morse Blvd	200' S of Odell Cir (South End)	02/03/22	24-HR	20683	22417	22470	23061	-	23375	1%			10:45 AM	2152	1060	1092	0.09	0.51	12:00 PM	2208	1080	1128	0.09	0.51
172	Southern Trce	300' W of Buena Vista Blvd	01/13/22	24-HR	-	-	-	-	-	5995	-			11:00 AM	643	331	312	0.11	0.51	12:15 PM	621	318	303	0.10	0.51
173	W C 48	E of SW 20th Dr	02/17/22	24-HR	-	14509	16596	17375	-	17514	1%			11:00 AM	1272	610	662	0.07	0.52	4:15 PM	1346	650	696	0.08	0.52
174	W C 48	E of N Wall St	02/17/22	24-HR	-	11714	13022	12900	-	13215	2%			11:00 AM	1097	511	586	0.08	0.53	4:15 PM	1132	578	554	0.09	0.51
175	W C 48	N of W Dade Ave	02/17/22	24-HR	-	-	-	-	-	12551	-			11:00 AM	967	511	456	0.08	0.53	4:15 PM	1077	450	627	0.09	0.58
176	St Charles Pl	W of Bailey Trl	01/20/22	24-HR	9766	8792	8397	8185	-	8132	-1%			11:00 AM	764	410	354	0.09	0.54	12:00 PM	866	463	403	0.11	0.53
177	St Charles Pl	W of Buena Vista Blvd (North End)	01/20/22	24-HR	4794	4464	4520	4491	-	4638	3%			11:00 AM	450	240	210	0.10	0.53	12:15 PM	523	264	259	0.11	0.50
178	St Charles Pl	NW of S Buena Vista Blvd (South End)	02/03/22	24-HR	10887	10238	10843	10858	-	11586	7%			11:00 AM	1110	561	549	0.10	0.51	12:00 PM	1146	627	519	0.10	0.55
179	Stillwater Trl	200' E of S Buena Vista Blvd	01/20/22	24-HR	12433	11600	11678	11298	-	10322	-9%			11:00 AM	959	485	474	0.09	0.51	12:00 PM	975	459	516	0.09	0.53
180	Stillwater Trl	200' W of Morse Blvd	01/20/22	24-HR	12399	11169	11306	11061	-	10488	-5%			11:00 AM	925	473	452	0.09	0.51	1:00 PM	998	459	539	0.10	0.54
181	Stillwater Trl	200' E of Morse Blvd	01/20/22	24-HR	4457	5549	4961	4857	-	5533	14%	Increase consistent over 2+ days collected; similar to 2018 volume		10:45 AM	554	268	286	0.10	0.52	12:00 PM	547	294	253	0.10	0.54
182	Talley Ridge Dr	W of Buena Vista Blvd	01/12/22	24-HR	3244	3778	4242	3585	-	3958	10%			10:30 AM	392	214	178	0.10	0.55	12:15 PM	417	242	175	0.11	0.58
183	Tamarind Grove Run	W of St Charles Pl	01/20/22	24-HR	2806	3448	3412	3270	-	3339	2%			10:30 AM	316	163	153	0.09	0.52	3:00 PM	312	143	169	0.09	0.54
184	Woodridge Dr	E of CR 101	01/13/22	24-HR	-	5906	4394	5871	-	4177	-29%	Decrease consistent with 2 days collected - reflects historic dips		11:00 AM	448	229	219	0.11	0.51	2:30 PM	443	253	190	0.11	0.57
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E

Signal Timings

DATE:
 AGENCY
 INTERSECTION NAME:

PHASE VEHICLE BASIC TIMING DATA

12-2017
 SUMMIT COUNTY
 C-466 @ CR103/OLD SCHOOL RD.

DIRECTION
 PHASE
 MINIMUM GREEN
 PASSAGE
 MAXIMUM 1
 MAXIMUM 2
 YELLOW CHANGE
 RED CLEARANCE
 RECALL

EB LT	WB		NB	WB LT	EB		SB
1	2	3	4	5	6	7	8
5	10		5	5	10		5
3.0	3.0		3.0	3.0	3.0		3.0
20	55		40	20	55		40
30	50		50	30	50		50
4.8	4.8		3.4	4.8	4.8		4.0
2.8	2.0		2.4	2.8	2.0		2.0
HIN				HIN			

PHASE
 WALK
 PEDESTRIAN CLEAR
 FLASHING WALK
 EXTENDED PED CLEAR
 ACT REST IN WALK

1	2	3	4	5	6	7	8
					7		
					23		

* SIDE STREETS ARE SPLIT



EAGLE EPAC TIMING SHEET

COORDINATION SETTINGS

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min	Green	Max	Green	Yellow	All	Walk	F.D.W.	Recall	Det.	Dial 1	Dial	Dial	
		Initial	Passage	I	II	Clear	Red					AVC	2/AM	3/PM	
1		5	4.0	15	20	4.9	3.1				Lock	Split Sec	Split Sec	Split Sec	
2		25	4.0	55	50	4.9	2.0			min	Non Lock				
3		5	4.0	15	15	3.7	2.7				Lock				
4		5	4.0	20	20	3.7	2.0	7	29		Non Lock				
5		5	4.0	15	15	4.9	3.1				Lock				
6		25	4.0	55	50	4.9	2.0	7	36	min	Non Lock				
7		5	4.0	15	15	3.7	2.7				Lock				
8		5	4.0	20	20	3.7	2.0				Non Lock				
												Off Set			

5023
INTERSECTION: CR466E & Bolvedere / SR101

DATE: June 2019

F

Existing Synchro Analysis

HCM 6th Signalized Intersection Summary

1: Belvedere Blvd/CR 101 & CR 466

Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  						 	
Traffic Volume (veh/h)	93	807	35	25	655	87	69	85	36	124	37	65
Future Volume (veh/h)	93	807	35	25	655	87	69	85	36	124	37	65
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	1885	1870	1900	1900	1870	1885	1900	1900	1900	1885	1900	1796
Adj Flow Rate, veh/h	99	859	32	27	697	90	73	90	21	132	39	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	2	1	0	0	0	1	0	7
Cap, veh/h	128	1450	657	53	1679	215	312	149	126	306	212	170
Arrive On Green	0.07	0.41	0.41	0.03	0.37	0.37	0.05	0.08	0.08	0.09	0.11	0.11
Sat Flow, veh/h	1795	3554	1610	1810	4582	586	1810	1900	1610	1795	1900	1522
Grp Volume(v), veh/h	99	859	32	27	516	271	73	90	21	132	39	21
Grp Sat Flow(s),veh/h/ln	1795	1777	1610	1810	1702	1765	1810	1900	1610	1795	1900	1522
Q Serve(g_s), s	3.7	12.9	0.8	1.0	7.7	7.8	2.5	3.1	0.8	4.5	1.3	0.8
Cycle Q Clear(g_c), s	3.7	12.9	0.8	1.0	7.7	7.8	2.5	3.1	0.8	4.5	1.3	0.8
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	1450	657	53	1247	647	312	149	126	306	212	170
V/C Ratio(X)	0.78	0.59	0.05	0.51	0.41	0.42	0.23	0.60	0.17	0.43	0.18	0.12
Avail Cap(c_a), veh/h	184	2506	1135	186	2400	1244	440	398	338	374	398	319
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	15.8	12.2	32.6	16.1	16.2	26.7	30.4	29.4	25.6	27.5	27.3
Incr Delay (d2), s/veh	12.0	0.4	0.0	7.3	0.2	0.4	0.4	3.9	0.6	1.0	0.4	0.3
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(50%),veh/ln	1.9	4.4	0.3	0.5	2.6	2.8	1.1	1.5	0.3	1.9	0.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	16.1	12.2	40.0	16.4	16.6	27.1	34.3	30.0	26.6	27.9	27.6
LnGrp LOS	D	B	B	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		990			814			184			192	
Approach Delay, s/veh		18.7			17.2			31.0			27.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	34.7	10.1	13.3	12.8	31.9	12.4	11.0				
Change Period (Y+Rc), s	8.0	6.9	6.4	* 5.7	8.0	6.9	6.4	* 5.7				
Max Green Setting (Gmax), s	7.0	48.1	8.6	* 14	7.0	48.1	8.6	* 14				
Max Q Clear Time (g_c+I1), s	3.0	14.9	4.5	3.3	5.7	9.8	6.5	5.1				
Green Ext Time (p_c), s	0.0	6.3	0.0	0.1	0.0	5.3	0.1	0.3				

Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Old School Rd/CR 103 & CR 466

Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	83	835	131	189	614	84	6	4	6	159	96	13
Future Volume (veh/h)	83	835	131	189	614	84	6	4	6	159	96	13
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	1900	1870	1900	1900	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	960	151	217	706	87	7	5	4	146	161	5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	124	1257	198	263	2236	273	192	145	116	311	283	240
Arrive On Green	0.07	0.41	0.41	0.15	0.48	0.48	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3076	484	1810	4610	563	1239	977	782	1428	1900	1610
Grp Volume(v), veh/h	95	554	557	217	520	273	7	0	9	146	161	5
Grp Sat Flow(s), veh/h/ln	1810	1777	1783	1810	1702	1769	1239	0	1759	1428	1900	1610
Q Serve(g_s), s	3.5	18.4	18.4	8.0	6.4	6.5	0.4	0.0	0.3	6.7	5.4	0.2
Cycle Q Clear(g_c), s	3.5	18.4	18.4	8.0	6.4	6.5	5.8	0.0	0.3	7.0	5.4	0.2
Prop In Lane	1.00		0.27	1.00		0.32	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	124	726	728	263	1651	858	192	0	262	311	283	240
V/C Ratio(X)	0.76	0.76	0.76	0.83	0.31	0.32	0.04	0.00	0.03	0.47	0.57	0.02
Avail Cap(c_a), veh/h	327	1249	1253	327	2392	1243	625	0	877	807	942	798
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	17.4	17.4	28.5	10.7	10.8	29.8	0.0	25.0	28.0	27.1	24.9
Incr Delay (d2), s/veh	9.3	1.7	1.7	13.1	0.1	0.2	0.1	0.0	0.1	1.1	1.8	0.0
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(50%),veh/ln	1.7	6.6	6.6	4.1	1.9	2.1	0.1	0.0	0.1	2.2	2.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	19.1	19.2	41.6	10.8	11.0	29.9	0.0	25.0	29.1	28.9	25.0
LnGrp LOS	D	B	B	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h	1206			1010			16			312		
Approach Delay, s/veh	20.8			17.5			27.2			28.9		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	2.3	40.1		16.2	17.6	34.8		16.2				
Change Period (Y+Rc), s	7.6	6.8		* 6	* 7.6	6.8		6.0				
Max Green Setting (Gmax), s	12	48.2		* 34	* 12	48.2		34.0				
Max Q Clear Time (g_c+I), s	15.5	8.5		7.8	10.0	20.4		9.0				
Green Ext Time (p_c), s	0.1	5.3		0.0	0.1	7.6		1.2				

Intersection Summary

HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
3: CR 101 & CR 104/Dog Park

Existing Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	109	11	1	2	29	15	8	1	58	1
Future Vol, veh/h	2	3	109	11	1	2	29	15	8	1	58	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	0	8	0	0	0	4	0
Mvmt Flow	2	3	127	13	1	2	34	17	9	1	67	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	161	164	68	225	160	22	68	0	0	26	0	0
Stage 1	70	70	-	90	90	-	-	-	-	-	-	-
Stage 2	91	94	-	135	70	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	809	732	995	735	736	1061	1496	-	-	1601	-	-
Stage 1	945	841	-	922	824	-	-	-	-	-	-	-
Stage 2	921	821	-	873	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	714	995	627	718	1061	1496	-	-	1601	-	-
Mov Cap-2 Maneuver	791	714	-	627	718	-	-	-	-	-	-	-
Stage 1	923	840	-	901	805	-	-	-	-	-	-	-
Stage 2	897	802	-	758	840	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.2		10.5			4.2			0.1			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1496	-	-	980	672	1601	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.135	0.024	0.001	-	-				
HCM Control Delay (s)	7.5	0	-	9.2	10.5	7.2	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-				

HCM 6th TWSC
4: CR 101 & N. Entrance

Existing Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	6	5	53	171	2
Future Vol, veh/h	3	6	5	53	171	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	3	7	6	59	190	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	262	191	192	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	731	856	1394	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	728	856	1394	-	-	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1394	-	809	-	-
HCM Lane V/C Ratio	0.004	-	0.012	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	10	63	176	0
Future Vol, veh/h	0	5	10	63	176	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	5	11	68	191	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	281	191	191	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	713	856	1395	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	707	856	1395	-	-	-
Mov Cap-2 Maneuver	707	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1395	-	856	-	-
HCM Lane V/C Ratio	0.008	-	0.006	-	-
HCM Control Delay (s)	7.6	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th Signalized Intersection Summary

1: Belvedere Blvd/CR 101 & CR 466

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	737	142	119	929	162	219	171	43	334	212	98
Future Volume (veh/h)	137	737	142	119	929	162	219	171	43	334	212	98
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	1900	1885	1870	1885	1885	1870	1870	1885	1900	1885	1900	1900
Adj Flow Rate, veh/h	146	784	74	127	988	157	233	182	25	355	226	54
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	2	1	1	2	2	1	0	1	0	0
Cap, veh/h	159	1149	509	157	1437	228	315	274	234	348	277	234
Arrive On Green	0.09	0.32	0.32	0.09	0.32	0.32	0.11	0.15	0.15	0.11	0.15	0.15
Sat Flow, veh/h	1810	3582	1585	1795	4478	710	1781	1885	1610	1795	1900	1610
Grp Volume(v), veh/h	146	784	74	127	756	389	233	182	25	355	226	54
Grp Sat Flow(s),veh/h/ln	1810	1791	1585	1795	1716	1757	1781	1885	1610	1795	1900	1610
Q Serve(g_s), s	6.4	15.2	2.7	5.5	15.3	15.4	8.6	7.3	1.1	8.6	9.2	2.4
Cycle Q Clear(g_c), s	6.4	15.2	2.7	5.5	15.3	15.4	8.6	7.3	1.1	8.6	9.2	2.4
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	1149	509	157	1101	564	315	274	234	348	277	234
V/C Ratio(X)	0.92	0.68	0.15	0.81	0.69	0.69	0.74	0.66	0.11	1.02	0.82	0.23
Avail Cap(c_a), veh/h	159	2158	955	157	2067	1059	315	338	288	348	340	288
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	23.6	19.3	35.8	23.6	23.6	26.6	32.3	29.6	30.7	33.1	30.2
Incr Delay (d2), s/veh	48.6	0.7	0.1	25.7	0.8	1.5	8.9	3.5	0.2	53.6	12.0	0.5
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(50%),veh/ln	4.8	5.9	1.0	3.4	5.7	6.0	4.4	3.5	0.4	7.6	5.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.8	24.3	19.4	61.4	24.4	25.2	35.5	35.8	29.8	84.3	45.1	30.7
LnGrp LOS	F	C	B	E	C	C	D	D	C	F	D	C
Approach Vol, veh/h	1004			1272			440			635		
Approach Delay, s/veh	32.7			28.3			35.3			65.8		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	32.5	15.0	17.3	15.0	32.5	15.0	17.3				
Change Period (Y+Rc), s	8.0	6.9	6.4	* 5.7	8.0	6.9	6.4	* 5.7				
Max Green Setting (Gmax), s	7.0	48.1	8.6	* 14	7.0	48.1	8.6	* 14				
Max Q Clear Time (g_c+I1), s	7.5	17.2	10.6	11.2	8.4	17.4	10.6	9.3				
Green Ext Time (p_c), s	0.0	5.7	0.0	0.4	0.0	8.2	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Old School Rd/CR 103 & CR 466

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑		↰	↑↑↑		↰	↑		↰	↑	↰
Traffic Volume (veh/h)	99	610	46	95	993	172	54	19	27	177	14	94
Future Volume (veh/h)	99	610	46	95	993	172	54	19	27	177	14	94
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	1885	1885	1900	1885	1885	1900	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	102	629	45	98	1024	162	56	20	18	192	0	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	0	1	1	0	0	0	0	1	0	0
Cap, veh/h	134	1338	96	131	1762	278	331	126	113	603	0	220
Arrive On Green	0.07	0.39	0.39	0.07	0.39	0.39	0.14	0.14	0.14	0.14	0.00	0.14
Sat Flow, veh/h	1795	3390	242	1795	4481	708	1405	921	829	2761	0	1610
Grp Volume(v), veh/h	102	332	342	98	784	402	56	0	38	192	0	27
Grp Sat Flow(s), veh/h/ln	1795	1791	1842	1795	1716	1758	1405	0	1751	1381	0	1610
Q Serve(g_s), s	2.9	7.1	7.1	2.8	9.3	9.3	1.8	0.0	1.0	3.4	0.0	0.8
Cycle Q Clear(g_c), s	2.9	7.1	7.1	2.8	9.3	9.3	1.8	0.0	1.0	4.4	0.0	0.8
Prop In Lane	1.00		0.13	1.00		0.40	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	134	707	727	131	1349	691	331	0	239	603	0	220
V/C Ratio(X)	0.76	0.47	0.47	0.75	0.58	0.58	0.17	0.00	0.16	0.32	0.00	0.12
Avail Cap(c_a), veh/h	432	1675	1722	432	3209	1644	1072	0	1162	2048	0	1062
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	11.6	11.6	23.4	12.3	12.3	20.0	0.0	19.6	21.6	0.0	19.5
Incr Delay (d2), s/veh	8.6	0.5	0.5	8.1	0.4	0.8	0.2	0.0	0.3	0.3	0.0	0.2
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(50%),veh/ln	1.4	2.2	2.2	1.3	2.7	2.8	0.6	0.0	0.4	1.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	12.1	12.1	31.5	12.7	13.1	20.3	0.0	20.0	21.9	0.0	19.8
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h	776			1284			94			219		
Approach Delay, s/veh	14.7			14.3			20.1			21.6		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.4	27.1		13.0	11.4	27.1		13.0				
Change Period (Y+Rc), s	7.6	6.8		* 6	* 7.6	6.8		6.0				
Max Green Setting (Gmax), s	12	48.2		* 34	* 12	48.2		34.0				
Max Q Clear Time (g_c+I), s	14.9	11.3		3.8	4.8	9.1		6.4				
Green Ext Time (p_c), s	0.1	9.0		0.3	0.1	4.1		0.7				

Intersection Summary

HCM 6th Ctrl Delay 15.3

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
3: CR 101 & CR 104/Dog Park

Existing Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	58	10	0	0	92	82	7	0	43	1
Future Vol, veh/h	1	0	58	10	0	0	92	82	7	0	43	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	2	0	0	0	1	1	0	0	0	0
Mvmt Flow	1	0	59	10	0	0	93	83	7	0	43	1
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	317	320	44	346	317	87	44	0	0	90	0	0
Stage 1	44	44	-	273	273	-	-	-	-	-	-	-
Stage 2	273	276	-	73	44	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	640	600	1026	612	602	977	1571	-	-	1518	-	-
Stage 1	975	862	-	737	688	-	-	-	-	-	-	-
Stage 2	737	685	-	942	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	610	563	1026	550	565	977	1571	-	-	1518	-	-
Mov Cap-2 Maneuver	610	563	-	550	565	-	-	-	-	-	-	-
Stage 1	915	862	-	691	645	-	-	-	-	-	-	-
Stage 2	691	643	-	888	862	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	8.8		11.7		3.8			0				
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1571	-	-	1014	550	1518	-	-				
HCM Lane V/C Ratio	0.059	-	-	0.059	0.018	-	-	-				
HCM Control Delay (s)	7.4	0	-	8.8	11.7	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0	-	-				

HCM 6th TWSC
4: CR 101 & N. Entrance

Existing Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	6	6	180	111	2
Future Vol, veh/h	2	6	6	180	111	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	6	6	188	116	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	317	117	118	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	680	941	1483	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	677	941	1483	-	-	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.2	0.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1483	-	857	-	-	
HCM Lane V/C Ratio	0.004	-	0.01	-	-	
HCM Control Delay (s)	7.4	0	9.2	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	10	190	114	1
Future Vol, veh/h	0	11	10	190	114	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	0	12	11	202	121	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	346	122	122	0	-	0
Stage 1	122	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	655	935	1478	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	650	935	1478	-	-	-
Mov Cap-2 Maneuver	650	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	935	-	-
HCM Lane V/C Ratio	0.007	-	0.013	-	-
HCM Control Delay (s)	7.5	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

G

Volume Derivation

TIA																
	Analysis Years			Growth Rate			External Project Trips			Passby Project Trips			AM Peak			
Inputs:	Existing Year	Future Year	Total	Weighted Growth?		In	Out	Total	In	Out	Total					
	2023	2028	5	-	-	27	78	105	0	0	0					
Existing Turning Movement Counts																
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	AM	65	80	34	117	35	61	88	761	33	24	618	82	
2	CR 103	CR 466	AM	6	4	6	150	91	12	78	788	124	178	579	79	
3	CR 101	CR 104	AM	27	14	8	1	55	1	2	3	103	10	1	2	
4	CR 101	N. Entrance	AM	5	50	0	0	161	2	3	0	6	0	0	0	
5	CR 101	S. Entrance	AM	9	59	0	0	166	0	0	0	5	0	0	0	
Truck Factors																
Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	0.94	0.0%	0.0%	0.0%	0.9%	0.0%	6.7%	1.2%	2.3%	0.0%	0.0%	1.5%	1.3%	
2	CR 103	CR 466	0.87	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	2.5%	0.0%	
3	CR 101	CR 104	0.86	8.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	
4	CR 101	N. Entrance	0.90	0.0%	4.2%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
5	CR 101	S. Entrance	0.85	0.0%	1.7%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
2023 TMC Projected																
Location	Intersection		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	1.06	69	85	36	124	37	65	93	807	35	25	655	87	
2	CR 103	CR 466	1.06	6	4	6	159	96	13	83	835	131	189	614	84	
3	CR 101	CR 104	1.06	29	15	8	1	58	1	2	3	109	11	1	2	
4	CR 101	N. Entrance	1.06	5	53	0	0	171	2	3	0	6	0	0	0	
5	CR 101	S. Entrance	1.06	10	63	0	0	176	0	0	0	5	0	0	0	
Annual Growth Rates																
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	AM	1.3%	1.3%	1.3%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
2	CR 103	CR 466	AM	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
3	CR 101	CR 104	AM	2.5%	2.5%	2.5%	3.1%	3.1%	3.1%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	
4	CR 101	N. Entrance	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
5	CR 101	S. Entrance	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Background Development Traffic																
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	AM	0	1	0	20	3	10	3	0	0	0	0	7	
2	CR 103	CR 466	AM	0	0	2	0	0	0	0	0	0	6	1	0	
3	CR 101	CR 104	AM	7	1	0	0	0	0	0	0	2	0	0	0	
4	CR 101	N. Entrance	AM	5	5	0	0	2	1	3	0	14	0	0	0	
5	CR 101	S. Entrance	AM	7	5	0	0	14	2	5	0	22	0	0	0	
Future Background																
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	AM	74	92	38	150	42	78	101	847	37	26	688	98	
2	CR 103	CR 466	AM	7	5	9	180	109	15	87	877	138	204	646	88	
3	CR 101	CR 104	AM	40	18	9	1	67	1	2	4	138	14	1	2	
4	CR 101	N. Entrance	AM	11	65	0	0	194	3	6	0	20	0	0	0	
5	CR 101	S. Entrance	AM	18	76	0	0	212	2	5	0	27	0	0	0	
Project Trip Distribution																
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	AM	0.0%	6.3%	0.0%	45.9%	6.3%	22.7%	22.7%	0.0%	0.0%	0.0%	0.0%	45.9%	
2	CR 103	CR 466	AM	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	12.7%	3.3%	0.0%	
3	CR 101	CR 104	AM	16.1%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	16.1%	0.0%	0.0%	0.0%	
4	CR 101	N. Entrance	AM	32.7%	10.9%	0.0%	0.0%	10.9%	7.3%	7.3%	0.0%	32.7%	0.0%	0.0%	0.0%	
5	CR 101	S. Entrance	AM	49.0%	32.7%	0.0%	0.0%	32.7%	10.9%	10.9%	0.0%	49.0%	0.0%	0.0%	0.0%	
In / Out (Input: I/O)																
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	AM		I		O	O	O	I				O	I	
2	CR 103	CR 466	AM			I					I			O	O	
3	CR 101	CR 104	AM	O	O			I				I				
4	CR 101	N. Entrance	AM	I	O			I	I	O		O				
5	CR 101	S. Entrance	AM	I	I			O	I	O		O				
Adjustment																
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	AM													
2	CR 103	CR 466	AM													
3	CR 101	CR 104	AM													
4	CR 101	N. Entrance	AM													
5	CR 101	S. Entrance	AM									1				
Future Project Trips																
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	AM	0	2	0	36	5	18	6	0	0	0	0	12	
2	CR 103	CR 466	AM	0	0	3	0	0	0	0	1	0	10	3	0	
3	CR 101	CR 104	AM	13	2	0	0	1	0	0	0	4	0	0	0	
4	CR 101	N. Entrance	AM	9	8	0	0	3	2	6	0	25	0	0	0	
5	CR 101	S. Entrance	AM	13	9	0	0	25	3	8	0	39	0	0	0	
Future Buildout																
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	CR 101	CR 466	AM	74	94	38	186	47	96	107	847	37	26	688	110	

2	CR 103	CR 466	AM		7	5	12		180	109	15		87	878	138		214	649	88
3	CR 101	CR 104	AM		53	20	9		1	68	1		2	4	142		14	1	2
4	CR 101	N. Entrance	AM		20	73	0		0	197	5		12	0	45		0	0	0
5	CR 101	S. Entrance	AM		31	85	0		0	237	5		13	0	66		0	0	0

TIA															
	Analysis Years			Growth Rate			External Project Trips			Passby Project Trips			PM Peak		
Inputs:	Existing Year	Future Year	Total	Weighted Growth?			In	Out	Total	In	Out	Total			
	2023	2028	5	-	-	-	89	53	142	0	0	0			
Existing Turning Movement Counts															
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	PM	207	161	41	315	200	92	129	695	134	112	876	153
2	CR 103	CR 466	PM	51	18	25	167	13	89	93	575	43	90	937	162
3	CR 101	CR 104	PM	87	77	7	0	41	1	1	0	55	9	0	0
4	CR 101	N. Entrance	PM	6	170	0	0	105	2	2	0	6	0	0	0
5	CR 101	S. Entrance	PM	9	179	0	0	108	1	0	0	10	0	0	0
Truck Factors															
Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	0.94	2.5%	1.3%	0.0%	1.0%	0.5%	0.0%	0.0%	0.6%	1.6%	1.0%	1.4%	1.5%
2	CR 103	CR 466	0.97	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	1.4%	1.2%	0.0%	1.1%	1.3%	0.0%
3	CR 101	CR 104	0.99	1.2%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%
4	CR 101	N. Entrance	0.96	0.0%	1.2%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
5	CR 101	S. Entrance	0.94	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
2023 TMC Projected															
Location	Intersection		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	1.06	219	171	43	334	212	98	137	737	142	119	929	162
2	CR 103	CR 466	1.06	54	19	27	177	14	94	99	610	46	95	993	172
3	CR 101	CR 104	1.06	92	82	7	0	43	1	1	0	58	10	0	0
4	CR 101	N. Entrance	1.06	6	180	0	0	111	2	2	0	6	0	0	0
5	CR 101	S. Entrance	1.06	10	190	0	0	114	1	0	0	11	0	0	0
Annual Growth Rates															
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	PM	1.3%	1.3%	1.3%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2	CR 103	CR 466	PM	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
3	CR 101	CR 104	PM	2.5%	2.5%	2.5%	3.1%	3.1%	3.1%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%
4	CR 101	N. Entrance	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
5	CR 101	S. Entrance	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Background Development Traffic															
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	PM	0	3	0	13	2	7	11	0	0	0	0	23
2	CR 103	CR 466	PM	0	0	6	0	0	0	0	2	0	4	1	0
3	CR 101	CR 104	PM	5	1	0	0	1	0	0	0	8	0	0	0
4	CR 101	N. Entrance	PM	16	3	0	0	5	4	2	0	9	0	0	0
5	CR 101	S. Entrance	PM	25	16	0	0	9	5	3	0	15	0	0	0
Future Background															
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	PM	234	185	46	364	225	110	155	774	149	125	975	193
2	CR 103	CR 466	PM	61	22	37	200	16	106	104	643	48	104	1,044	181
3	CR 101	CR 104	PM	109	93	8	0	51	1	1	0	80	12	0	0
4	CR 101	N. Entrance	PM	23	206	0	0	130	6	4	0	15	0	0	0
5	CR 101	S. Entrance	PM	36	230	0	0	137	6	3	0	26	0	0	0
Project Trip Distribution															
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	PM	0.0%	6.3%	0.0%	45.9%	6.3%	22.7%	22.7%	0.0%	0.0%	0.0%	0.0%	45.9%
2	CR 103	CR 466	PM	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	12.7%	3.3%	0.0%
3	CR 101	CR 104	PM	16.1%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	16.1%	0.0%	0.0%	0.0%
4	CR 101	N. Entrance	PM	32.7%	10.9%	0.0%	0.0%	10.9%	7.3%	7.3%	0.0%	32.7%	0.0%	0.0%	0.0%
5	CR 101	S. Entrance	PM	49.0%	32.7%	0.0%	0.0%	32.7%	10.9%	10.9%	0.0%	49.0%	0.0%	0.0%	0.0%
In / Out (Input: I/O)															
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	PM		I		O	O	O	I				O	I
2	CR 103	CR 466	PM			I					I			O	O
3	CR 101	CR 104	PM	O	O			I				I			
4	CR 101	N. Entrance	PM	I	O			I	I	O		O			
5	CR 101	S. Entrance	PM	I	I			O	I	O		O			
Trip Adjustment															
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	PM												
2	CR 103	CR 466	PM												
3	CR 101	CR 104	PM												
4	CR 101	N. Entrance	PM												
5	CR 101	S. Entrance	PM												
Future Project Trips															
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	PM	0	6	0	24	3	12	20	0	0	0	0	41
2	CR 103	CR 466	PM	0	0	11	0	0	0	0	3	0	7	2	0
3	CR 101	CR 104	PM	9	1	0	0	2	0	0	0	14	0	0	0
4	CR 101	N. Entrance	PM	29	6	0	0	10	6	4	0	17	0	0	0
5	CR 101	S. Entrance	PM	44	29	0	0	17	10	6	0	26	0	0	0
Future Buildout															
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	CR 101	CR 466	PM	234	191	46	388	228	122	175	774	149	125	975	234

2	CR 103	CR 466	PM		61	22	48		200	16	106		104	646	48		111	1,046	181
3	CR 101	CR 104	PM		118	94	8		0	53	1		1	0	94		12	0	0
4	CR 101	N. Entrance	PM		52	212	0		0	140	12		8	0	32		0	0	0
5	CR 101	S. Entrance	PM		80	259	0		0	154	16		9	0	52		0	0	0

Growth Rates

Roadway / Segment	2017	2018	Annual Traffic Counts			Slope	Historical Growth Rate	Growth Rate Used
			2019	2020	2022			
CR 101								
CR 466 to Woodridge Dr	7,814	7,448	7,772	8,107	7,098	-89	-1.26%	1.00%
Woodridge Dr to CR 102	4,282	3,861	4,198	4,656	4,597	115	2.50%	2.50%
CR 102								
CR 101 to US 301	1,156	1,076	1,324	1,440	1,256	38	3.06%	3.06%
Belvedere Blvd								
CR 466 to Churchill Downs	9,035	8,960	11,502	9,193	9,830	132	1.34%	1.34%
CR 103								
CR 466 to Woodbridge Dr	3,516	3,422	3,720	3,873	3,938	104	2.64%	2.64%
CR 104								
US 301/SR 35 to CR 101	2,655	2,437	2,928	3,387	3,208	158	4.93%	4.93%
CR 466								
CR 103 to CR 101	26,729	24,981	25,444	23,530	24,251	-483	-1.99%	1.00%
CR 101 to Buena Vista Blvd	31,523	29,899	31,080	31,176	27,786	-588	-2.12%	1.00%

Source:

Sumter County Annual Traffic Counts 2022

VHB

H

Future Synchro Analysis

HCM 6th Signalized Intersection Summary

1: Belvedere Blvd/CR 101 & CR 466

Future Background
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	847	37	26	688	98	74	92	38	150	42	78
Future Volume (veh/h)	101	847	37	26	688	98	74	92	38	150	42	78
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	1885	1870	1900	1900	1870	1885	1900	1900	1900	1885	1900	1796
Adj Flow Rate, veh/h	107	901	30	28	732	100	79	98	12	160	45	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	2	1	0	0	0	1	0	7
Cap, veh/h	137	1426	646	54	1613	219	313	155	131	330	246	197
Arrive On Green	0.08	0.40	0.40	0.03	0.35	0.35	0.06	0.08	0.08	0.10	0.13	0.13
Sat Flow, veh/h	1795	3554	1610	1810	4547	616	1810	1900	1610	1795	1900	1522
Grp Volume(v), veh/h	107	901	30	28	546	286	79	98	12	160	45	30
Grp Sat Flow(s),veh/h/ln	1795	1777	1610	1810	1702	1759	1810	1900	1610	1795	1900	1522
Q Serve(g_s), s	4.1	14.3	0.8	1.1	8.7	8.8	2.8	3.5	0.5	5.6	1.5	1.2
Cycle Q Clear(g_c), s	4.1	14.3	0.8	1.1	8.7	8.8	2.8	3.5	0.5	5.6	1.5	1.2
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	1426	646	54	1208	624	313	155	131	330	246	197
V/C Ratio(X)	0.78	0.63	0.05	0.52	0.45	0.46	0.25	0.63	0.09	0.49	0.18	0.15
Avail Cap(c_a), veh/h	178	2426	1099	180	2324	1201	433	386	327	362	386	309
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	16.9	12.9	33.7	17.5	17.5	27.4	31.3	29.9	25.8	27.3	27.2
Incr Delay (d2), s/veh	15.0	0.5	0.0	7.4	0.3	0.5	0.4	4.2	0.3	1.1	0.4	0.4
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(50%),veh/ln	2.2	5.0	0.3	0.5	3.0	3.2	1.2	1.7	0.2	2.4	0.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	17.4	12.9	41.1	17.7	18.0	27.8	35.5	30.2	26.9	27.7	27.6
LnGrp LOS	D	B	B	D	B	B	C	D	C	C	C	C
Approach Vol, veh/h	1038			860			189			235		
Approach Delay, s/veh	20.3			18.6			32.0			27.1		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	35.2	10.3	14.8	13.4	31.9	13.7	11.5				
Change Period (Y+Rc), s	8.0	6.9	6.4	* 5.7	8.0	6.9	6.4	* 5.7				
Max Green Setting (Gmax), s	7.0	48.1	8.6	* 14	7.0	48.1	8.6	* 14				
Max Q Clear Time (g_c+l1), s	3.1	16.3	4.8	3.5	6.1	10.8	7.6	5.5				
Green Ext Time (p_c), s	0.0	6.7	0.0	0.2	0.0	5.6	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									
Notes												

HCM 6th Signalized Intersection Summary

2: Old School Rd/CR 103 & CR 466

Future Background
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	87	877	138	204	646	88	7	5	9	180	109	15
Future Volume (veh/h)	87	877	138	204	646	88	7	5	9	180	109	15
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	1900	1870	1900	1900	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	1008	159	234	743	88	8	6	7	166	182	4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	130	1278	201	275	2295	270	185	130	152	318	309	262
Arrive On Green	0.07	0.42	0.42	0.15	0.50	0.50	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3075	485	1810	4632	545	1217	799	933	1423	1900	1610
Grp Volume(v), veh/h	100	582	585	234	545	286	8	0	13	166	182	4
Grp Sat Flow(s), veh/h/ln	1810	1777	1783	1810	1702	1772	1217	0	1732	1423	1900	1610
Q Serve(g_s), s	4.1	21.5	21.6	9.5	7.3	7.4	0.5	0.0	0.5	8.4	6.7	0.2
Cycle Q Clear(g_c), s	4.1	21.5	21.6	9.5	7.3	7.4	7.2	0.0	0.5	8.9	6.7	0.2
Prop In Lane	1.00		0.27	1.00		0.31	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	130	738	741	275	1687	878	185	0	282	318	309	262
V/C Ratio(X)	0.77	0.79	0.79	0.85	0.32	0.33	0.04	0.00	0.05	0.52	0.59	0.02
Avail Cap(c_a), veh/h	297	1132	1136	297	2169	1129	537	0	783	726	854	724
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	19.2	19.2	31.2	11.5	11.5	32.6	0.0	26.7	30.5	29.3	26.6
Incr Delay (d2), s/veh	9.1	2.1	2.1	19.3	0.1	0.2	0.1	0.0	0.1	1.3	1.8	0.0
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(50%), veh/ln	2.0	8.0	8.0	5.3	2.3	2.4	0.1	0.0	0.2	2.9	3.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.6	21.3	21.4	50.6	11.6	11.7	32.7	0.0	26.8	31.8	31.1	26.6
LnGrp LOS	D	C	C	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h	1267			1065			21			352		
Approach Delay, s/veh	23.1			20.2			29.0			31.4		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.0	44.3		18.3	19.1	38.2		18.3				
Change Period (Y+Rc), s	7.6	6.8		* 6	* 7.6	6.8		6.0				
Max Green Setting (Gmax), s	12	48.2		* 34	* 12	48.2		34.0				
Max Q Clear Time (g_c+I1), s	9.4			9.2	11.5	23.6		10.9				
Green Ext Time (p_c), s	0.1	5.6		0.0	0.1	7.8		1.4				

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	138	14	1	2	40	18	9	1	67	1
Future Vol, veh/h	2	4	138	14	1	2	40	18	9	1	67	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	0	8	0	0	0	4	0
Mvmt Flow	2	5	160	16	1	2	47	21	10	1	78	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	203	206	79	283	201	26	79	0	0	31	0	0
Stage 1	81	81	-	120	120	-	-	-	-	-	-	-
Stage 2	122	125	-	163	81	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	759	694	981	673	699	1056	1482	-	-	1595	-	-
Stage 1	932	832	-	889	800	-	-	-	-	-	-	-
Stage 2	887	796	-	844	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	737	671	981	546	676	1056	1482	-	-	1595	-	-
Mov Cap-2 Maneuver	737	671	-	546	676	-	-	-	-	-	-	-
Stage 1	902	831	-	861	774	-	-	-	-	-	-	-
Stage 2	855	771	-	701	831	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.5		11.4			4.5			0.1			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1482	-	-	964	586	1595	-	-				
HCM Lane V/C Ratio	0.031	-	-	0.174	0.034	0.001	-	-				
HCM Control Delay (s)	7.5	0	-	9.5	11.4	7.3	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-				

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	20	11	65	194	3
Future Vol, veh/h	6	20	11	65	194	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	7	22	12	72	216	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	314	218	219	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	683	827	1362	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	677	827	1362	-	-	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	1.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1362	-	787	-	-	
HCM Lane V/C Ratio	0.009	-	0.037	-	-	
HCM Control Delay (s)	7.7	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	27	18	76	212	2
Future Vol, veh/h	5	27	18	76	212	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	5	29	20	83	230	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	354	231	232	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	648	813	1348	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	638	813	1348	-	-	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	780	-	-
HCM Lane V/C Ratio	0.015	-	0.045	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th Signalized Intersection Summary

1: Belvedere Blvd/CR 101 & CR 466

Future Background
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	774	149	125	975	193	234	185	46	364	225	110
Future Volume (veh/h)	155	774	149	125	975	193	234	185	46	364	225	110
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	1900	1885	1870	1885	1885	1870	1870	1885	1900	1885	1900	1900
Adj Flow Rate, veh/h	165	823	74	133	1037	188	249	197	26	387	239	61
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	2	1	1	2	2	1	0	1	0	0
Cap, veh/h	198	1089	482	164	1253	227	390	236	202	463	386	327
Arrive On Green	0.11	0.30	0.30	0.09	0.29	0.29	0.12	0.13	0.13	0.20	0.20	0.20
Sat Flow, veh/h	1810	3582	1585	1795	4381	793	1781	1885	1610	1795	1900	1610
Grp Volume(v), veh/h	165	823	74	133	812	413	249	197	26	387	239	61
Grp Sat Flow(s),veh/h/ln	1810	1791	1585	1795	1716	1742	1781	1885	1610	1795	1900	1610
Q Serve(g_s), s	8.7	20.2	3.3	7.1	21.5	21.6	11.9	9.9	1.4	17.4	11.1	3.0
Cycle Q Clear(g_c), s	8.7	20.2	3.3	7.1	21.5	21.6	11.9	9.9	1.4	17.4	11.1	3.0
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	1089	482	164	982	498	390	236	202	463	386	327
V/C Ratio(X)	0.83	0.76	0.15	0.81	0.83	0.83	0.64	0.83	0.13	0.84	0.62	0.19
Avail Cap(c_a), veh/h	223	1183	524	203	1098	558	390	277	237	482	448	379
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	30.6	24.7	43.3	32.4	32.5	32.0	41.5	37.8	27.3	35.3	32.0
Incr Delay (d2), s/veh	21.2	2.6	0.1	17.9	4.9	9.3	3.5	17.1	0.3	11.8	2.0	0.3
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(50%),veh/ln	4.9	8.5	1.3	3.8	9.0	9.8	5.4	5.7	0.6	8.8	5.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	33.2	24.8	61.3	37.3	41.7	35.4	58.6	38.1	39.1	37.3	32.3
LnGrp LOS	E	C	C	E	D	D	D	E	D	D	D	C
Approach Vol, veh/h	1062				1358				472			
Approach Delay, s/veh	37.3				41.0				45.2			
Approach LOS	D				D				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	36.4	18.4	25.5	18.6	34.7	26.0	17.9				
Change Period (Y+Rc), s	8.0	6.9	6.4	* 5.7	8.0	6.9	6.4	* 5.7				
Max Green Setting (Gmax), s	11.0	32.1	12.0	* 23	12.0	31.1	20.6	* 14				
Max Q Clear Time (g_c+I1), s	9.1	22.2	13.9	13.1	10.7	23.6	19.4	11.9				
Green Ext Time (p_c), s	0.1	3.8	0.0	1.1	0.1	4.2	0.2	0.2				

Intersection Summary

HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Old School Rd/CR 103 & CR 466

Future Background
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	104	643	48	104	1044	181	61	22	37	200	16	106
Future Volume (veh/h)	104	643	48	104	1044	181	61	22	37	200	16	106
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	1885	1885	1900	1885	1885	1900	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	107	663	47	107	1076	169	63	23	26	217	0	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	0	1	1	0	0	0	0	1	0	0
Cap, veh/h	140	1357	96	140	1794	282	343	123	139	606	0	242
Arrive On Green	0.08	0.40	0.40	0.08	0.40	0.40	0.15	0.15	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1795	3393	240	1795	4486	704	1409	814	920	2734	0	1610
Grp Volume(v), veh/h	107	350	360	107	823	422	63	0	49	217	0	24
Grp Sat Flow(s), veh/h/ln	1795	1791	1842	1795	1716	1759	1409	0	1734	1367	0	1610
Q Serve(g_s), s	3.2	8.0	8.0	3.2	10.4	10.4	2.2	0.0	1.4	4.1	0.0	0.7
Cycle Q Clear(g_c), s	3.2	8.0	8.0	3.2	10.4	10.4	2.2	0.0	1.4	5.5	0.0	0.7
Prop In Lane	1.00		0.13	1.00		0.40	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	140	716	737	140	1373	703	343	0	261	606	0	242
V/C Ratio(X)	0.76	0.49	0.49	0.76	0.60	0.60	0.18	0.00	0.19	0.36	0.00	0.10
Avail Cap(c_a), veh/h	405	1572	1616	405	3011	1543	1008	0	1080	1887	0	997
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	12.3	12.3	24.8	13.0	13.0	20.7	0.0	20.4	22.8	0.0	20.1
Incr Delay (d2), s/veh	8.3	0.5	0.5	8.3	0.4	0.8	0.3	0.0	0.3	0.4	0.0	0.2
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(50%),veh/ln	1.5	2.5	2.6	1.5	3.1	3.3	0.7	0.0	0.5	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	12.8	12.8	33.1	13.4	13.8	21.0	0.0	20.7	23.2	0.0	20.3
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h	817			1352			112			241		
Approach Delay, s/veh	15.5			15.1			20.9			22.9		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.9	28.8		14.3	11.9	28.8		14.3				
Change Period (Y+Rc), s	7.6	6.8		* 6	* 7.6	6.8		6.0				
Max Green Setting (Gmax), s	48.2			* 34	* 12	48.2		34.0				
Max Q Clear Time (g_c+I), s	12.4			4.2	5.2	10.0		7.5				
Green Ext Time (p_c), s	0.1	9.6		0.4	0.1	4.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay 16.2

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	80	12	0	0	109	93	8	0	51	1
Future Vol, veh/h	1	0	80	12	0	0	109	93	8	0	51	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	2	0	0	0	1	1	0	0	0	0
Mvmt Flow	1	0	81	12	0	0	110	94	8	0	52	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	371	375	53	411	371	98	53	0	0	102	0	0
Stage 1	53	53	-	318	318	-	-	-	-	-	-	-
Stage 2	318	322	-	93	53	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	589	559	1014	555	562	963	1559	-	-	1503	-	-
Stage 1	965	855	-	698	657	-	-	-	-	-	-	-
Stage 2	698	655	-	919	855	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	555	517	1014	482	520	963	1559	-	-	1503	-	-
Mov Cap-2 Maneuver	555	517	-	482	520	-	-	-	-	-	-	-
Stage 1	893	855	-	646	608	-	-	-	-	-	-	-
Stage 2	646	606	-	846	855	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.9		12.7			3.9			0			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1559	-	-	1004	482	1503	-	-				
HCM Lane V/C Ratio	0.071	-	-	0.081	0.025	-	-	-				
HCM Control Delay (s)	7.5	0	-	8.9	12.7	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	15	23	206	130	6
Future Vol, veh/h	4	15	23	206	130	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	4	16	24	215	135	6

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	401	138	141	0	-	0
Stage 1	138	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	609	916	1455	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	597	916	1455	-	-	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1455	-	823	-	-
HCM Lane V/C Ratio	0.016	-	0.024	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	26	36	230	137	6
Future Vol, veh/h	3	26	36	230	137	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	3	28	38	245	146	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	470	149	152	0	-	0
Stage 1	149	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	556	903	1441	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	539	903	1441	-	-	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1441	-	844	-	-	
HCM Lane V/C Ratio	0.027	-	0.037	-	-	
HCM Control Delay (s)	7.6	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

HCM 6th Signalized Intersection Summary

1: Belvedere Blvd/CR 101 & CR 466

Project Buildout
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	847	37	26	688	110	74	94	38	186	47	96
Future Volume (veh/h)	107	847	37	26	688	110	74	94	38	186	47	96
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	1885	1870	1900	1900	1870	1885	1900	1900	1900	1885	1900	1796
Adj Flow Rate, veh/h	114	901	30	28	732	113	79	100	12	198	50	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	2	1	0	0	0	1	0	7
Cap, veh/h	145	1409	638	54	1543	236	307	156	132	353	277	222
Arrive On Green	0.08	0.40	0.40	0.03	0.35	0.35	0.05	0.08	0.08	0.12	0.15	0.15
Sat Flow, veh/h	1795	3554	1610	1810	4468	684	1810	1900	1610	1795	1900	1522
Grp Volume(v), veh/h	114	901	30	28	556	289	79	100	12	198	50	49
Grp Sat Flow(s),veh/h/ln	1795	1777	1610	1810	1702	1747	1810	1900	1610	1795	1900	1522
Q Serve(g_s), s	4.5	14.8	0.8	1.1	9.3	9.4	2.9	3.7	0.5	7.1	1.7	2.1
Cycle Q Clear(g_c), s	4.5	14.8	0.8	1.1	9.3	9.4	2.9	3.7	0.5	7.1	1.7	2.1
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	1409	638	54	1175	603	307	156	132	353	277	222
V/C Ratio(X)	0.78	0.64	0.05	0.52	0.47	0.48	0.26	0.64	0.09	0.56	0.18	0.22
Avail Cap(c_a), veh/h	174	2361	1070	175	2261	1161	422	375	318	353	375	301
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	17.7	13.4	34.6	18.6	18.6	28.2	32.2	30.7	25.9	27.1	27.3
Incr Delay (d2), s/veh	17.6	0.5	0.0	7.6	0.3	0.6	0.4	4.3	0.3	2.0	0.3	0.5
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(50%),veh/ln	2.5	5.3	0.3	0.6	3.2	3.4	1.2	1.8	0.2	3.1	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	18.2	13.5	42.2	18.8	19.2	28.6	36.5	31.0	27.9	27.4	27.8
LnGrp LOS	D	B	B	D	B	B	C	D	C	C	C	C
Approach Vol, veh/h	1045			873			191			297		
Approach Delay, s/veh	21.5			19.7			32.9			27.8		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	35.6	10.4	16.3	13.9	31.9	15.0	11.6				
Change Period (Y+Rc), s	8.0	6.9	6.4	* 5.7	8.0	6.9	6.4	* 5.7				
Max Green Setting (Gmax), s	7.0	48.1	8.6	* 14	7.0	48.1	8.6	* 14				
Max Q Clear Time (g_c+I1), s	3.1	16.8	4.9	4.1	6.5	11.4	9.1	5.7				
Green Ext Time (p_c), s	0.0	6.7	0.0	0.2	0.0	5.7	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Old School Rd/CR 103 & CR 466

Project Buildout
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	878	138	214	649	88	7	5	12	180	109	15
Future Volume (veh/h)	87	878	138	214	649	88	7	5	12	180	109	15
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	1900	1870	1900	1900	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	1009	159	246	746	88	8	6	11	166	182	4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	130	1272	200	286	2314	271	186	99	181	314	312	265
Arrive On Green	0.07	0.41	0.41	0.16	0.50	0.50	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3076	484	1810	4634	543	1217	601	1101	1418	1900	1610
Grp Volume(v), veh/h	100	582	586	246	547	287	8	0	17	166	182	4
Grp Sat Flow(s), veh/h/ln	1810	1777	1783	1810	1702	1773	1217	0	1702	1418	1900	1610
Q Serve(g_s), s	4.2	22.1	22.1	10.2	7.4	7.5	0.5	0.0	0.7	8.6	6.8	0.2
Cycle Q Clear(g_c), s	4.2	22.1	22.1	10.2	7.4	7.5	7.3	0.0	0.7	9.3	6.8	0.2
Prop In Lane	1.00		0.27	1.00		0.31	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	130	735	737	286	1700	885	186	0	280	314	312	265
V/C Ratio(X)	0.77	0.79	0.79	0.86	0.32	0.32	0.04	0.00	0.06	0.53	0.58	0.02
Avail Cap(c_a), veh/h	291	1109	1113	291	2125	1107	525	0	754	706	837	709
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	19.7	19.8	31.7	11.5	11.5	33.2	0.0	27.2	31.1	29.8	27.0
Incr Delay (d2), s/veh	9.1	2.3	2.4	22.0	0.1	0.2	0.1	0.0	0.1	1.4	1.7	0.0
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(50%),veh/ln	2.1	8.3	8.3	5.9	2.4	2.5	0.1	0.0	0.3	2.9	3.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	22.1	22.1	53.7	11.6	11.8	33.3	0.0	27.3	32.5	31.5	27.0
LnGrp LOS	D	C	C	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h	1268			1080			25			352		
Approach Delay, s/veh	23.9			21.2			29.2			31.9		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.1	45.4		18.7	19.8	38.7		18.7				
Change Period (Y+Rc), s	7.6	6.8		* 6	* 7.6	6.8		6.0				
Max Green Setting (Gmax), s	18	48.2		* 34	* 12	48.2		34.0				
Max Q Clear Time (g_c+I1), s	10.2	9.5		9.3	12.2	24.1		11.3				
Green Ext Time (p_c), s	0.1	5.6		0.1	0.0	7.8		1.4				

Intersection Summary

HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	142	14	1	2	53	20	9	1	68	1
Future Vol, veh/h	2	4	142	14	1	2	53	20	9	1	68	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	0	8	0	0	0	4	0
Mvmt Flow	2	5	165	16	1	2	62	23	10	1	79	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	236	239	80	319	234	28	80	0	0	33	0	0
Stage 1	82	82	-	152	152	-	-	-	-	-	-	-
Stage 2	154	157	-	167	82	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	723	666	980	638	670	1053	1481	-	-	1592	-	-
Stage 1	931	831	-	855	775	-	-	-	-	-	-	-
Stage 2	853	772	-	840	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	696	637	980	510	641	1053	1481	-	-	1592	-	-
Mov Cap-2 Maneuver	696	637	-	510	641	-	-	-	-	-	-	-
Stage 1	891	830	-	818	742	-	-	-	-	-	-	-
Stage 2	813	739	-	694	830	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.6		11.8		4.9		0.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1481	-	-	961	550	1592	-	-				
HCM Lane V/C Ratio	0.042	-	-	0.179	0.036	0.001	-	-				
HCM Control Delay (s)	7.5	0	-	9.6	11.8	7.3	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-				

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	45	20	73	197	5
Future Vol, veh/h	12	45	20	73	197	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	13	50	22	81	219	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	347	222	225	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	654	823	1356	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	643	823	1356	-	-	-
Mov Cap-2 Maneuver	643	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	1.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1356	-	777	-	-	
HCM Lane V/C Ratio	0.016	-	0.082	-	-	
HCM Control Delay (s)	7.7	0	10	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	66	31	85	237	5
Future Vol, veh/h	13	66	31	85	237	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	14	72	34	92	258	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	421	261	263	0	-	0
Stage 1	261	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	593	783	1313	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	783	1313	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	2.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1313	-	740	-	-	
HCM Lane V/C Ratio	0.026	-	0.116	-	-	
HCM Control Delay (s)	7.8	0	10.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

HCM 6th Signalized Intersection Summary

1: Belvedere Blvd/CR 101 & CR 466

Project Buildout
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  						 	
Traffic Volume (veh/h)	175	774	149	125	975	234	234	191	46	388	228	122
Future Volume (veh/h)	175	774	149	125	975	234	234	191	46	388	228	122
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	1900	1885	1870	1885	1885	1870	1870	1885	1900	1885	1900	1900
Adj Flow Rate, veh/h	186	823	74	133	1037	232	249	203	26	413	243	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	2	1	1	2	2	1	0	1	0	0
Cap, veh/h	211	1113	493	163	1197	268	388	237	202	471	416	353
Arrive On Green	0.12	0.31	0.31	0.09	0.28	0.28	0.12	0.13	0.13	0.21	0.22	0.22
Sat Flow, veh/h	1810	3582	1585	1795	4207	940	1781	1885	1610	1795	1900	1610
Grp Volume(v), veh/h	186	823	74	133	845	424	249	203	26	413	243	80
Grp Sat Flow(s),veh/h/ln	1810	1791	1585	1795	1716	1716	1781	1885	1610	1795	1900	1610
Q Serve(g_s), s	10.4	21.1	3.5	7.5	24.0	24.1	12.0	10.8	1.5	19.8	11.8	4.2
Cycle Q Clear(g_c), s	10.4	21.1	3.5	7.5	24.0	24.1	12.0	10.8	1.5	19.8	11.8	4.2
Prop In Lane	1.00		1.00	1.00		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	1113	493	163	977	488	388	237	202	471	416	353
V/C Ratio(X)	0.88	0.74	0.15	0.82	0.87	0.87	0.64	0.86	0.13	0.88	0.58	0.23
Avail Cap(c_a), veh/h	211	1119	495	192	1039	519	388	244	208	471	424	359
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	31.7	25.6	45.9	34.9	34.9	34.4	44.0	39.9	28.8	35.9	33.0
Incr Delay (d2), s/veh	31.9	2.6	0.1	20.6	7.5	13.9	3.5	24.5	0.3	16.9	2.0	0.3
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(50%),veh/ln	6.4	9.0	1.3	4.1	10.5	11.3	5.8	6.6	0.6	10.5	5.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	34.3	25.7	66.4	42.4	48.8	38.0	68.5	40.2	45.7	37.9	33.3
LnGrp LOS	E	C	C	E	D	D	D	E	D	D	D	C
Approach Vol, veh/h		1083			1402			478			736	
Approach Delay, s/veh		41.0			46.6			51.1			41.8	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	38.8	18.4	28.2	20.0	36.1	28.0	18.6				
Change Period (Y+Rc), s	8.0	6.9	6.4	* 5.7	8.0	6.9	6.4	* 5.7				
Max Green Setting (Gmax), s	11.0	32.1	12.0	* 23	12.0	31.1	21.6	* 13				
Max Q Clear Time (g_c+I1), s	9.5	23.1	14.0	13.8	12.4	26.1	21.8	12.8				
Green Ext Time (p_c), s	0.0	3.6	0.0	1.1	0.0	3.2	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Old School Rd/CR 103 & CR 466

Project Buildout
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	104	646	48	111	1046	181	61	22	48	200	16	106
Future Volume (veh/h)	104	646	48	111	1046	181	61	22	48	200	16	106
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	1885	1885	1900	1885	1885	1900	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	107	666	47	114	1078	172	63	23	39	217	0	39
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	0	1	1	0	0	0	0	1	0	0
Cap, veh/h	140	1335	94	149	1783	284	349	101	170	601	0	256
Arrive On Green	0.08	0.39	0.39	0.08	0.40	0.40	0.16	0.16	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1795	3394	239	1795	4475	713	1390	633	1074	2702	0	1610
Grp Volume(v), veh/h	107	351	362	114	826	424	63	0	62	217	0	39
Grp Sat Flow(s), veh/h/ln	1795	1791	1842	1795	1716	1757	1390	0	1707	1351	0	1610
Q Serve(g_s), s	3.3	8.3	8.3	3.5	10.7	10.7	2.2	0.0	1.8	4.3	0.0	1.2
Cycle Q Clear(g_c), s	3.3	8.3	8.3	3.5	10.7	10.7	2.2	0.0	1.8	6.0	0.0	1.2
Prop In Lane	1.00		0.13	1.00		0.41	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	140	705	725	149	1367	700	349	0	271	601	0	256
V/C Ratio(X)	0.76	0.50	0.50	0.76	0.60	0.61	0.18	0.00	0.23	0.36	0.00	0.15
Avail Cap(c_a), veh/h	398	1543	1587	398	2956	1514	979	0	1043	1814	0	979
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	12.8	12.8	25.1	13.3	13.3	20.7	0.0	20.5	23.2	0.0	20.3
Incr Delay (d2), s/veh	8.3	0.5	0.5	7.8	0.4	0.8	0.2	0.0	0.4	0.4	0.0	0.3
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(50%),veh/ln	1.5	2.7	2.7	1.6	3.2	3.4	0.7	0.0	0.7	1.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	13.4	13.3	33.0	13.8	14.2	21.0	0.0	21.0	23.5	0.0	20.6
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h	820			1364			125			256		
Approach Delay, s/veh	16.0			15.5			21.0			23.1		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.1			14.9	12.3	28.8		14.9				
Change Period (Y+Rc), s	7.6	6.8		* 6	* 7.6	6.8		6.0				
Max Green Setting (Gmax), s	48.2			* 34	* 12	48.2		34.0				
Max Q Clear Time (g_c+I), s	12.7			4.2	5.5	10.3		8.0				
Green Ext Time (p_c), s	0.1	9.6		0.5	0.1	4.3		0.9				

Intersection Summary

HCM 6th Ctrl Delay 16.7

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	94	12	0	0	118	94	8	0	53	1
Future Vol, veh/h	1	0	94	12	0	0	118	94	8	0	53	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	2	0	0	0	1	1	0	0	0	0
Mvmt Flow	1	0	95	12	0	0	119	95	8	0	54	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	392	396	55	439	392	99	55	0	0	103	0	0
Stage 1	55	55	-	337	337	-	-	-	-	-	-	-
Stage 2	337	341	-	102	55	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	571	544	1012	532	547	962	1556	-	-	1502	-	-
Stage 1	962	853	-	681	645	-	-	-	-	-	-	-
Stage 2	681	642	-	909	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	536	500	1012	452	503	962	1556	-	-	1502	-	-
Mov Cap-2 Maneuver	536	500	-	452	503	-	-	-	-	-	-	-
Stage 1	884	853	-	626	593	-	-	-	-	-	-	-
Stage 2	626	590	-	824	853	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9		13.2		4		0					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1556	-	-	1003	452	1502	-	-				
HCM Lane V/C Ratio	0.077	-	-	0.096	0.027	-	-	-				
HCM Control Delay (s)	7.5	0	-	9	13.2	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	0	-	-				

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	32	52	212	140	12
Future Vol, veh/h	8	32	52	212	140	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	8	33	54	221	146	13

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	482	153	159	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	547	898	1433	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	523	898	1433	-	-	-
Mov Cap-2 Maneuver	523	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1433	-	785	-	-
HCM Lane V/C Ratio	0.038	-	0.053	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	52	80	259	154	12
Future Vol, veh/h	9	52	80	259	154	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	10	55	85	276	164	13

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	617	171	177	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	457	878	1411	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	425	878	1411	-	-	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1411	-	759	-	-
HCM Lane V/C Ratio	0.06	-	0.085	-	-
HCM Control Delay (s)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-



NCHRP 457 Turn Lane Warrants

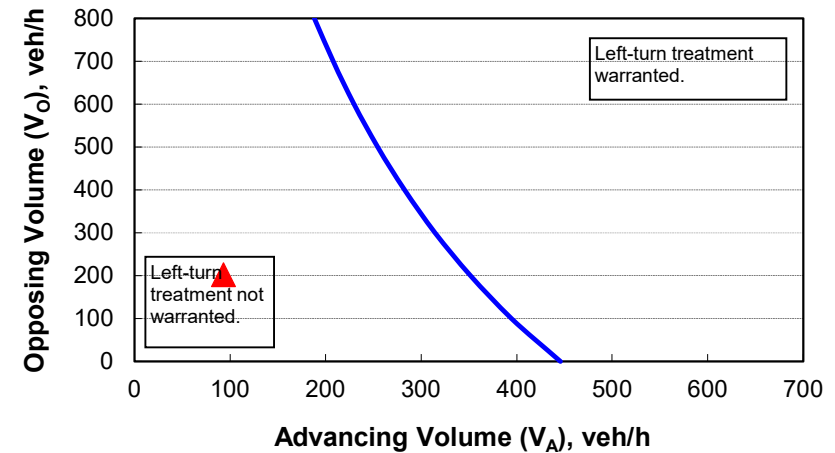
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English) North Entrance - AM Buildout
INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	22%
Advancing volume (V_A), veh/h:	93
Opposing volume (V_O), veh/h:	202

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	351
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

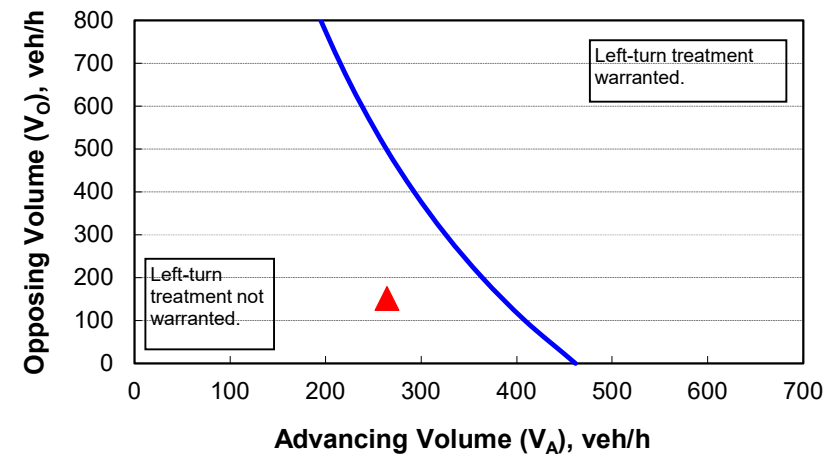
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English) North Entrance - PM Buildout
INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	20%
Advancing volume (V_A), veh/h:	264
Opposing volume (V_O), veh/h:	152

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	385
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

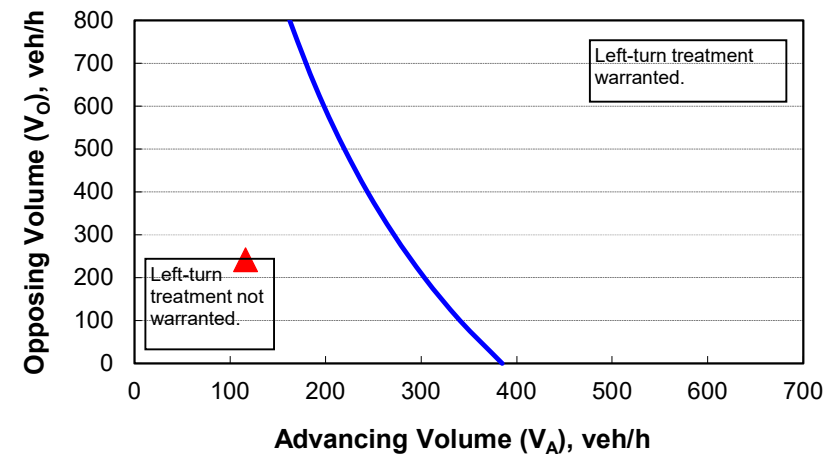
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English) South Entrance - AM Buildout
INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	36%
Advancing volume (V_A), veh/h:	116
Opposing volume (V_O), veh/h:	242

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	289
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

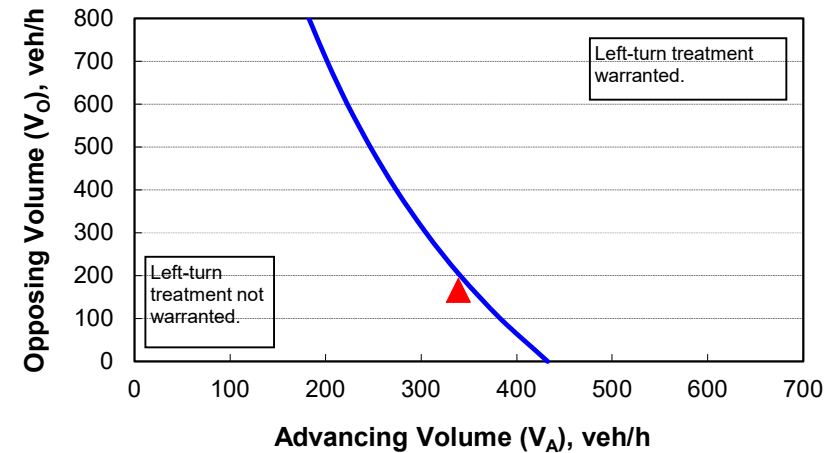
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English) South Entrance - PM Buildout
INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	24%
Advancing volume (V_A), veh/h:	339
Opposing volume (V_O), veh/h:	166

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	354
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

North Entrance - AM Buildout

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	202
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	5548
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

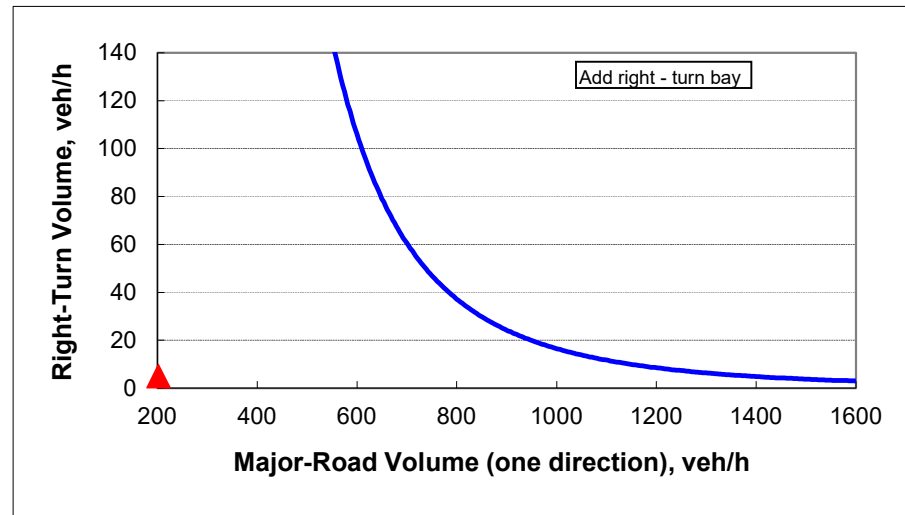


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

North Entrance - PM Buildout

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	152
Right-turn volume, veh/h:	12

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	15605
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

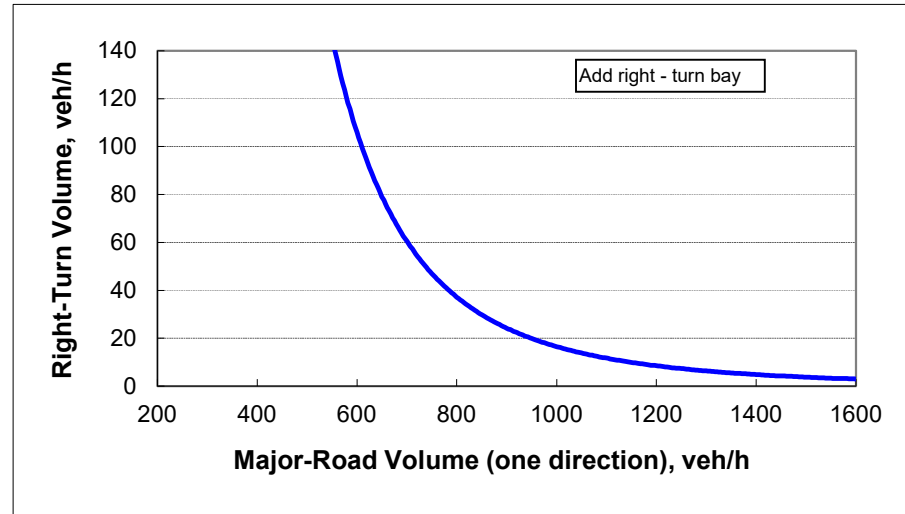


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

South Entrance - AM Buildout

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	242
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2876
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

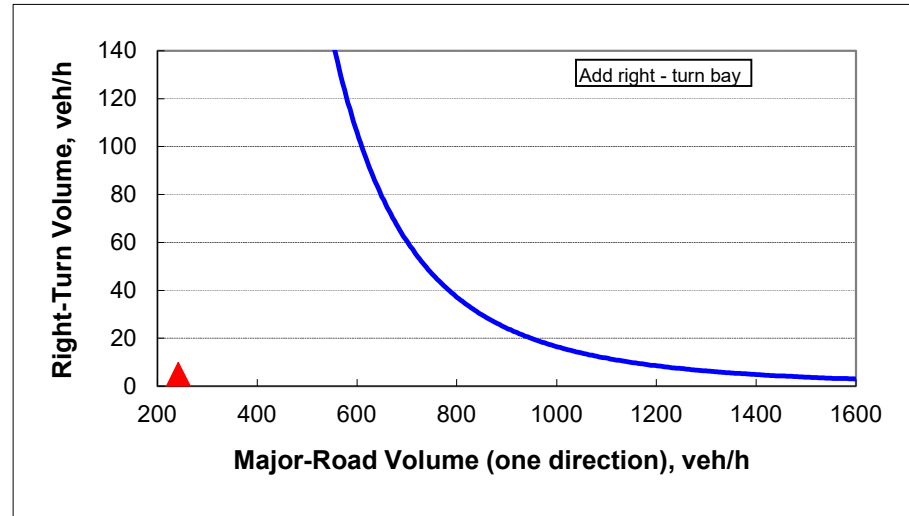


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

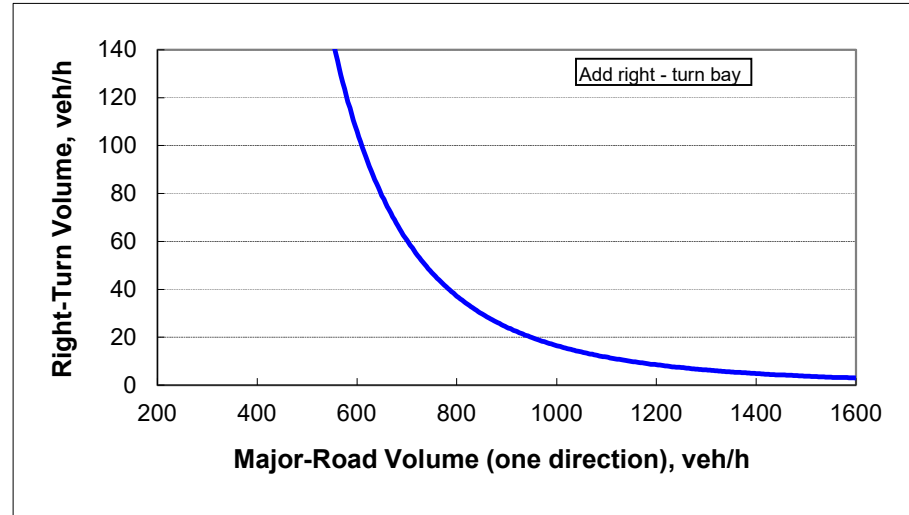
South Entrance - PM Buildout

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	166
Right-turn volume, veh/h:	12

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	11327
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE
CITY OF WILDWOOD
EXECUTIVE SUMMARY**

SUBJECT: CP 2403-002 Pest Bear Office

REQUESTED ACTION:

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2403-002 Pest Bear Office
Ordinance	O2024-20
Owner(s)	Jacksonville 1 LLC
Applicant(s)	Megan Stover
Property Location	The subject property is generally located northeast along E SR 44, approximately 1.81 miles north of Morse Blvd, and approximately 2.9 miles south of S Main St.
Parcel(s)	G15D009
Date	April 22, 2024

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to Commercial (City) for the parcel listed above on 1.86 acres MOL. This request is accompanied by rezoning request RZ 2403-002 (O2024-21).

ANALYSIS: This property will be used for commercial professional services.

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 has submitted adequate justification to the City of Wildwood for the proposed request to change the Future Land Use from Rural Residential (County) to Commercial (City), as supported in the 2050 Comprehensive Plan Amendment by policy 1.2.7.; “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.” This is also in line with Policy 1.2.8., the City shall encourage all new development and

redevelopment projects by contributing to a mix of land uses which are compatible with existing communities.

(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 goals, objectives and policies of the comprehensive plan as policy 1.1.1.c for commercial future land use accommodates the proposed mix of commercial and office uses. With Policy 1.2.5., the City is using the Joint Planning Area (JPA) to combat urban sprawl and manage growth in an environmentally sensitive matter.

(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. This parcel is located along a state-owned principal arterial road with commercial land approximately 0.03 miles northwest and 0.2 miles southeast of the property conforming with Objective 1.2 of the 2050 Comprehensive Plan. Objective 1.2 is being met specifically from Policy 1.2.8, the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern. This would include direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl and maintaining compatibility with adjacent land uses using design standards that would limit the light intrusion on surrounding properties and limit buffering.

(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. There is an existing structure on the property that will remain as an office building. The project will need to meet the code requirements for commercial use to include, but not limited to, parking, lighting, design district standards, and mitigation.

(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 E SR 44, a four-lane divided road maintained by FDOT. The proposed development is projected to generate less than 50 trips per day and received a transportation impact analysis (TIA) exemption from Sumter County's Public Works department.

Potable Water & Sewer: City water and sewer are not available to the subject property. The project will use the existing well and septic on the property. The applicant/owner will work with City utilities to connect to City water and sewer when available.

Schools: The commercial development will not generate any school-age children.



Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-20

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:

G15D009
Jacksonville 1 LLC
1.86 +/-

LEGAL DESCRIPTION:

LOT 9, BAKERS ESTATES, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 4, PAGE(S) 15, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

This property is to be reclassified from Rural Residential (County) to Commercial (City)

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 _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

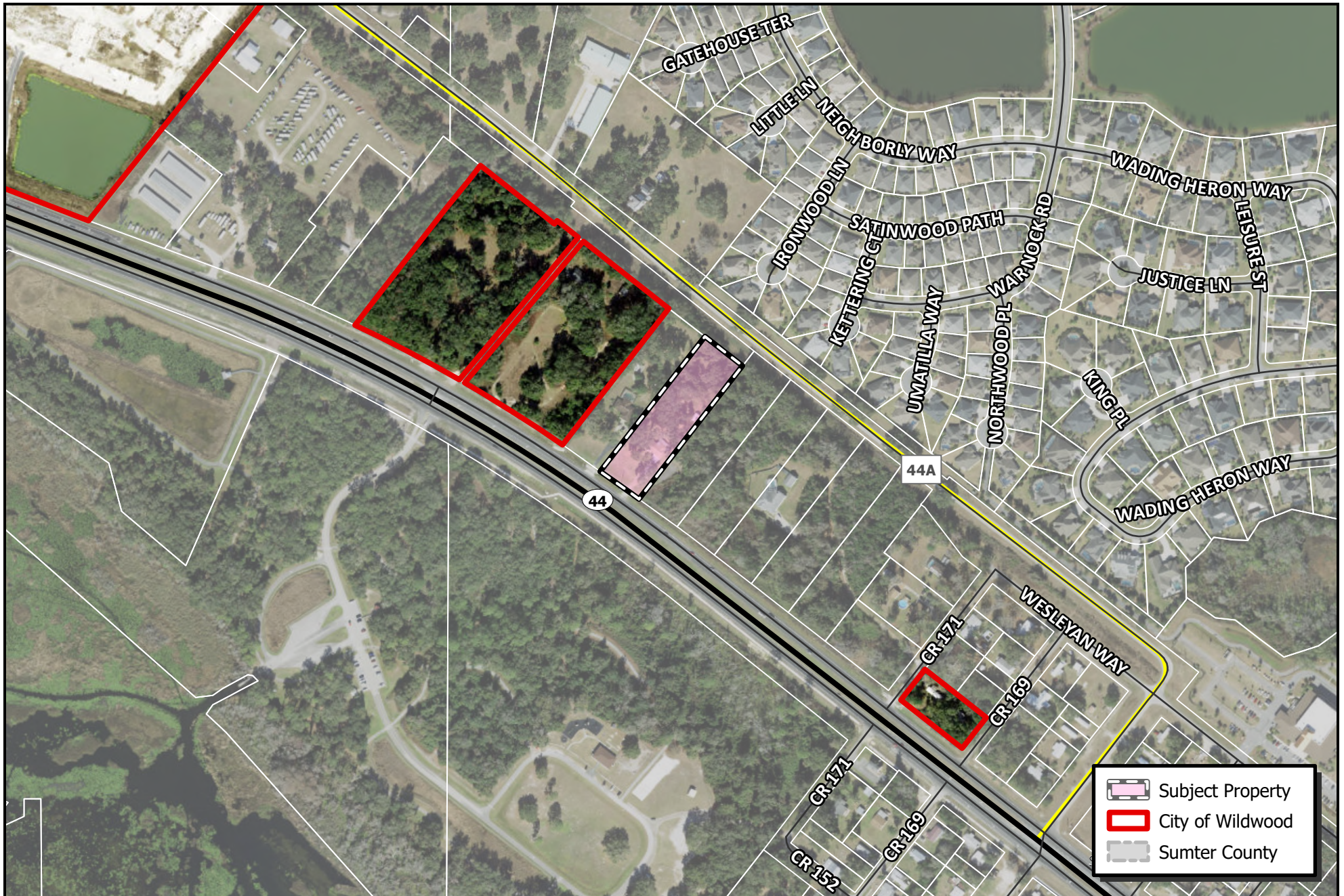
ATTEST: _____
Jessica Barnes, City Clerk

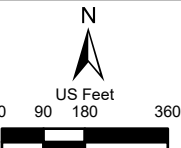
First Reading: _____

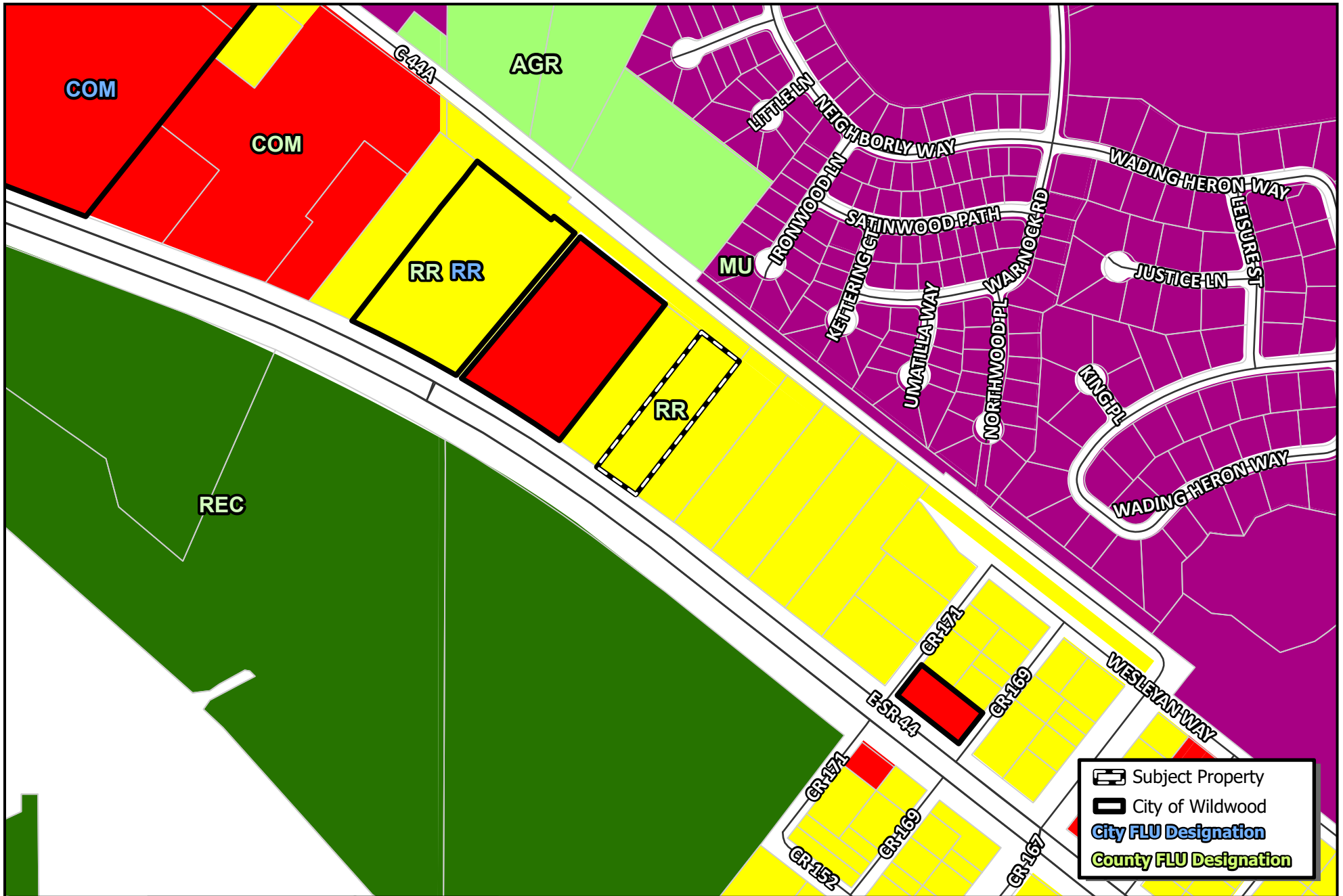
Second Reading: _____

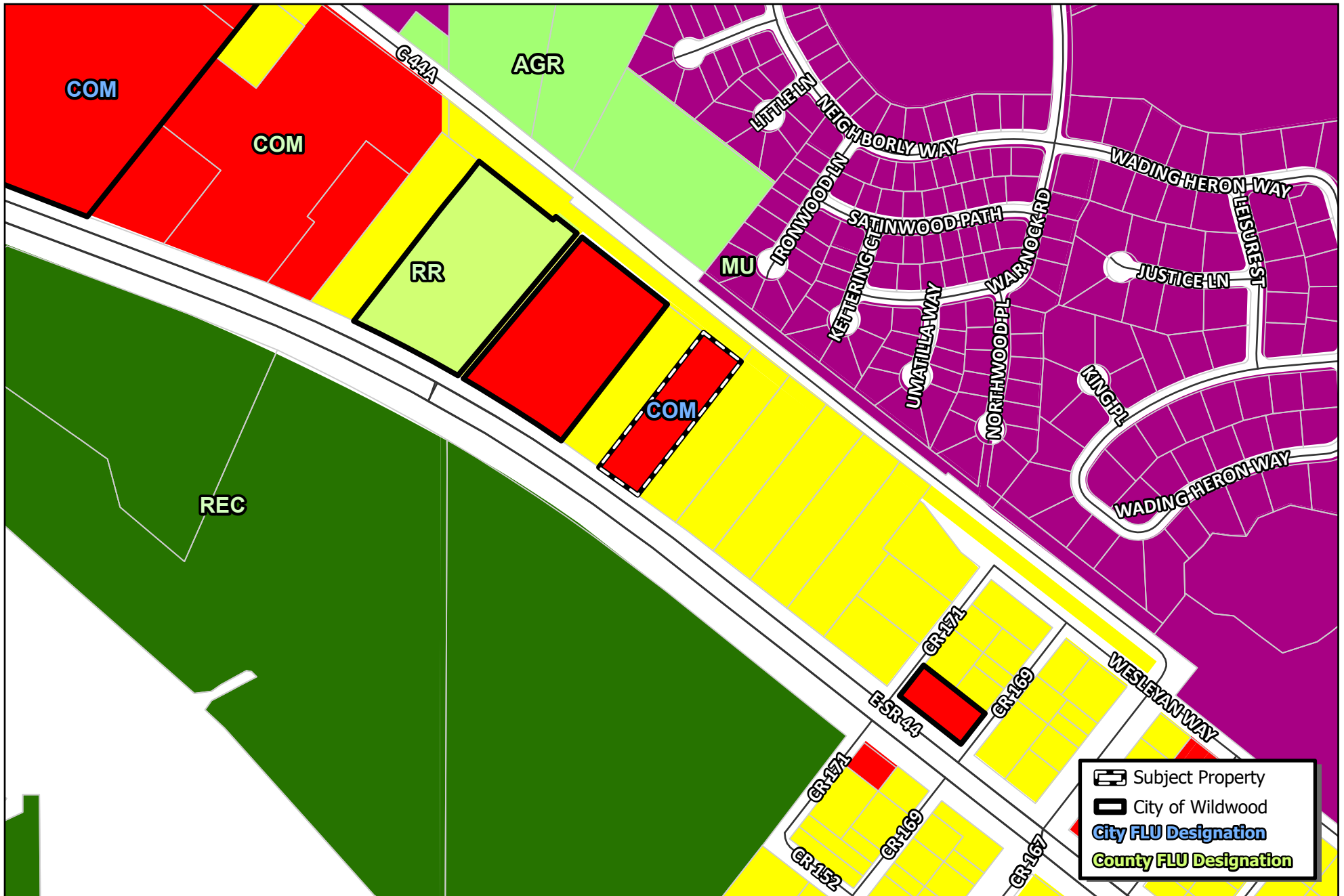
Approved as to form:

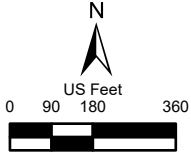
City Attorney



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 90 180 360	CP 2403-002 PEST BEAR OFFICE PARCEL G15D009	MAP 1B LOCATION MAP MAR 2024
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 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov		CP 2403-002 PEST BEAR OFFICE PARCEL G15D009	MAP 2B PROPOSED LAND USE MAR 2024

Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-20

A Business Impact Estimate will not be provided in accordance with section 166.041(4), Florida Statutes. Based upon the box(es) that are checked below, the City of Wildwood is of the view that a business impact estimate is not required by Section 166.041(4)(c) of the Florida Statutes for the proposed ordinance. This Statement of Exemption from Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
 - b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE
CITY OF WILDWOOD**

EXECUTIVE SUMMARY

SUBJECT: CP 2403-003 Freeman-Allen Home Site

REQUESTED ACTION: Ordinance O2024-29 to be considered by the Special Magistrate for further action.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	CP 2403-003 Freeman-Allen Home Site
Ordinance #	O2024-29
Applicant	James Hartley with Gooding and Batsel, PLLC
Owner	Arthur Freeman, Jr.
Property Location	A 1.0 acre (+/-) A/K/A "Tract C" within property located at 2865 C-44A, Wildwood, FL 34785
Parcel Number	F01-116
Date	05/2/2024

The applicant seeks approval from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agriculture (Sumter County) to Residential Mixed Use (City) for the parcel listed above on 1.00 acre MOL. This request is accompanied by rezoning request RZ 2403-003 (O2024-30).

ANALYSIS: The applicant seeks to erect a manufactured home on the property.

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:

At this time, the applicant intends to construct a single family dwelling unit (manufactured home) on the parcel. Justification has been presented to the city to support the proposed development, highlighting that the subject parcel is located within the City's Joint Planning

Area with Sumter County.

(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. The Residential Mixed Use (RMU) Future Land Use designation accommodates single-family dwelling units less than 10 acres in size. The 2050 Comprehensive Plan FLU Policy 1.1.1 designates a maximum density allowance of 10 units per acre for the proposed FLU designation. However, the proposed scale and the layout of the site is designated to accommodate just one dwelling unit on premises. As such, the proposed amendment is not inconsistent with the FLUM and conforms with the Comprehensive Plan.

(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.

Per F.S. Chapter 163.3177(6)(a)9a any amendment to the Future Land Use element shall discourage urban sprawl. The primary indicators that a plan amendment does not discourage urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan amendment:

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

The subject property is located along the CR 44A Corridor which has an existing mix of residential dwelling units along the south of CR 44A and the segment between CR 217 and CR 213.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development. As per Housing Policy 3.1.5, “the City shall allow a wide range of housing types to accommodate a diversity of housing needs and preferences. These may include attached and detached single family homes, cluster development, multifamily homes, and innovative housing types.” The applicant is relocating and establishing a residence with her children to be closer to her elderly parents.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

The proposed plan amendment is not an isolated or strip development. There are significant master plan projects being considered for approval in the vicinity of the subject parcel.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands,

floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

The subject property contains wetland/flood zone areas classified as Flood Zone A on the FEMA maps.

The subject property does not contain Wetland/Special Flood Hazard Areas.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

The subject property does not have adjacent parcels that are actively utilized for agricultural/silviculture activities but rather as larger tracts of residential dwelling units. Although some of the surrounding areas have a future land use of Agricultural (County), this parcel falls within the Joint Planning Area (JPA) where the proposed future land uses could be commercial or residential should they be annexed into the City of Wildwood.

(VI) Fails to maximize use of existing public facilities and services.

City water lines are already located on the north side of CR 44A. However, connection may not be required due to distance limitations. No additional requirements are needed based on the nature and scale of the proposal.

(VII) Fails to maximize use of future public facilities and services.

Once water and sewer lines become available, the applicant will be required to connect to city's utilities based on the established connection matrix.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

As per the JPA agreement between Sumter County and the City of Wildwood, this parcel must be annexed into the City to be developed.

(IX) Fails to provide a clear separation between rural and urban uses.

Although some of the surrounding areas have a future land use of Agricultural (County), these parcels fall within the Joint Planning Area (JPA) where the proposed future land uses could be commercial and residential should they be annexed into the City of Wildwood.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

Parcel F01-116 is currently under the annexation process and will have its second and final reading on May 13, 2024. The proposal is consistent with Policy 1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.” Development is beginning to physically materialize in this area of the city and it's getting a lot of momentum. Other developments are expected as city utilities are available to the neighboring parcels.

(XI) Fails to encourage a functional mix of uses.

The CR 44A Corridor segment east of CR 217 to Orange Street is relatively undeveloped and exhibits larger tracts of land. The proposal does not constitute a mix-used development; however, with proximity to Hwy 301 being just over one mile east of the subject parcel, it indicates nearby businesses that would benefit from sales and services received by the proposed residents of the single family dwelling unit.

(XII) Results in poor accessibility among linked or related land uses

Access to the site can be provided via an existing easement to CR 44A.

(XIII) Results in the loss of significant amounts of functional open space.

The proposal will have to adhere to the impervious surface requirements of the Residential Mixed Use Land Use Designation (60 percent impervious surface ratio).

Although some of the surrounding areas have a future land use of Agricultural (County), this parcel falls within the Joint Planning Area (JPA) where the proposed future land uses could be commercial or residential should they be annexed into the City of Wildwood.

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

No wetlands and/or surface waters are present within the project boundary. In addition, the property is completely cleared except for a few specimen trees bordering to the north of the subject parcel.

(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 would likely be accommodated via an established easement accessed via CR 44A.

Potable Water & Sewer: There is a 12-inch water main currently available on the north side of CR 44A. For the construction of one single dwelling unit, the City would allow the applicant a well for potable water and a septic tank for waste disposal since connection to water is not feasible at this time due to distance.

Schools: With the proposal of up to one dwelling unit on this parcel, the expected number of Sumter County Generated Students is one (1) student. Breakdown is as follows:

School	Rate/Students Generated
High	0.102
Middle	0.074
Elementary	0.152
Total	0.328

CONCLUSION:

The proposed amendment to the Comprehensive Plan is compatible with the Goals, Policies and Objectives stated in the City of Wildwood's 2050 Comprehensive Plan. The proposed amendment has been evaluated for the 13 indicators of urban sprawl as listed in F.S. Chapter 163.3177(6)(a)9a.

DATED: 5/2/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-29

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 F01-116
Arthur Freeman Jr.
1.00 +/-

LEGAL DESCRIPTION:

COMMENCING AT THE NORTHWEST CORNER OF THE EAST 1/2 OF THE WEST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION I, TOWNSHIP 19 SOUTH, RANGE 22 EAST SUMTER COUNTY, FLORIDA SEMICOLON THENCE RUN S 00°08'19" WEST 324.91 FEET TO THE POINT OF BEGINNING OF TRACT C; THENCE NORTH 89°24'15" EAST 227.54 FEET; THENCE S 00°12'15" W 191.75 FEET THENCE S 89°45'06" W 226.95 FEET; THENCE N 00°08'19" E 191.75 FEET TO THE POINT OF BEGINNING

TOGETHER WITH A 50 FOOT EASEMENT FOR INGRESS AND EGRESS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE EAST 1/2 OF THE WEST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST SUMTER COUNTY, FLORIDA THENCE RUN S 00°08'19 " W 516.65 FEET; THENCE N 89°45'06" E 226.73 FEET TO THE POINT OF BEGINNING OF THE 50 FEET INGRESS EGRESS EASEMENT; THENCE CONTINUE N 89°45'06" E 50.00 FEET; THENCE N 00°12'15" E 480.76 FEET TO THE MONUMENTED SOUTHERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 44A; THENCE NORTH 88°09'47" WEST ALONG MONUMENTED RIGHT-OF-WAY LINE 50.02 FEET; THENCE S 00°12'15" W 482.58 FEET TO THE POINT OF BEGINNING OF THE 50 FEET INGRESS EGRESS EASEMENT.

A 1.0 ACRE (+/-) A/K/A "TRACT C" WITHIN PROPERTY LOCATED AT 2865 C-44A, WILDWOOD, FL 34785

This property is to be reclassified from Agriculture (Sumter County) to Residential Mixed Use (City).

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 _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

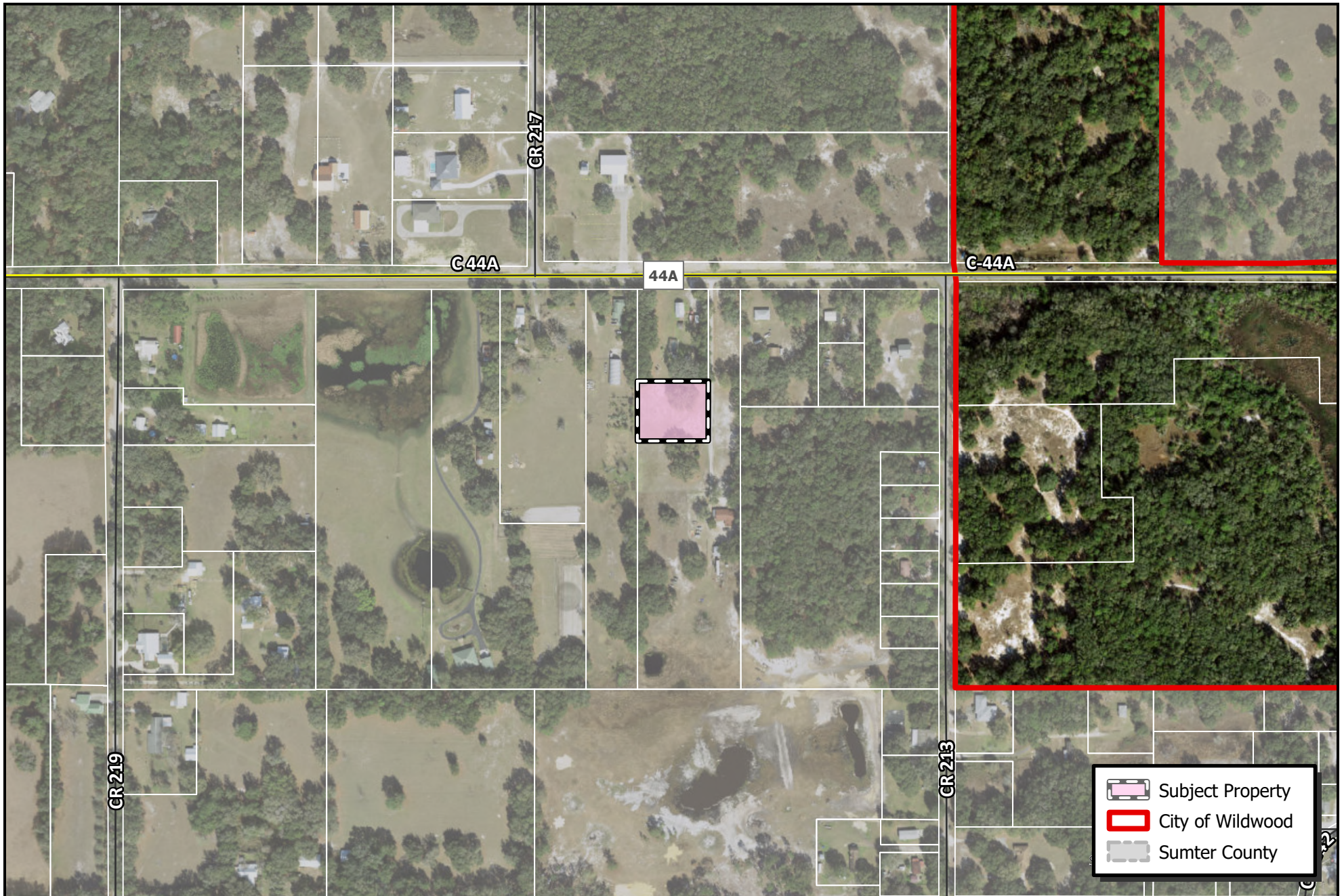
ATTEST: _____
Jessica Barnes, City Clerk

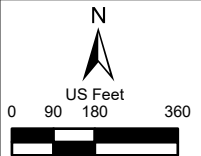
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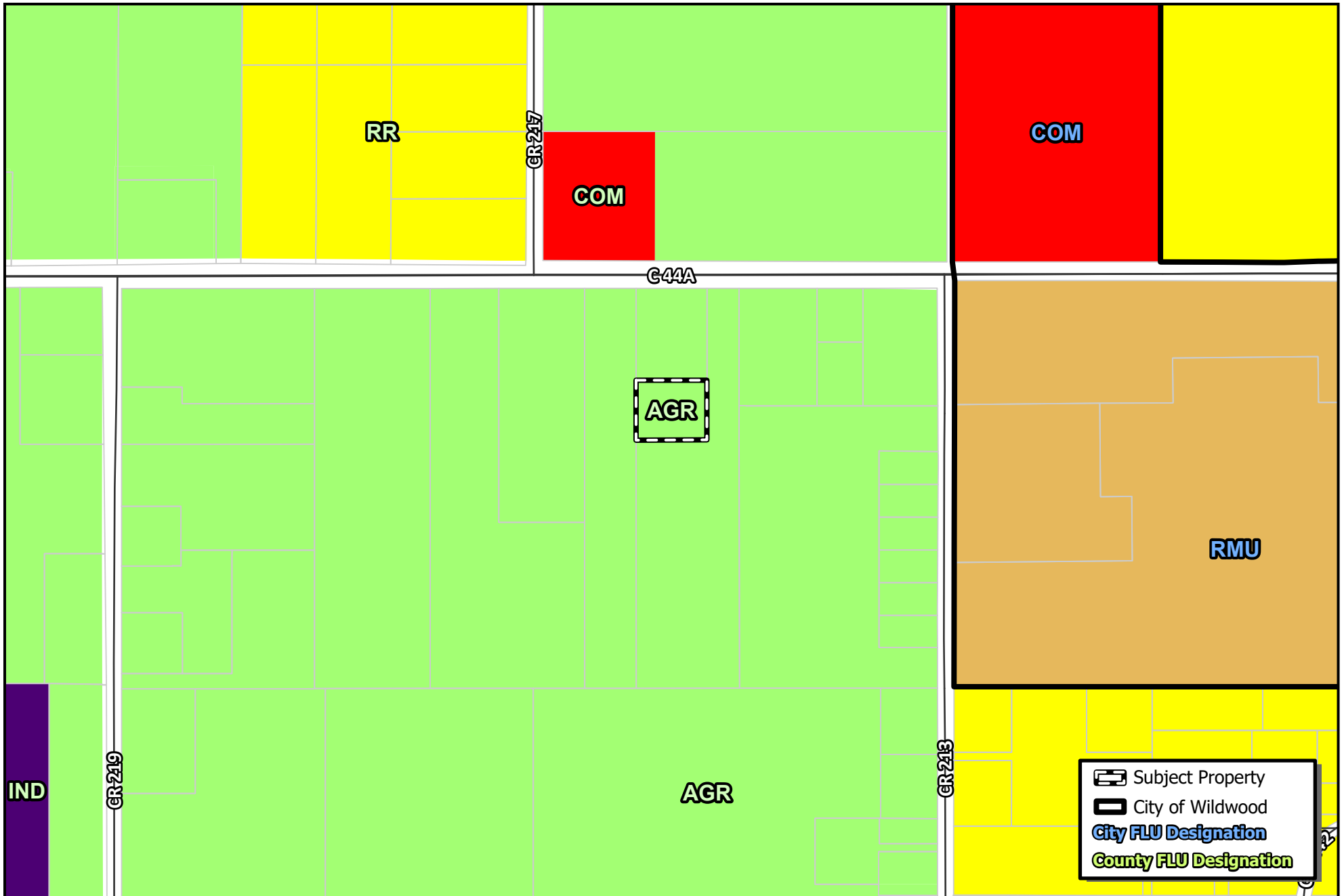
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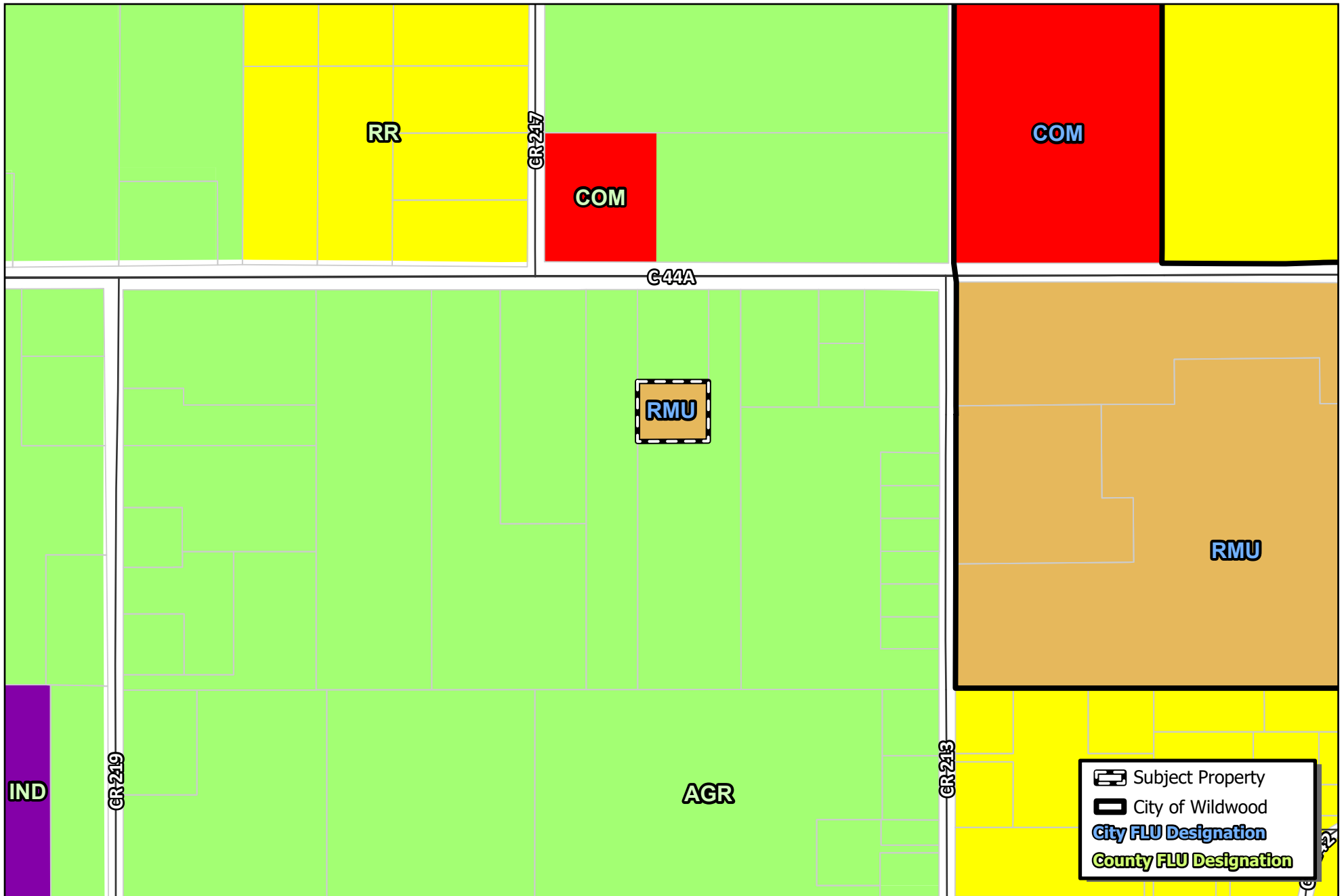
Approved as to form:

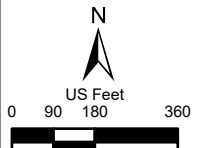
City Attorney



 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 90 180 360	CP 2403-003 FREEMAN-ALLEN ANNEXATION PARCEL F01-116	MAP 1B
			LOCATION MAP
			MAR 2024





 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 90 180 360	CP 2403-003		MAP 2B
			FREEMAN-ALLEN ANNEXATION		PROPOSED LAND USE
			PARCEL F06-116		MAR 2024

Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-29

A Business Impact Estimate will not be provided in accordance with section 166.041(4), Florida Statutes. Based upon the box(es) that are checked below, the City of Wildwood is of the view that a business impact estimate is not required by Section 166.041(4)(c) of the Florida Statutes for the proposed ordinance. This Statement of Exemption from Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
 - b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: CP 2403-004 Empey Home Site

REQUESTED ACTION: Ordinance O2024-31 to be considered by the Special Magistrate for further action.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	CP 2403-004 Empey Home Site
Ordinance #	O2024-31
Applicant	Sarah E. Empey
Owner	Sarah E. Empey
Property Location	5369 Lexington Circle, Wildwood, FL 34785
Parcel Number	G16ED001
Date	05/2/2024

The applicant seeks approval from the City of Wildwood Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (Sumter County) to Mobile Home Park (City) for the parcel listed above on 0.125 acre MOL. This request is accompanied by rezoning request RZ 2403-004 (O2024-32).

ANALYSIS: The applicant seeks to erect a manufactured home on the property.

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:

At this time, the applicant intends to construct a single family dwelling unit (manufactured home) on the parcel. The subject parcel is located within the City's Joint Planning Area with Sumter County and upon the applicant submitting a Building Permit, the property owner was notified of the requirement for annexation.

(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. The Mobile Home Park (MHP) Future Land Use designation accommodates single-family dwelling units less than 10 acres in size. The 2050 Comprehensive Plan FLU Policy 1.1.1 designates a maximum density allowance of 10 units per acre for the proposed FLU designation. However, the proposed scale and the layout of the site is designated to accommodate just one dwelling unit on premises. As such, the proposed amendment is not inconsistent with the FLUM and conforms with the Comprehensive Plan.

(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.

Per F.S. Chapter 163.3177(6)(a)9a any amendment to the Future Land Use element shall discourage urban sprawl. The primary indicators that a plan amendment does not discourage urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan amendment:

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

The subject property is located within the Heritage Wood N Lakes Estates Subdivision, an established community featuring manufactured homes and single family residences.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development. As per Housing Policy 3.1.5, "the City shall allow a wide range of housing types to accommodate a diversity of housing needs and preferences. These may include attached and detached single family homes, cluster development, multifamily homes, and innovative housing types."

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

The proposed plan amendment is not an isolated or strip development. The area encompasses three distinct subdivisions that create this community.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

The subject property contains wetland/flood zone areas classified as Flood Zone A on the FEMA maps.

The subject property does not contain Wetland/Special Flood Hazard Areas.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

The subject property does not have adjacent parcels that are actively utilized for agricultural/silviculture activities. This parcel falls within the Joint Planning Area (JPA) where the proposed future land uses could be commercial or residential should they be annexed into the City of Wildwood.

(VI) Fails to maximize use of existing public facilities and services.

City water sewer lines are already located within the Heritage Wood N Lakes Estates Subdivision and the property is going to be serviced by the City.

(VII) Fails to maximize use of future public facilities and services.

City water sewer lines are already located within the Heritage Wood N Lakes Estates Subdivision and the property is going to be serviced by the City.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

As per the JPA agreement between Sumter County and the City of Wildwood, this parcel must be annexed into the City to be developed.

(IX) Fails to provide a clear separation between rural and urban uses.

The area exhibits urban development patterns within the subdivision and surrounding areas.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

Parcel G16ED001 is currently under the annexation process and will have its second and final reading on May 13, 2024. The proposal is consistent with Policy 1.2.7., "upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property." Development is beginning to physically materialize in this area of the city and it's getting a lot of momentum. Other developments are expected as city utilities are available to the neighboring parcels.

(XI) Fails to encourage a functional mix of uses.

The area exhibits primarily residential communities, and within the communities, there is a mix of single family residences and manufactured home products.

(XII) Results in poor accessibility among linked or related land uses

Access to the site can be provided either via Heritage Blvd. or Lexington Circle; which are private roads.

(XIII) Results in the loss of significant amounts of functional open space.

The proposal will have to adhere to the impervious surface requirements of the Mobile Home Park Land Use Designation (0.3 Floor Area Ratio, Minimum Open Space of 15 percent).

Although some of the surrounding areas have a future land use of Agricultural (County), this parcel fall within the Joint Planning Area (JPA) where the proposed future land uses could be commercial or residential should they be annexed into the City of Wildwood.

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

No wetlands and/or surface waters are present within the project boundary. In addition, the property is completely cleared of trees.

(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 will be accommodated along Heritage Blvd. & Lexington Circle; both of which are private roads.

Potable Water & Sewer: There is an 8-inch water and 8-inch sewer line servicing the subdivision.

Schools: With the proposal of up to one dwelling unit on this parcel, the expected number of Sumter County Generated Students is one (1) student. Breakdown is as follows:

School	Rate/Students Generated
High	0.102
Middle	0.074
Elementary	0.152
Total	0.328

CONCLUSION:

The proposed amendment to the Comprehensive Plan is compatible with the Goals, Policies and Objectives stated in the City of Wildwood's 2050 Comprehensive Plan. The proposed amendment has been evaluated for the 13 indicators of urban sprawl as listed in F.S. Chapter 163.3177(6)(a)9a.

DATED: 5/2/2024

A handwritten signature in black ink, appearing to read 'Wendy Then', written in a cursive style.

Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-31

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 G16ED001
Sarah E. Empey
0.125 +/-

LEGAL DESCRIPTION:

LOT 1 BLK D HERITAGE WOOD N LAKES ESTATES PB 4 PG 61-61A, OF THE
PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

This property is to be reclassified from Rural Residential (Sumter County) to
Mobile Home Park (City).

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 _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

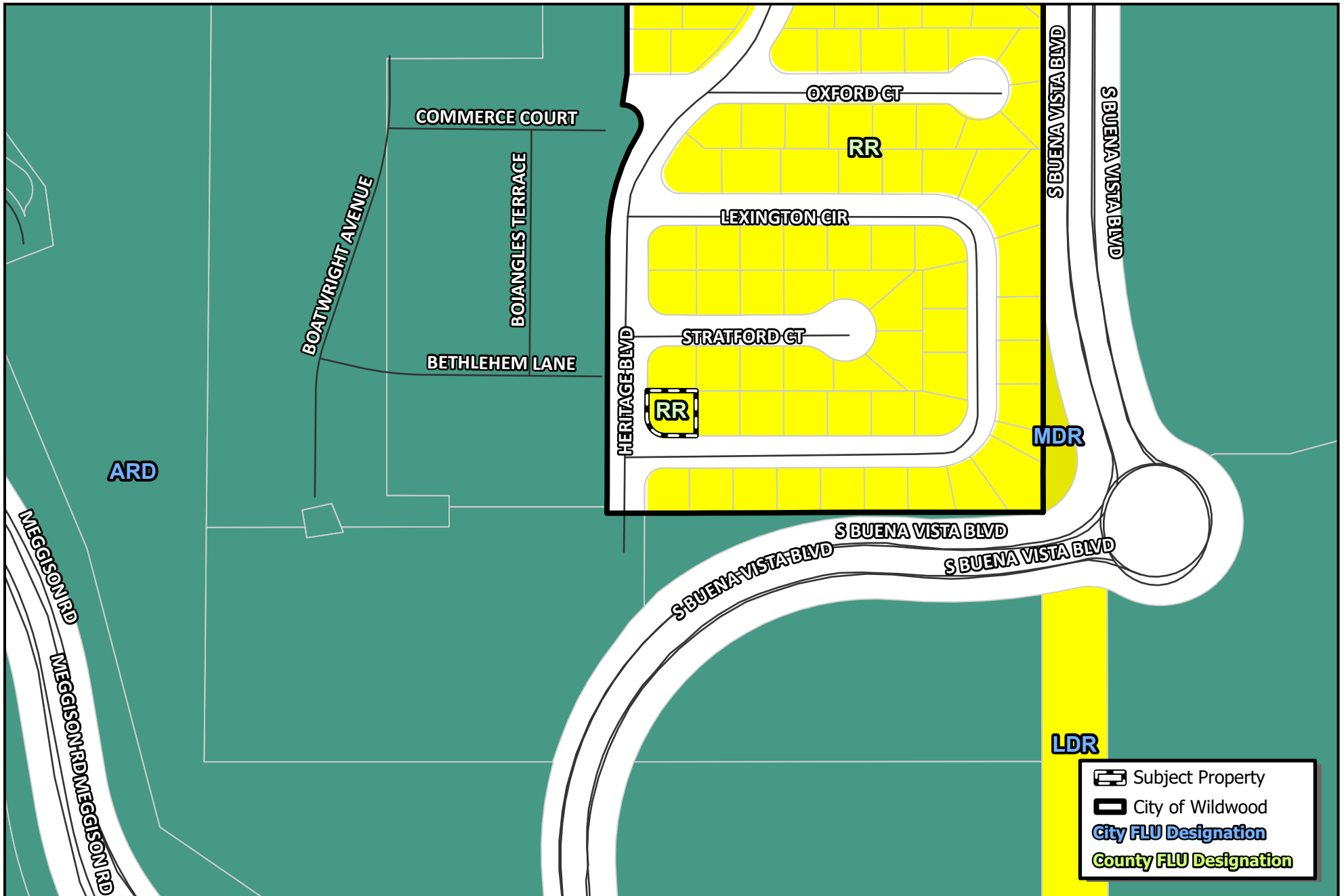
ATTEST: _____
Jessica Barnes, City Clerk

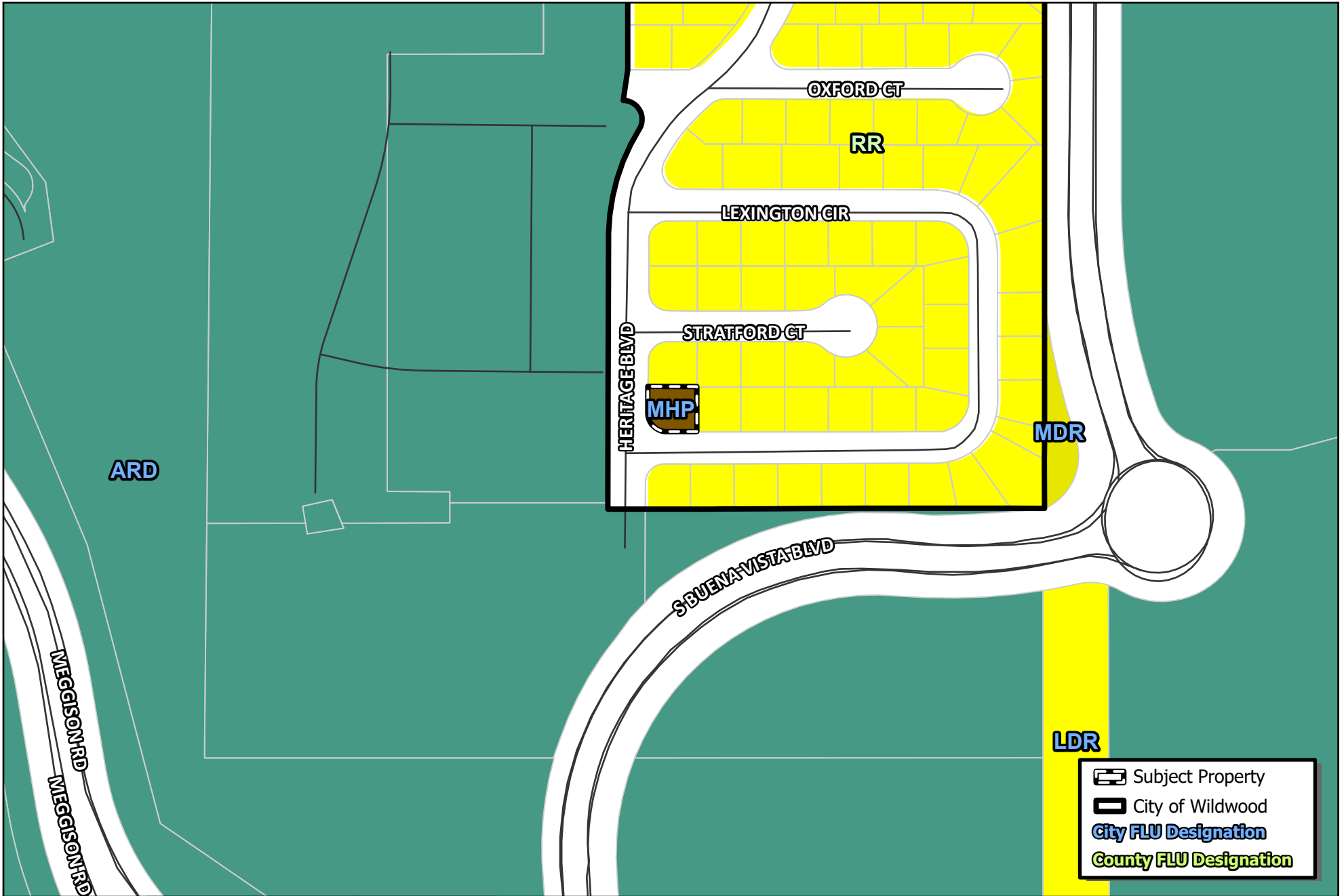
First Reading: _____

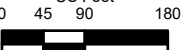
Second Reading: _____

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	N US Feet 0 45 90 180 	CP 2403-004 SARAH EMPEY PARCEL G16ED001	MAP 2B PROPOSED LAND USE MAY 2024
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Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-31

A Business Impact Estimate will not be provided in accordance with section 166.041(4), Florida Statutes. Based upon the box(es) that are checked below, the City of Wildwood is of the view that a business impact estimate is not required by Section 166.041(4)(c) of the Florida Statutes for the proposed ordinance. This Statement of Exemption from Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
 - b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE
CITY OF WILDWOOD**

EXECUTIVE SUMMARY

SUBJECT: CP 2404-001 301 Lots

REQUESTED ACTION:

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2404-001 301 Lots
Ordinance	O2024-33
Owner/Applicant(s)	Danon J. Slinkard, Trustee of the Blue Water Trust UTD
Property Location	The subject property is generally located west along N US 301, approximately 0.35 miles north of E C 462, and approximately 0.62 miles south of CR 222.
Parcel(s)	D30-020 & D30-026
Date	April 22, 2024

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) and Residential Mixed Use (City) to General Commercial (City) for the parcels listed above on 0.66 acres MOL. This request is accompanied by rezoning request RZ 2404-001 (O2024-34).

ANALYSIS: This applicant is proposing a 3,000 square-foot dog training facility.

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 has submitted adequate justification to the City of Wildwood for the proposed request to change the Future Land Use from Rural Residential (County) and Residential Mixed Use (City) to General Commercial (City), as supported in the 2050 Comprehensive Plan

Amendment. This is line with policy 1.2.7.; “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.” and with Policy 1.2.8., the City shall encourage all new development and redevelopment projects by contributing to a mix of land uses which are compatible with existing communities.

(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 goals, objectives and policies of the comprehensive plan as policy 1.1.1.c for commercial future land use accommodates the proposed mix of commercial and office uses. With Policy 1.2.5., the City is using the Joint Planning Area (JPA) to combat urban sprawl and manage growth in an environmentally sensitive matter.

(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. This parcel is located along a federal owned and maintained principal arterial road with industrial land uses surrounding the property conforming with Objective 1.2 of the 2050 Comprehensive Plan. Objective 1.2 is being met specifically from Policy 1.2.8, the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern. This would include direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl and maintaining compatibility with adjacent land uses using design standards that would limit the light intrusion on surrounding properties and limit buffering.

(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. An environmental assessment was done by Clymer Farner Barley Inc in February 2024. No endangered species were found on the subject property. Wetland delineation methodology was used utilizing the three parameters approach – presence of hydrophytic vegetation, hydric soils, and hydrology to establish wetland boundaries. Using this methodology, no jurisdictional wetlands or OSWs were observed onsite. The development will require an Environmental Resource Permit (ERP) where there are no wetlands on the site and to review issues relating to the presence of Listed Species, which SWFWMD can consult with the FWC regarding these issues. Tree mitigation requirements will be met at the site plan stage of the development in accordance with the land development regulation (LDR) 6.10.

(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 N US 301, a four-lane divided road maintained by FDOT. The proposed development is projected to generate less than 50 trips per day and received a transportation impact analysis (TIA) exemption from Sumter County's Public Works department.

Potable Water & Sewer: City water and sewer are available to the subject property. The applicant/owner will work with City utilities to connect to City water and sewer.

Schools: The commercial development will not generate any school-age children.

A handwritten signature in black ink, reading "Amanda Bondi". The signature is fluid and cursive, with the first name "Amanda" and last name "Bondi" clearly distinguishable.

Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-33

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:

D30-020 & D30-026

Danon J. Slinkard, Trustee of the Blue Water Trust UTD

0.66 +/-

LEGAL DESCRIPTION:

PARCEL D30-020

COMMENCE 50 FEET WEST AND 735 FEET SOUTH OF THE NORTHEAST CORNER OF THE SOUTHEAST ¼ OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA FOR POINT OF BEGINNING. THENCE RUN SOUTH 105 FEET; WEST 150 FEET; NORTH 105 FEET; EAST 150 FEET TO THE POINT OF BEGINNING. LESS THE RIGHT OF WAY GOT STATES ROAD NO. 35(NOW KNOWN AS US HWY 301)

PARCEL D30-026

BEGIN 50 FEET WEST AND 630 FEET SOUTH OF THE NORTHEAST CORNER OF THE SOUTHEAST ¼ OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA FOR A POINT OF BEGINNING, THENCE RUN SOUTH 105 FEET, THENCE WEST 420 FEET, THENCE NORTH 105 FEET, THENCE EAST 420 FEET TO THE POINT OF BEGINNING, LESS ROAD RIGHT-OF-WAY ALSO LESS THAT PORTION DEEDED TO THE STATE OF FLORIDA FOR WATER RETENTION AREA IN OFFICIAL RECORDS BOOK 154, PAGE 41 AND CORRECTED IN OFFICIAL RECORDS BOOK 155, PAGE 800, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

This property is to be reclassified from Rural Residential (County) and Residential Mixed Use (City) to General Commercial (City)

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 _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

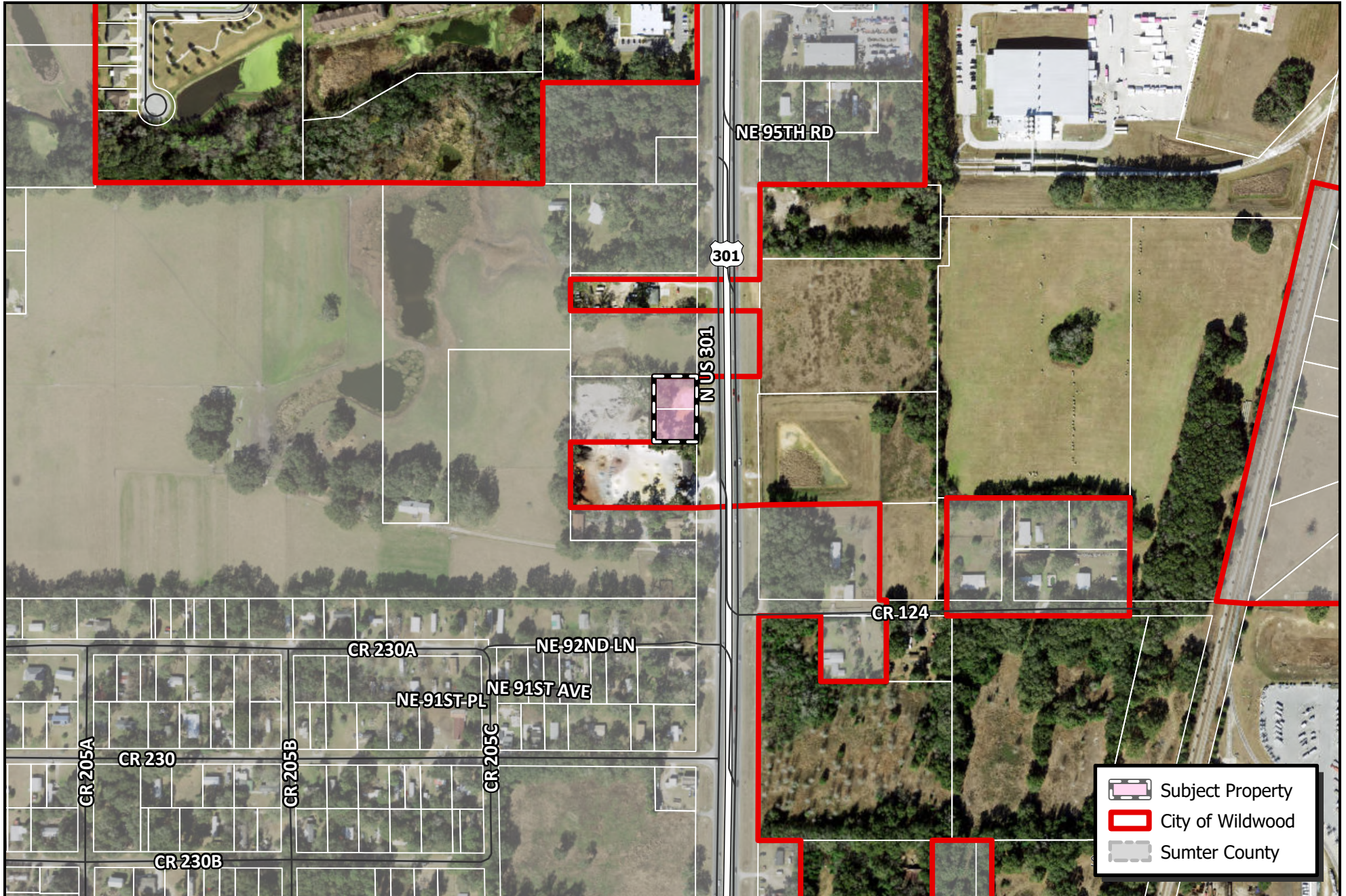
First Reading: _____

Second Reading: _____

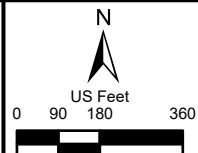
Approved as to form:

City Attorney

Exhibit A



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

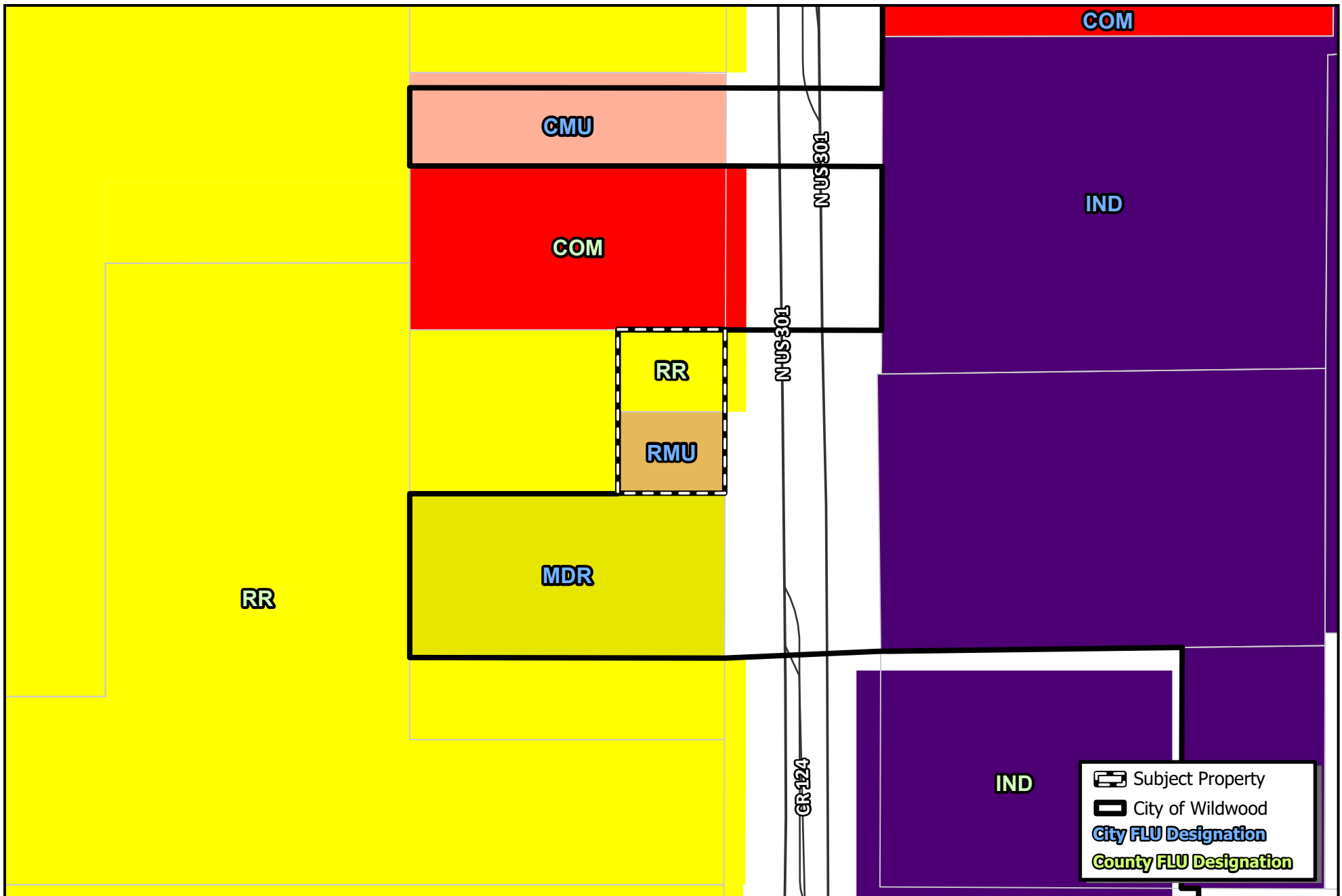


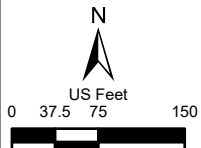
CP 2404-001
301 LOTS
 PARCELS D30-020 & D30-026

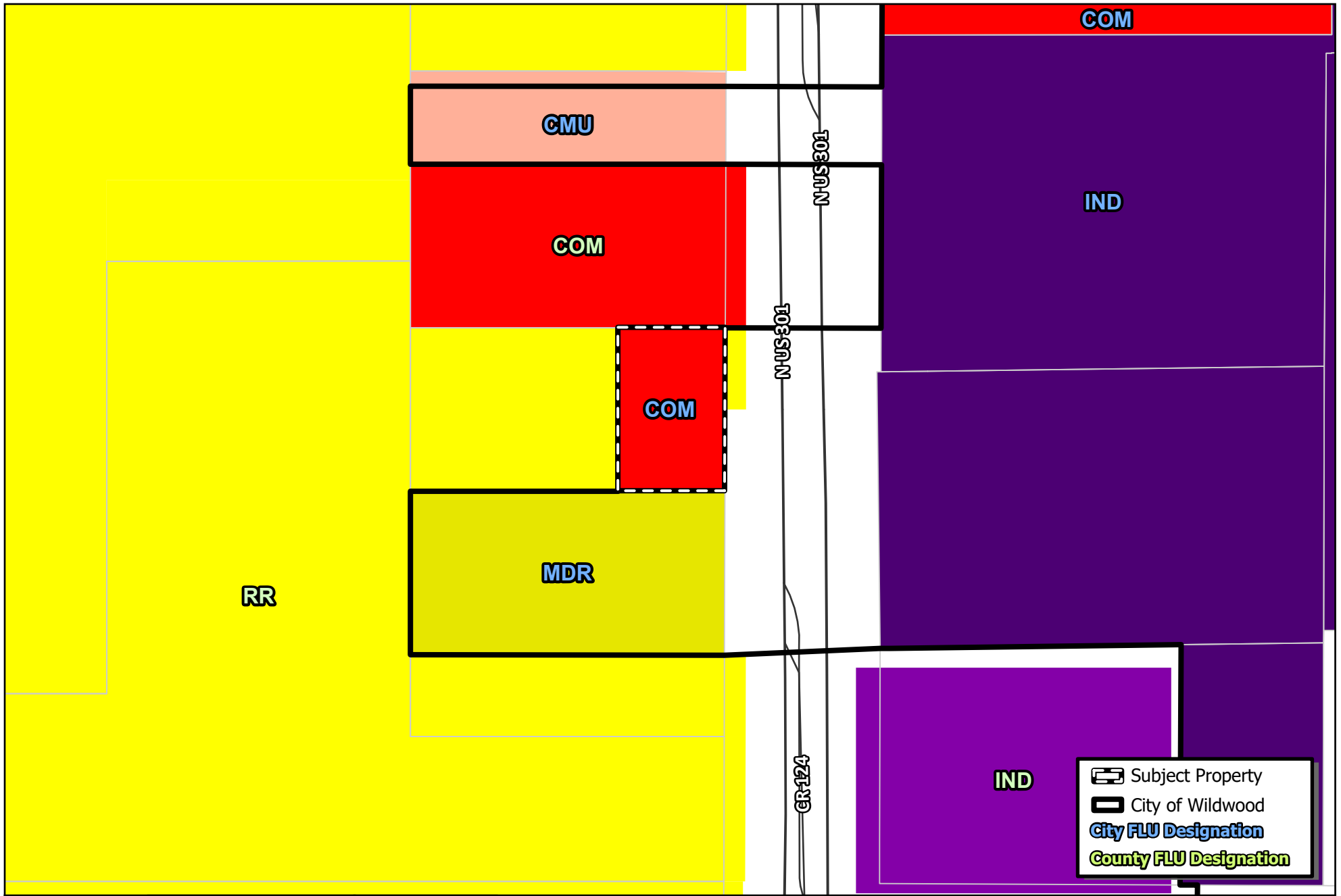
MAP 1B

**LOCATION
 MAP**

APR 2024



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 37.5 75 150	CP 2404-001		MAP 2A
			301 LOTS		EXISTING
			PARCELS D30-020 & D30-026		LAND USE
					APR 2024



Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-33

A Business Impact Estimate will not be provided in accordance with section 166.041(4), Florida Statutes. Based upon the box(es) that are checked below, the City of Wildwood is of the view that a business impact estimate is not required by Section 166.041(4)(c) of the Florida Statutes for the proposed ordinance. This Statement of Exemption from Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
 - b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.